

CALIFORNIA COLLEGE OF THE ARTS OAKLAND CAMPUS REDEVELOPMENT PROJECT

Draft Environmental Impact Report
State Clearinghouse No. 2019070044



Prepared for:
City of Oakland

January 2024

URBAN
PLANNING
PARTNERS
INC.

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Prepared for the City of Oakland

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January 2024

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I. INTRODUCTION

A. PURPOSE OF THE EIR

In compliance with the California Environmental Quality Act (CEQA), this Draft Environmental Impact Report (EIR) describes the environmental consequences of the proposed California College of the Arts (CCA) Oakland Campus¹ Redevelopment Project (project). This EIR is designed to inform City staff, the Landmarks Preservation Advisory Board (LPAB), Planning Commission, the City Council, other responsible and interested agencies, and the public about: (1) the project and its potential environmental consequences; (2) the Standard Conditions of Approval (SCAs) and mitigation measures necessary to lessen or avoid significant adverse impacts; and (3) a reasonable range of feasible alternatives to the project. The information contained in this Draft EIR will be reviewed and considered by public agencies prior to deciding to approve, reject, or modify the project.

The City of Oakland (City) is the lead agency for environmental review of the project, and as such has made the Draft EIR available for public review for the period identified in the Notice of Availability (NOA) published with this document. During this public review period, written comments may be submitted to the City Planning Division at the address indicated on the NOA. Responses to all comments received on the environmental analysis in the Draft EIR during the specified review period will be included in the Response to Comments/Final EIR document.

B. PROPOSED PROJECT

Arts Campus Holdings, LLC, (a development team that includes Emerald Fund and Equity Community Builders) (herein referred to as “the Project Sponsor”) is proposing to redevelop the former CCA Oakland campus in the North Oakland/Oakland Hills planning areas and Rockridge neighborhood with a new mixed-use development with up to 510 residential units. CCA shifted all housing and operations previously conducted at the Oakland campus to its San Francisco campus and student housing program in 2022. CCA is partnered with Arts Campus Holdings, LLC, to create plans for reuse and redevelopment of the Oakland campus.

¹ Note that the name of the campus has changed over the years. In 1922 when it was first established it was California School of Arts and Crafts. In 1936, the name was changed to the California College of Arts and Crafts (CCAC). In 2003, the name was changed to California College of the Arts (CCA). This document primarily uses CCA but does use CCAC when referencing the historic district and Area of Primary Importance. In any case the CCA and CCAC acronyms are occasionally used interchangeably.

The project site is approximately 0.6 miles south of Rockridge Bay Area Rapid Transit District (BART) Station and 0.5-miles south of an existing bus stop along a high-quality transit (bus) corridor (AC Transit Route 51A along the College/Lawton Avenue corridor). The project site is also approximately 0.6 miles south of State Route (SR) 24, 1 mile north of Interstate (I-) 580, and 1.4 miles west of Highway 13. Figure I-1 shows the project site in its regional and local context.

The approximately 172,270 square-foot (3.95 acres) project site is comprised of one development parcel (Assessor's Parcel Number (APN) 14-1243-1-1) and is at 5200 Broadway. It is bounded by Broadway to the west, Clifton Street to the north, a multi-family apartment complex to the east, and the Rockridge Shopping Center access road to the south.²

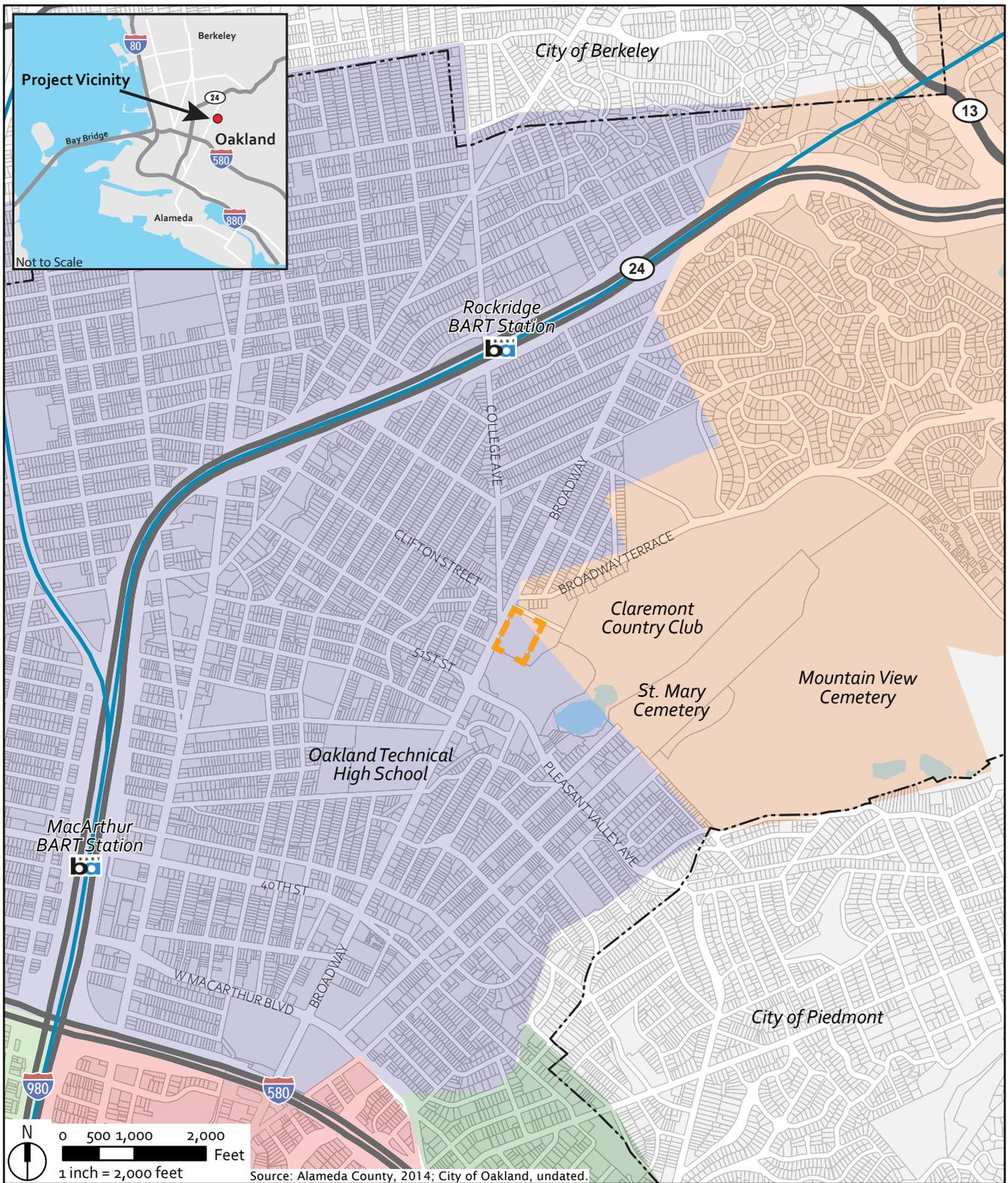
The project site is currently not occupied. The most recent major land use on the site was educational, as the land served as the CCA Oakland campus until 2022. The site is developed with 12 structures previously occupied with educational uses (the buildings were vacated subsequent to the issuance of the Notice of Preparation for an EIR). These structures are between 1 and 3 stories tall and were constructed from circa 1880 to 1992. The project site has ornamental and native landscaping scattered throughout, and a parking lot on the northwest portion of the parcel.

The CCA Oakland campus site is proposed to be redeveloped with up to 510 residential units in two residential buildings up to 10 stories in height. The project would also include approximately 16,945 square feet of office space; a 1,408-square-foot commercial retail; 1.46 acres (63,727 square feet) of privately-owned public open space (POPOS), including 11,884 square feet of space that may be used for group assembly space; 268 structured and ground level parking spaces (there are 41 existing spaces for a net increase of 227 new spaces); and 510 bicycle parking spaces. Macky Hall and the Broadway Wall and Stairs are proposed to be preserved with Macky Hall also planned for renovations. The Carriage House would be relocated on-site and renovated. The remaining ten buildings would be demolished. The proposed project site plan is shown in Figure I-2.

The project also includes the following amendments to Oakland's General Plan, zoning, and development standards.

- **General Plan:** A General Plan Amendment modifying the site's land use designation from Institutional to Community Commercial Land Use.

² The Notice of Preparation described the project site as including two parcels including 5276 Broadway on other side of Clifton, which was subsequently removed from this project. In 2021 the City of Oakland purchased the property utilizing the state HOMEKEY program and undertook renovations of the units and common spaces. The property is now operated by SAHA as permanent affordable housing for seniors.



- Project Location
- BART Track
- City Boundaries
- North Oakland
- North Hills
- Chinatown and Central
- Lower Hills
- West Oakland

Figure I-1
Project Location and Vicinity Map

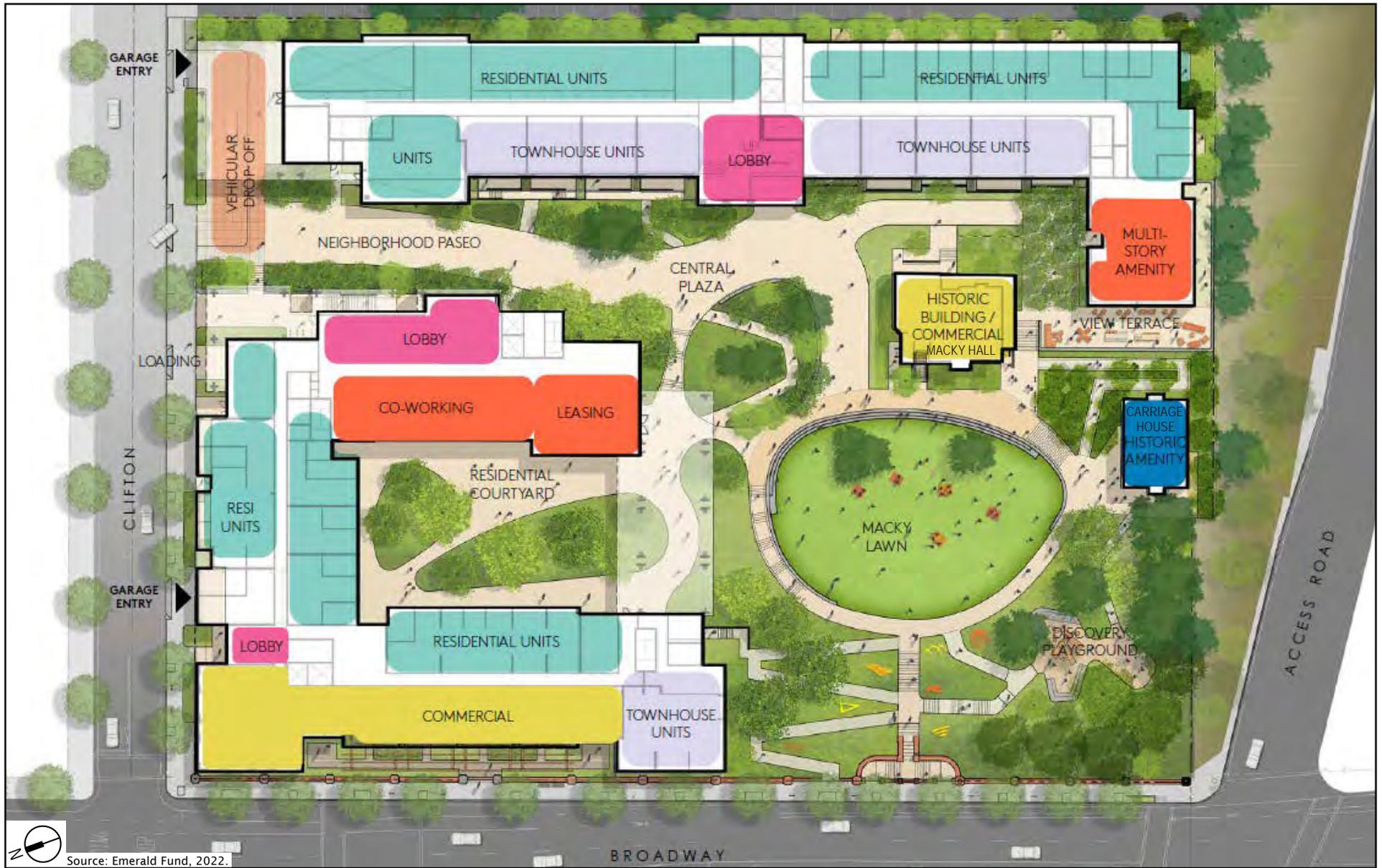


Figure I-2
 Proposed Project Site Plan
 CCA Oakland Campus Redevelopment Project EIR

- **Rezoning:** A rezoning from Mixed Housing Residential – Zone 4 (RM-4) and Neighborhood Commercial – Zone 1 (CN-1), both existing on the project site, to a uniform Community Commercial – Zone 2 (CC-2).
- **Height:** A rezoning from a 35-foot Height Area to a 95-foot Height Area for the RM-4 portion of the site.

C. EIR SCOPE

The City of Oakland published and circulated a Notice of Preparation (NOP) on June 21, 2019. The public comment period for the scope of the EIR was from June 21, 2019 to October 18, 2019. The NOP was sent to property owners within 300 feet of the project site as well as to responsible and trustee agencies, organizations, and other interested individuals. A copy of the NOP was also sent to the State Clearinghouse.

A project scoping session was held before the Landmarks Preservation Advisory Board on September 23, 2019 and before the Planning Commission on August 21, 2019 and continued to October 16, 2019. NOP comments on a wide range of issues—received from public agencies, area property owners, and concerned residents—were considered during the preparation of this EIR. The resource areas most widely referenced in the NOP comment letters are historic resources and transportation. The NOP and the written public review comments are included in Appendix A. A short description of the non-CEQA topics addressed in the NOP comment letters is contained in *Chapter II, Summary*.

The following environmental topics are addressed in greater detail in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*, of this EIR:

- A. Land Use
- B. Cultural and Historic Resources
- C. Traffic and Transportation
- D. Air Quality
- E. Greenhouse Gas Emissions and Energy
- F. Soils, Geology, and Seismicity
- G. Hazards and Hazardous Materials
- H. Hydrology and Water Quality
- I. Noise and Vibration
- J. Biological Resources
- K. Population and Housing
- L. Aesthetics and Shade and Shadow
- M. Public Services, Utilities, and Recreation

Chapter VI, Effects Found Not to Be Significant or Less Than Significant with Standard Conditions of Approval, includes a brief analysis of each environmental topic for which effects from the project were found to be either not significant or less than significant through the scoping process and preliminary review. These topics include Agriculture and Forest Resources, Mineral Resources, Tribal Cultural Resources, and Wildfire.

D. REPORT ORGANIZATION

This EIR is organized into the following chapters:

Chapter I – Introduction: Discusses the overall EIR purpose; provides a summary of the project; describes the EIR scope; and summarizes the organization of the EIR.

Chapter II – Summary: Summarizes the impacts that would result from implementation of the project and describes the SCAs and mitigation measures recommended to avoid or reduce significant impacts.

Chapter III – Project Description: Describes the project objectives, project site, site development history, proposed development, and required approval process.

Chapter IV – Planning Policy: Discusses applicable land use planning and regulatory documents and the project's consistency with these policies.

Chapter V – Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures: Provides analysis of each environmental technical topic: existing conditions (setting), SCAs, significance criteria, potential environmental impacts and their level of significance, SCAs relied upon to ensure that significant impacts would not occur, and mitigation measures recommended when necessary to mitigate identified impacts. Cumulative impacts are also discussed in each technical topic section. Potential adverse impacts are identified by levels of significance, as follows: less-than-significant impact (LTS), significant impact (S), and significant and unavoidable impact (SU). The significance level is identified for each impact before and after implementation of the recommended mitigation measure(s).

Chapter VI – Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval: Provides a brief analysis of the topic areas found through the NOP scoping process and preliminary analysis to have no impacts or less-than-significant environmental impacts with implementation of the City's SCAs. These topic areas are as follows: Agriculture and Forest Resources; Mineral Resources; Tribal Cultural Resources; and Wildfire.

Chapter VII – Alternatives: Evaluates five alternatives to the project. The alternatives are included to meet the CEQA requirement that require an EIR to describe a reasonable range of alternatives

to the project that would feasibly attain most of the basic objectives of the project, but that would avoid or substantially lessen any of the significant effects of the project. The CEQA alternatives include the No Project/Reuse Alternative, the General Plan Amendment (No Rezoning) Alternative, the Historic Preservation Alternative, the Historic Preservation with Tower Alternative, and the Small Housing Campus Alternative.

Chapter VIII – CEQA-Required Assessment Conclusions: Provides the required analysis of growth-inducing impacts; significant irreversible changes; and significant unavoidable and cumulative impacts. Effects found not to be significant are discussed in *Chapter VI*, as noted above.

Chapter IX – Report Preparation/References: Identifies the preparers of the EIR, references used, and persons and organizations contacted.

Appendices: The appendices include: the NOP and written comments received in response to the NOP (Appendix A); Historic Resource Evaluation (Appendix B-1); Cultural Resources Technical Report (Appendix B-2); Non-CEQA Transportation Assessment (Appendix C); California Emissions Estimator Model® (CalEEMod) technical analyses and data for air quality and greenhouse gas emissions (Appendix D); Traffic Noise Input Assumptions and Modeling Output (Appendix E); Biological Resources Assessment (Appendix F); Shadow Study Results (Appendix G); Equitable Climate Action Plan (ECAP) Checklist (Appendix H); and Water Supply Assessment (Appendix I), Draft Design Guidelines (Appendix J).

All supporting technical documents and reference documents are available for public review at the City of Oakland Planning and Building Department, under case file ER19-003 or at the City of Oakland Online Access portal at:

[https://aca.accela.com/OAKLAND/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=19CAP&capID2=00000&capID3=07937&agencyCode=OAKLAND&IsToShowInspection=.](https://aca.accela.com/OAKLAND/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=19CAP&capID2=00000&capID3=07937&agencyCode=OAKLAND&IsToShowInspection=)

The Draft EIR is available for public review for the period identified in the NOA attached to the front of this document. During this time, written comments on the Draft EIR may be submitted to the City of Oakland Planning and Building Department at the address indicated on the NOA or a dedicated email address. Responses to all comments received on the environmental analysis in the Draft EIR during the specified review period will be included in the Response to Comments/ Final EIR.

II. SUMMARY

A. OVERVIEW OF PROPOSED PROJECT

This Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental effects of the proposed California College of the Arts (CCA) Oakland Campus Redevelopment project (project). The approximately 3.95-acre project site is in North Oakland in the Rockridge Neighborhood. The project site is comprised of one parcel located at 5200 Broadway (Accessor Parcel Number [APN] 14-1243-1-1). The project site is approximately 0.6 miles south of Rockridge Bay Area Rapid Transit District (BART) Station. The project site is also approximately 0.6 miles south of State Route (SR) 24, 1 mile north of Interstate (I-) 580, and 1.4 miles west of Highway 13. Key project characteristics are described below.

The CCA Oakland campus site is proposed to be redeveloped with up to 510 residential units in two residential buildings up to 10 stories in height; 16,945 square feet of office space; a 1,408-square-foot café; 1.56 acres (63,727 square feet) of privately-owned public open space (POPOS); 227 net new parking spaces (structured and ground level parking); and 510 bicycle parking spaces. Macky Hall and the Broadway Wall and Stairs are proposed to be preserved and renovated while the Carriage House would be relocated on-site and renovated. The remaining ten buildings would be demolished.

The project also includes the following amendments to Oakland's General Plan, zoning, and development standards.

- General Plan: A General Plan Amendment modifying the site's land use designation from Institutional Land Use to Community Commercial Land Use.
- Rezoning: A rezoning from Mixed Housing Residential – Zone 4 (RM-4) and Neighborhood Commercial – Zone 1 (CN-1) to Community Commercial – Zone 2 (CC-2).
- Height: A rezoning from a 35-foot Height Area to a 95-foot Height Area for the RM-4 portion of the site.

B. SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

The summary that follows provides an overview of the analysis contained in *Chapters V through VIII* of this EIR. CEQA requires a summary to include discussion of (1) potential areas of controversy; (2) significant impacts, and proposed mitigation measures (Standard Conditions of

Approval [SCAs] are also included in this summary); (3) cumulative impacts; (4) significant and unavoidable impacts; and (5) alternatives to the project. Each of these topics is summarized below.

1. Potential Areas of Controversy

Written letters and verbal comments were received by the City regarding the scope of this EIR during the Notice of Preparation (NOP) (dated June 21, 2019) public comment period. Written comments received are included in Appendix A. Key areas of concern and/or controversy raised in the comments are identified in Table II-1, below.

TABLE II-1 NOP COMMENT SUMMARY

Topic	Comment
Land Use	<ul style="list-style-type: none"> ▪ Impacts of a General Plan and zoning amendment should be studied ▪ Impacts related to the project’s consistency with surrounding land uses should be studied ▪ Impacts related to General Plan and zoning amendment setting a precedent for future land use in the area should be considered
Cultural and Historic Resources	<ul style="list-style-type: none"> ▪ Complete a historic resources analysis for the CCA campus ▪ Complete a historic resources analysis for the adjacent Claremont Country Club ▪ Historic analysis should be submitted for review by the State Historic Preservation Office (SHPO) ▪ Evaluate historic significance of the entry arch ▪ Historic analysis should consider landscaping as historic features ▪ Artistic and educational contributions from artists should be studied ▪ Research into persons of note associated with CCA, as well as artistic movements or styles that were developed at CCA, or were part of CCA’s educational or arts practice should be studied
Traffic and Transportation	<ul style="list-style-type: none"> ▪ Traffic impacts to the surrounding area and neighborhood should be studied ▪ Impacts related to parking around the project site should be studied ▪ Traffic, pedestrian, transit, and site access issues should be studied ▪ Traffic egress from Clifton Street should be studied, as a right turn out is the only available option for cars ▪ Transportation analysis should use the Countywide Travel Demand Model ▪ Address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network and transit operators ▪ Address all potential impacts of the project to people biking and walking in and near the project area, especially nearby roads included in the Countywide High-Injury Network and major barriers identified in the Countywide Active Transportation Plan ▪ Traffic analysis should consider ride-share services and scooters ▪ Traffic analysis should be conducted during normal, representative times of the year (school in session and not during a holiday)

TABLE II-1 NOP COMMENT SUMMARY

Topic	Comment
Air Quality	<ul style="list-style-type: none"> ▪ Impacts related to construction dust and air quality to nearby receptors should be studied ▪ Impacts related to air quality as a result of increased traffic in the area should be studied ▪ Impacts related to air quality impacts if on-site generators are proposed should be studied
Greenhouse Gas Emissions and Energy	<ul style="list-style-type: none"> ▪ Consistency with GHG policies should be studied
Soils, Geology, and Seismicity	<ul style="list-style-type: none"> ▪ Concerns related to earthquake safety
Hazards and Hazardous Materials	<ul style="list-style-type: none"> ▪ Emergency evacuation from the site is restricted due to traffic and narrowness of Clifton Street ▪ Due to the use of paints, heavy metals, ceramic debris, print-making inks, and solvents, etc., the site should be evaluated for hazardous materials
Hydrology and Water Quality	<ul style="list-style-type: none"> ▪ Concerns related to excess runoff ▪ Concerns related to erosion control
Noise and Vibration	<ul style="list-style-type: none"> ▪ Consistency with Oakland Noise Ordinance or General Plan Noise Policies should be considered ▪ Noise disruption caused by construction noise should be studied ▪ Concerns related to construction noise due to the project being built on bedrock
Biological Resources	<ul style="list-style-type: none"> ▪ Study existing landscape as a wildlife habitat ▪ Displacement of animals due to redevelopment should be studied ▪ Impacts related to tree removal and relocation should be studied
Aesthetics and Shade and Shadow	<ul style="list-style-type: none"> ▪ Determine if the site is located in a Transit Priority Area ▪ Overall design and massing compatibility with surrounding neighborhood context should be studied ▪ Shadows on private property, solar collectors, public open spaces should be studied ▪ Project tower blocking private and public views should be studied ▪ Project tower's potential obstruction of scenic vistas should be studied ▪ The EIR should include photo simulations ▪ Analyze project's impacts related to glare and nighttime lighting
Utilities	<ul style="list-style-type: none"> ▪ A water supply assessment should be prepared pursuant to Section 155155 of the CEQA Guidelines ▪ Impacts to water demand should be analyzed ▪ Impacts to sewage capacity should be analyzed
Public Services	<ul style="list-style-type: none"> ▪ Impacts to schools and fire department should be addressed
Tribal Cultural	<ul style="list-style-type: none"> ▪ Pursue Tribal consultation
Recreation	<ul style="list-style-type: none"> ▪ Consideration of the reduction in green space availability as a result of the project
Wildfire	<ul style="list-style-type: none"> ▪ Project site's location near fire hazard areas should be studied

TABLE II-1 NOP COMMENT SUMMARY

Topic	Comment
Alternatives	<ul style="list-style-type: none"> ▪ No Project Alternative should consider the impact of fewer units within commuting distance to San Francisco, which increases the amount of “super-commuters” producing enormous VMT from long-distance commutes ▪ Alternative to reduce the amount of existing buildings proposed for demolition, including the Broadway Wall and Stairs ▪ Alternative to not demolish any of the existing buildings at the CCA site ▪ Alternative to reduce the number of trees planned for removal ▪ Alternative which builds to existing residential zoning/height regulations ▪ Alternative with less residential density ▪ Alternative with construction of the project at an adjacent site (vacant Safeway lot) ▪ Alternative with a more consistent architectural style compared to the existing site
Cumulative Analysis	<ul style="list-style-type: none"> ▪ Consider the construction of new San Francisco CCA campus into the cumulative analysis ▪ Request to have a 3-mile radius for cumulative projects

Source: Urban Planning Partners, 2020.

The issues raised by these comments are addressed in *Chapter V, Environmental Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures* and *Chapter VI, Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval*. Copies of the NOP and written comments are included in Appendix A.

2. Significant Impacts, Cumulative Impacts, Standard Conditions of Approval, and Mitigation Measures

Under CEQA, a significant impact on the environment is defined as “...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”¹

As discussed in *Chapter V, Environmental Setting, Impacts, Standard Conditions of Approval and Mitigation Measures*, and *Chapter VI, Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval*, and shown in Table II-1 below, the project would result in several potentially significant impacts. However, all the impacts identified, with the exception of historic resources and construction noise, could be mitigated to a less-than-significant level with implementation of the identified SCAs and/or recommended mitigation measures.

¹ Title 14 of the California Code of Regulations, Section 15382; Public Resources Code Section 21068.

Impacts that are less than significant or would be reduced to a less-than-significant level with implementation of SCAs or mitigation measures are identified for the following topics in this EIR and are fully evaluated in *Chapter V, Environmental Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*, of this EIR:

- Land Use
- Cultural and Historic Resources (including archaeological resources, paleontological resources, and human remains, but not historic resources which are significant and unavoidable)
- Traffic and Transportation
- Air Quality
- Greenhouse Gas Emissions and Energy
- Soils, Geology, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration (except construction noise which is significant and unavoidable)
- Biological Resources
- Population and Housing
- Aesthetics and Shade and Shadow
- Public Services, Utilities, and Recreation

Significant and unavoidable impacts that cannot be mitigated to a less-than-significant level are identified for the following topic in this EIR and are fully evaluated in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*, of this EIR:

- Cultural and Historic Resources (historic resources)
- Noise and Vibration (construction noise)

The environmental topics for which the project would result in no impact or a less-than-significant impact are briefly described in *Chapter VI, Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval* of this EIR:

- Agriculture and Forest Resources
- Mineral Resources
- Tribal Cultural Resources
- Wildfire

Cumulative impacts are discussed in each of the topic sections included in *Chapter V, Environmental Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*. The project, with the exception of historic resources and noise and vibration, would not contribute to or be affected by any significant cumulative impacts.

3. Alternatives to the Project

Chapter VII, Alternatives analyzes five alternatives to the project to meet the CEQA requirements for analysis of a reasonable range of project alternatives. The five project alternatives analyzed in *Chapter VII* are as follows:

- **No Project/Reuse Alternative**, which assumes that the project would not be developed. Structures on the existing site would remain in their current state; however, the 17 existing dormitory units in Irwin Student Center would be refurbished as affordable housing.
- **General Plan Amendment (No Rezoning) Alternative**, which assumes the existing RM-4 and CN-1 zoning would remain but a General Plan Amendment would reclassify the project site's General Plan Land Use designation from Institutional to Community Commercial and allow the site to be developed with up to 95 units (including 17 units retained/restored from Irwin Dormitory). Nine out of the 12 buildings would be preserved.
- **Historic Preservation Alternative**, which assumes up to 306 residential units, 57,000 square feet of office and 236 parking spaces. Five out of the 12 buildings would be preserved.
- **Historic Preservation with Tower Alternative**, which assumes up to 446 residential units, 57,000 square feet of office, and 291 parking spaces. Five out of the 12 buildings would be preserved.
- **Small Housing Campus Alternative**, which assumes up to 97 residential units, 77,000 square feet of office, and 55 parking spaces. Nine of the 12 buildings would be preserved.

C. SUMMARY TABLE

Information in Table II-2, Summary of Impacts, Standard Conditions of Approval, and Mitigation Measures has been organized to correspond with environmental issues discussed in *Chapter V* and *Chapter VI* of this EIR. The table is arranged in four columns: (1) impacts; (2) level of significance without mitigation measures, (3) mitigation measures/SCAs; and (4) level of significance after implementation of SCAs or mitigation measures. The EIR found that all potentially significant impacts, with the exception of those related to Cultural and Historic Resources and Noise and Vibration, would be reduced to a less-than-significant level with implementation of SCAs and mitigation measures. All SCAs and mitigation measures necessary to ensure that no significant impacts would occur are included in Table II-2 for reference. For a complete description of environmental findings and required mitigation measures and SCAs, please refer to the specific discussions in *Chapter V* and *Chapter VI*.

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
A. LAND USE			
<i>Implementation of the project would not result in any significant land use impacts.</i>			
B. CULTURAL AND HISTORIC RESOURCES			
<u>HIST-1a</u> : The project’s rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs, has the potential to affect the integrity of the Treadwell Estate Landmark.	S	<p><u>HIST-1a</u>: A rehabilitation plan for Macky Hall, the Carriage House, and the Broadway Wall and Stairs shall be prepared, and shall include narrative descriptions, plans, elevations, and section drawings, as needed, of each resource. The rehabilitation plan shall be consistent with the standards outlined in the following documents:</p> <ul style="list-style-type: none"> ▪ The <i>Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings</i>, with specific reference to the <i>Secretary of the Interior’s Standards for Rehabilitation</i>. ▪ The City of Oakland’s 1994 <i>Historic Preservation Element of the Oakland General Plan</i>. <p>The rehabilitation plan shall be prepared by a qualified consultant who meets the Secretary of the Interior’s Professional Qualification Standards for Historic Architecture. It shall be submitted for review and approval by the Director of the Planning & Building Department or their designee, prior to issuance of any demolition or construction-related site permit, whichever occurs first.</p>	LTS
<u>HIST-1b</u> : The project’s relocation of the Carriage House has the potential to affect the integrity of the Treadwell Estate Landmark.	S	<p><u>HIST-1b</u>: A relocation plan for the Carriage House shall be prepared that shall include narrative descriptions, plans, elevation, and section drawings, as needed, of the Carriage House. The plan shall define procedures for protection of the historic buildings during relocation, relocation methods, and procedures for repair to inadvertent damage caused during the relocation process. The relocation plan shall be consistent with the standards outlined in the following documents:</p> <ul style="list-style-type: none"> ▪ The <i>Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving,</i> 	LTS

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p><i>Rehabilitating, Restoring and Reconstructing Historic Buildings</i>, with specific reference to the <i>Secretary of the Interior’s Standards for Rehabilitation</i>.</p> <ul style="list-style-type: none"> City of Oakland’s 1994 <i>Historic Preservation Element of the Oakland General Plan</i>. <p>The relocation plan shall be prepared by a qualified consultant who meets the Secretary of the Interior’s Professional Qualification Standards for Historic Architecture. It shall be submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any construction-related site permit.</p>	
<p><u>HIST-1c</u>: The project’s full or partial removal of landscape features has the potential to affect the integrity of the Treadwell Estate Landmark.</p>	<p>S</p>	<p><u>HIST-1c</u>: Historic American Landscape Survey (HALS)-Type Documentation of Treadwell Estate landscape features— Eucalyptus Row, Carnegie Bricks, and Sequoia trees. To reduce the impact on historical resources, prior to issuance of any demolition, grading, or construction permits for the site, the Project Sponsor shall retain a professional who meets the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History to prepare written and photographic documentation of the Treadwell Estate landscape features.</p> <p>The documentation for the Treadwell Estate landscape features shall be prepared based on the National Park Service’s Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) Guidelines. The documentation shall include the following:</p> <ul style="list-style-type: none"> Drawings: An existing conditions sketch site plan shall be produced depicting the current configuration and spatial relationships of the contributing Treadwell Estate buildings and landscape features, including the locations of the two contributing sequoia trees removed in 2019. The existing conditions site plan shall be prepared by a professional who meets the Secretary of the Interior’s Professional Qualification Standards for Historic Landscape Architecture or Historic 	<p>LTS</p>

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>Architecture, and be reviewed by the professional retained to prepare the written history.</p> <ul style="list-style-type: none"> ▪ Photographs: Standard large-format or digital photography shall be used. If large-format photography is undertaken, it shall follow the HABS/HAER/HALS Photography Guidelines (November 2011; updated June 2015). If digital photography is used, it shall follow the National Park Service’s National Register Photo Policy Factsheet (June 2013), including ink and paper combinations for printing photographs that have a permanency rating of approximately 115 years. Digital photographs shall be taken in uncompressed .TIF file format. The size of each image shall be 1600x1200 pixels at 300 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label. Photograph views for the dataset shall include: <ul style="list-style-type: none"> ▪ Overall views of each landscape feature from multiple vantage points; ▪ Detail views of landscape features as relevant (i.e., typical stamped lettering on Carnegie bricks, etc.); and ▪ Contextual views of the landscape features in relationship to the site and Treadwell Estate buildings (Macky Hall and Carriage House). <p>All views shall be referenced on a photographic key. This photograph key shall be on a site plan of the property and shall show the photograph number with an arrow indicating the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset.</p> <ul style="list-style-type: none"> ▪ Written History: A historical report shall be prepared, providing a property description, including locations and historic photographs, as available of Treadwell Estate era landscape features, and summarizing the history of the Treadwell Estate and its historical significance. Photographs and descriptions should include Treadwell Hall, the Carriage House, the Broadway Wall and Stairs, a sample of the Carnegie 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
<p><u>HIST-2</u>: The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. Demolition of 10 of the 12 contributing buildings and alteration of six contributing landscape features in the CCAC API would adversely impact the district such that it would no longer be able to convey its significance, resulting in a substantial adverse change to the historical resource. The numerous demolitions would result in the loss of eligibility of the district for listing in the California Register and National Register.</p>	S	<p>bricks, and the sequoia trees. Documentation shall adhere to National Park Service standards for “short form” HALS documentation (updated July 2018).</p> <p>The documentation shall be prepared by a consultant meeting the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History, and submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Copies of the photographs and report, with existing conditions site plan, shall be given to the Oakland Planning Department and Oakland Cultural Heritage Survey, and to publicly accessible repositories including the Oakland Public Library, Bancroft Library at the University of California, Berkeley, the California Historical Society, and CCA Library Special Collections, which are invested in archiving the history of Oakland and CCA. This measure would create a collection of reference materials that would be available to the public and inform future research.</p> <p><u>HIST-2</u>: The following measures shall be incorporated to reduce this impact:</p> <p><u>HIST-2a</u>: Historic American Landscape Survey (HALS)-Type Documentation. To reduce the adverse effect on historical resources, prior to issuance of any demolition, grading, or construction permits for the site, the Project Sponsor shall retain a professional who meets the Secretary of the of the Interior’s Professional Qualifications Standards for History or Architectural History to prepare written and photographic documentation of the California Register- and National Register-eligible CCAC API, inclusive of contributing buildings and landscape features. It should be noted that Mitigation Measure HIST-2a addresses impacts to the CCAC API, whereas Mitigation Measure HIST-1a addresses impacts to the Treadwell Estate-era landscape features; therefore, the focus of this documentation is on the site, buildings, and landscape features that contribute to the CCAC API within its period of significance.</p>	SU

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>The documentation for the CCAC API shall be prepared based on the National Park Service’s Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) Historical Report Guidelines. The documentation shall include the following:</p> <ul style="list-style-type: none"> ▪ Drawings: Efforts should be made to locate original drawings and/or site plans of the district during its period of significance. If located, these drawings should be photographed or scanned at high resolution, reproduced, and included in the dataset. In addition, an existing conditions site plan shall be produced depicting the current configuration and spatial relationships of the contributing buildings and landscape features. The existing conditions site plan shall be prepared by a professional who meets the Secretary of the Interior’s Professional Qualification Standards for Architecture or Historic Architecture and be reviewed by the professional retained to prepare the written history. ▪ Photographs: Standard large-format or digital photography shall be used. If large-format photography is undertaken, it shall follow the HABS/HAER/HALS Photography Guidelines (November 2011; updated June 2015). If digital photography is used, it shall follow the National Park Service’s National Register Photo Policy Factsheet (June 2013), including ink and paper combinations for printing photographs that have a permanency rating of approximately 115 years. Digital photographs shall be taken in uncompressed .TIF file format. The size of each image shall be 1600x1200 pixels at 300 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label. Photograph views for the dataset shall include: <ul style="list-style-type: none"> ▪ Views of each exterior side of the 10 buildings and six landscape features that contribute to the CCAC API; ▪ Oblique views of buildings, landscape features, and vegetation; and ▪ Contextual views. 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicating the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset.</p> <ul style="list-style-type: none"> ▪ Written History: A HALS historical report shall be prepared, providing a property description and summarizing the history of the district and its historical significance, and briefly describe each contributing building and landscape feature. Documentation shall adhere to National Park Service standards for “short form” HABS/HALS documentation and shall include the 2019 Historic Resource Evaluation report as an appendix. <p>The documentation shall be prepared by a consultant meeting the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History and submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Copies of the photographs, drawings, and report shall be given to the Oakland Planning Department and Oakland Cultural Heritage Survey (OCHS), and to publicly accessible repositories including the Oakland Public Library, Bancroft Library at the University of California, Berkeley, the California Historical Society, and CCA Library Special Collections, which are invested in archiving the history of Oakland and the CCA. This measure would create a collection of reference materials that would be available to the public and inform future research.</p> <p><u>HIST-2b:</u> Commemoration and Public Interpretation. The Project Sponsor shall prepare a permanent exhibit/display, in coordination with an experienced interpretation/exhibit designer, of the history of the CCA, including but not limited to historic and current condition photographs, interpretive text, drawings, and interactive media. The interpretive display will be</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>placed in a suitable publicly accessible space(s) at the project site in Oakland.</p> <p>Design sketches, exhibit text, and narrative descriptions shall be prepared by a consultant meeting the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History and submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Planning & Building Department staff shall inspect the installed interpretive display to confirm its adherence to mitigation measure requirements prior to issuance of a Certificate of Occupancy.</p> <p><u>HIST-2c</u>: Outdoor Art. To reinforce the history of the site as a location for arts education and practice, the Project Sponsor shall establish a permanent outdoor art installation at the project site of comparable dimensions (approximately 20 feet by 20 feet) and visibility to that present at the west façade of Martinez Hall. This mitigation measure is intended to be implemented separately from, and in addition to compliance with City of Oakland Municipal Code Chapter 15.78. Acceptable options may include sculptures, or a large surface featuring temporary installations of large-scale artwork(s) produced by students pursuing studies in art practice at East Bay post-secondary or post-secondary educational institutions, such as the Oakland School for the Arts, the University of California, Berkeley, and California State University, East Bay, or at CCA, now located in San Francisco.</p> <p>Design sketches and narrative descriptions prepared by the artist(s) shall be submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Planning & Building Department staff will review the proposed size and location of the artwork to confirm adherence to this measure. The design and content of the proposed artwork will not be subject to review. Planning &</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>Building Department staff shall inspect the installed artwork to confirm its adherence to mitigation measure requirements prior to issuance of a Certificate of Occupancy.</p> <p><u>HIST-2d</u>: Prior to approval of demolition permits, the Project Sponsor shall contribute to the City’s Façade Improvement Program (FIP) in the manner and amounts described below. Funds collected should be reserved for historic resources with (i) historically significant landscapes or (ii) educational functions or (iii) of the architectural styles of the CCAC API (Arts & Crafts, Brutalist, or Third Bay Tradition) for a period of 2 years.</p> <ul style="list-style-type: none"> ▪ By directing that the funds be used in historic resources with (i) historically significant landscapes or (ii) educational functions or (iii) of the architectural styles of the CCAC API (Arts & Crafts, Brutalist, or Third Bay Tradition), the mitigation will have a direct effect on the similar historic resource types in the City of Oakland, which face similar threats of demolition or incompatible alteration and will require oversight by a Planner familiar with Historic Preservation. The mitigation measure is devised to reflect this and provide more specificity regarding the process for use of the funds. The amount of the contribution required to be paid by the Project Sponsor under this mitigation measure shall be based on three factors: <ul style="list-style-type: none"> ▪ Total linear feet of public-facing facades (FACTOR A). This recognizes that all portions of the building that can be seen by the public have the potential to communicate the historical significance of the building. Larger buildings, corner buildings, locations within a park, all dictate how much of the historic resource is visible to the public and provides a public benefit. Identification of the public-facing facades is consistent with the past application of FIP contribution mitigation measures. This mitigation measure defines public facing façade to include all portions of the building facades visible to the public to account for buildings that may be visible, but not fronting a street. 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<ul style="list-style-type: none"> ▪ Bureau of Building Construction Valuation fee schedule (FACTOR B). The Bureau of Building Construction Valuation fee schedule (PBD Rate) is used by the City to determine the cost of permits for building construction. It is regularly updated, is routinely applied for permitting, and is commonly referenced. Incorporation of this schedule into the FIP contribution calculation ties the mitigation for demolition of the building to a factor representing a portion of the building’s replacement cost. While the loss of a historic resource cannot be fully captured in this assessment because many materials and historical connections cannot be replicated, it does provide a way to quantify that loss through application of a fee schedule that takes into consideration the historical use, construction type, and location of the historical resource. This fee schedule is also regularly updated to account for inflation and other changes in building construction valuation and therefore represents a current basis for the calculation. ▪ Historical Status multiplier (FACTOR C). For the purposes of CEQA, the City considers buildings listed in, or eligible for listing in the National Register of Historic Places and/or the California Register of Historical Resources, as well as buildings that qualify for “A” or “B” status on the Oakland Cultural Heritage Survey, or that are contributors to an Area of Primary Importance (API) as historic resources. Impacts that would cause a substantial adverse change in the significance of a historic resource would be considered significant and would require mitigation such as application of this mitigation measure. Because some buildings may qualify as CEQA historic resources both as individuals and as contributors to a historic district or API, Factor C, as shown in Table V.B-3, allows for application of a base multiplier as well as additional multipliers to account for these multiple CEQA triggers. 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure																																																																																																																																																						
		<p>TABLE V.B-3 FACTOR C DETERMINATION FOR PROPOSED DEMOLITION OF CEQA RESOURCES</p> <table border="1"> <thead> <tr> <th>CEQA Resource</th> <th>Other Additional Factors for Contributing Buildings NR/CR/Local (A or B)</th> <th>Local (C or D)/ASI</th> <th>Factor C Total</th> </tr> </thead> <tbody> <tr> <td></td> <td>2.00</td> <td>0.25</td> <td>0.15</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Sum of all Applicable Valuations</td> </tr> </tbody> </table> <p>Source: Page & Turnbull, 2019.</p> <p>For the project, this amounts to a sum of the above calculation for each impacted CEQA historic resource:</p> <ul style="list-style-type: none"> ▪ The total linear feet of public facing facade for the impacted building (Factor A). ▪ Multiplied by the PBD Rate (Factor B). ▪ Multiplied by 2 for being a contributor to an API (Base Factor). ▪ Multiplied by 0.25 for each building designated as an individual Historical Resource under CEQA (Additional Factor, if applicable). <p>For purposes of this mitigation, the total length of public facing facades and the associated calculation of FIP contribution is shown in Table V.B-4.</p> <p>TABLE V.B-4 FAÇADE IMPROVEMENT PROGRAM (FIP) MITIGATION CALCULATIONS</p> <table border="1"> <thead> <tr> <th rowspan="3">Building</th> <th colspan="4">Factor A</th> <th rowspan="2">Factor B</th> <th rowspan="2">Factor C</th> <th rowspan="2">FIP Contribution</th> </tr> <tr> <th colspan="4">Public Facing Façade Linear Dimensions*</th> </tr> <tr> <th>North</th> <th>East</th> <th>South</th> <th>West</th> <th>Total</th> <th>CEQA Multiplier</th> </tr> </thead> <tbody> <tr> <td>Macky Hall*</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Carriage House*</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Broadway Wall*</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Eucalyptus Row**</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>\$ 0</td> <td>2.00</td> </tr> <tr> <td>Founders Hall</td> <td>134</td> <td>50</td> <td></td> <td></td> <td>184</td> <td>\$ 52,992</td> <td>2.25</td> </tr> <tr> <td>Martinez Hall</td> <td></td> <td></td> <td>100</td> <td>100</td> <td>200</td> <td>\$ 28,800</td> <td>2.25</td> </tr> <tr> <td>Martinez Annex</td> <td></td> <td></td> <td>61</td> <td>61</td> <td>122</td> <td>\$ 17,568</td> <td>2.00</td> </tr> <tr> <td>Treadwell Ceramic Arts</td> <td></td> <td></td> <td>55</td> <td>100</td> <td>155</td> <td>\$ 44,640</td> <td>2.25</td> </tr> <tr> <td>Building B</td> <td></td> <td></td> <td>76</td> <td>76</td> <td>152</td> <td>\$ 21,888</td> <td>2.00</td> </tr> <tr> <td>Ralls Studio</td> <td>75</td> <td></td> <td></td> <td>60</td> <td>135</td> <td>\$ 38,880</td> <td>2.00</td> </tr> <tr> <td>Facilities</td> <td>25</td> <td></td> <td>45</td> <td>70</td> <td>140</td> <td>\$ 20,160</td> <td>2.00</td> </tr> <tr> <td>Shaklee</td> <td>120</td> <td>76</td> <td></td> <td></td> <td>196</td> <td>\$ 56,448</td> <td>2.00</td> </tr> <tr> <td>Simpson</td> <td>28</td> <td></td> <td>28</td> <td>82</td> <td>138</td> <td>\$ 39,744</td> <td>2.25</td> </tr> <tr> <td>Irwin Student Center</td> <td></td> <td>166</td> <td>118</td> <td>166</td> <td>450</td> <td>\$ 129,600</td> <td>2.00</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$942,984</td> </tr> </tbody> </table> <p>Assumes relatively planar facades, measurements taken from Google Earth. 17.04.090 Valuation based on current PBD Construction Valuation fee schedule. *Contributor to Treadwell API. **Landscape Element, not subject to façade calculation. Source: City of Oakland, 2023.</p>	CEQA Resource	Other Additional Factors for Contributing Buildings NR/CR/Local (A or B)	Local (C or D)/ASI	Factor C Total		2.00	0.25	0.15				Sum of all Applicable Valuations	Building	Factor A				Factor B	Factor C	FIP Contribution	Public Facing Façade Linear Dimensions*				North	East	South	West	Total	CEQA Multiplier	Macky Hall*								Carriage House*								Broadway Wall*								Eucalyptus Row**					0	\$ 0	2.00	Founders Hall	134	50			184	\$ 52,992	2.25	Martinez Hall			100	100	200	\$ 28,800	2.25	Martinez Annex			61	61	122	\$ 17,568	2.00	Treadwell Ceramic Arts			55	100	155	\$ 44,640	2.25	Building B			76	76	152	\$ 21,888	2.00	Ralls Studio	75			60	135	\$ 38,880	2.00	Facilities	25		45	70	140	\$ 20,160	2.00	Shaklee	120	76			196	\$ 56,448	2.00	Simpson	28		28	82	138	\$ 39,744	2.25	Irwin Student Center		166	118	166	450	\$ 129,600	2.00	Total							\$942,984	
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<p><u>HIST-3</u>: Four of the 10 buildings proposed to be demolished—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio—are individually eligible for listing in the California Register and as Oakland Landmarks. Demolition of these four buildings would render them ineligible for listing in the California Register or as Oakland Landmarks.</p>	S	<p>The FIP contribution required hereunder shall be payable upon issuance of the first demolition permit for the project. Funds collected under this mitigation shall be designated for the repair or improvement of façades for historic resources with (i) historically significant landscapes or (ii) educational functions or (iii) of the architectural styles of the CCAC API (Arts & Crafts, Brutalist, or Third Bay Tradition) with oversight by a Planner familiar with Historic Preservation for a 2-year period. After that time, all remaining funds shall be eligible for citywide FIP expenditures. All rehabilitation efforts or façade improvements under the FIP shall be undertaken using the <i>Secretary of the Interior’s Standards for the Treatment of Historic Properties</i>. Daily administration of the FIP shall be overseen by Economic Workforce and Development, with final oversight and approval by a Planner familiar with Historic Preservation.</p> <p>In addition to the described Mitigation Measures, SCA-HIST-3, Property Relocation (#39) should be implemented as described above to provide the opportunity for relocation of contributing buildings in the CCAC API. Although implementation of Mitigation Measures HIST-2a, HIST-2b, HIST-2c, HIST-2d, and SCA-HIST-3 would reduce the level of impact to historical resources as a result of the project, this impact cannot be mitigated to a less-than-significant level, and the impact after mitigation would remain significant and unavoidable.</p> <p><u>HIST-3</u>: To reduce the adverse effect on historical resources, the Project Sponsor shall retain a professional who meets the Secretary of the of the Interior’s Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the four buildings found individually eligible for listing in the California Register under Criterion 3 (Architecture)—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio. It should be noted that Mitigation Measure HIST-3 addresses impacts to the four individually eligible CCA buildings, whereas the HALS-type HIST-2a addresses impacts to</p>	SU

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		<p>the CCAC API; therefore, the focus of this HABS-type documentation is of the four individual buildings, rather than the overall site and landscape.</p> <p>The documentation for each individually eligible property shall be prepared based on the National Park Service’s Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) Historical Report Guidelines. The documentation shall include the following:</p> <ul style="list-style-type: none"> ▪ Drawings: Efforts should be made to locate original construction drawings or plans of each individually eligible building during their period of significance. If located, these drawings should be photographed or scanned at high resolution, reproduced, and included in the dataset. If construction drawings or plans cannot be located, as-built drawings shall be produced of the four individually eligible buildings proposed for demolition. The as-built drawings shall be prepared by a professional who meets the Secretary of the Interior’s Professional Qualification Standards for Architecture or Historic Architecture and be reviewed by the professional retained to prepare the written history. ▪ Photographs: Standard large-format or digital photography shall be used. If large-format photography is undertaken, it shall follow the HABS/HAER/HALS Photography Guidelines (November 2011; updated June 2015). If digital photography is used, it shall follow the National Park Service’s National Register Photo Policy Factsheet (June 2013), including ink and paper combinations for printing photographs that have a permanency rating of approximately 115 years. Digital photographs shall be taken in uncompressed TIF file format. The size of each image shall be 1600x1200 pixels at 300 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label. Photograph views for the dataset shall include: 	

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<p><u>HIST-4</u>: To facilitate construction of the project, three significant examples of Late Modern architecture would be demolished: Founders Hall, a 1968 Brutalist building</p>	S	<ul style="list-style-type: none"> ▪ Views of each side of each building and interior views, where possible; ▪ Oblique views of buildings; ▪ Detail views of character-defining features; and ▪ Contextual views. <p>All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicating the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset.</p> <ul style="list-style-type: none"> ▪ Written History: A historical report shall be prepared for each of the four buildings, summarizing the history of the buildings, property description, and historical significance. Documentation shall adhere to National Park Service standards for “outline form” HABS documentation. <p>The documentation shall be prepared by a consultant meeting the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History and submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Copies of the drawings, photographs, and report for each of the four individually eligible buildings shall be given to the Oakland Planning Department and Oakland Cultural Heritage Survey (OCHS), and to publicly-accessible repositories such as the Oakland Public Library, Bancroft Library at the University of California, Berkeley, the California Historical Society, and CCA Library Special Collections, which are invested in archiving the history of Oakland and the CCA. This measure would create a collection of reference materials that would be available to the public and inform future research.</p>	SU

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<p>designed by DeMars & Reay; Martinez Hall, a 1968 Third Bay Tradition building designed by DeMars & Reay; and the Noni Eccles Treadwell Ceramic Arts Center, a 1973 Third Bay Tradition building designed by Worley Wong and Ronald Brocchini. Implementation of the project, as designed, combined with cumulative development citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute to a significant and unavoidable adverse cumulative impact to Oakland’s Late Modern architectural resources.</p>		<p>SCA-HIST-1: Archaeological and Paleontological Resources – Discovery During Construction (#36) <u>Requirement:</u> Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p>	

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		<p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p>	

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		<p>SCA-HIST-2: Human Remains – Discovery During Construction (#38) <u>Requirement:</u> Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant. <u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p>	
		<p>SCA-HIST-3: Property Relocation (#39) <u>Requirement:</u> 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 Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio to a site acceptable to the City. A good faith effort includes, at a minimum, all of the following: 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)</p>	

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		<p>contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;</p> <p>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;</p> <p>c. Maintaining the signs and advertising in place for a minimum of 90 days; and</p> <p>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.</p> <p><u>When Required:</u> Prior to approval of construction-related permit</p> <p><u>Initial Approval:</u> Bureau of Planning (including Oakland Cultural Resource Survey)</p> <p><u>Monitoring/Inspection:</u> N/A</p> <p>SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#75)</p> <p>The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage Macky Hall, Carriage House, and retained portion of Broadway Wall and Stairs. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.</p> <p><u>When Required:</u> Prior to construction</p> <p><u>Initial Approval:</u> Bureau of Building</p> <p><u>Monitoring/Inspection:</u> Bureau of Building</p>	

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C. TRAFFIC AND TRANSPORTATION			
<i>Implementation of the project would not result in any significant traffic or transportation impacts.</i>		<p>SCA-TRANS-1: Construction Activity in the Public Right-of-Way (#80)</p> <p>a. Obstruction Permit Required <u>Requirement:</u> The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Department of Transportation <u>Monitoring/Inspection:</u> Department of Transportation</p> <p>b. Traffic Control Plan Required <u>Requirement:</u> In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction. <u>Initial Approval:</u> Department of Transportation <u>Monitoring/Inspection:</u> Department of Transportation</p> <p>c. Repair of City Streets <u>Requirement:</u> 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</p>	

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		<p>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. <u>When Required:</u> Prior to building permit final <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Department of Transportation</p> <p>SCA-TRANS-2: Bicycle Parking (#81) Prior to issuance of a demolition, grading, or building permit. <u>Requirement:</u> 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. <u>When Required:</u> Prior to approval of building permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-TRANS-3: Transportation Improvements (#82) <i>Prior to issuance of a demolition, grading, or building permit.</i> <u>Requirement:</u> The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and</p>	

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		<p>approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below:</p> <ul style="list-style-type: none"> a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group q. Bi-directional curb ramps (where feasible, and if project is on a street corner) r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner) <p><u>When Required:</u> Prior to building permit final or as otherwise specified</p>	

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		<p><u>Initial Approval:</u> Bureau of Building; Department of Transportation <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-TRANS-4: Transportation and Parking Demand Management (#83) a. Transportation and Parking Demand Management (TDM) Plan Required. <i>Prior to approval of planning application.</i> <u>Requirement:</u> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> i. The goals of the TDM Plan shall be the following: <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. • Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> ○ Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR ○ Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City’s transportation system, consistent with City policies and programs. ii. The TDM Plan should include the following: <ul style="list-style-type: none"> • Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. • Proposed TDM strategies to achieve VTR goals (see below). • For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program. 	

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		<ul style="list-style-type: none"> The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR. 																			
		<table border="1"> <thead> <tr> <th data-bbox="934 521 1226 545">SCA-TRANS-4 Improvement</th> <th data-bbox="1226 521 1692 545">Required by code or when...</th> </tr> </thead> <tbody> <tr> <td data-bbox="934 545 1226 704">Bus boarding bulbs or islands</td> <td data-bbox="1226 545 1692 704"> <ul style="list-style-type: none"> A bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb </td> </tr> <tr> <td data-bbox="934 704 1226 808">Bus shelter</td> <td data-bbox="1226 704 1692 808"> <ul style="list-style-type: none"> A stop with no shelter is located within the project frontage, or The project is located within 0.10 miles of a flag stop with 25 or more boardings per day </td> </tr> <tr> <td data-bbox="934 808 1226 862">Concrete bus pad</td> <td data-bbox="1226 808 1692 862"> <ul style="list-style-type: none"> A bus stop is located along the project frontage and a concrete bus pad does not already exist </td> </tr> <tr> <td data-bbox="934 862 1226 899">Curb extensions or bulb-outs</td> <td data-bbox="1226 862 1692 899"> <ul style="list-style-type: none"> Identified as an improvement within site analysis </td> </tr> <tr> <td data-bbox="934 899 1226 1032">Implementation of a corridor-level bikeway improvement</td> <td data-bbox="1226 899 1692 1032"> <ul style="list-style-type: none"> A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and The project would generate 500 or more daily bicycle trips </td> </tr> <tr> <td data-bbox="934 1032 1226 1159">Implementation of a corridor-level transit capital improvement</td> <td data-bbox="1226 1032 1692 1159"> <ul style="list-style-type: none"> A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and The project would generate 400 or more peak period transit trips </td> </tr> <tr> <td data-bbox="934 1159 1226 1344">Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.</td> <td data-bbox="1226 1159 1692 1344"> <ul style="list-style-type: none"> Always required </td> </tr> <tr> <td data-bbox="934 1344 1226 1421">Installation of safety improvements identified in the Pedestrian Master Plan (such as</td> <td data-bbox="1226 1344 1692 1421"> <ul style="list-style-type: none"> When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection </td> </tr> </tbody> </table>	SCA-TRANS-4 Improvement	Required by code or when...	Bus boarding bulbs or islands	<ul style="list-style-type: none"> A bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb 	Bus shelter	<ul style="list-style-type: none"> A stop with no shelter is located within the project frontage, or The project is located within 0.10 miles of a flag stop with 25 or more boardings per day 	Concrete bus pad	<ul style="list-style-type: none"> A bus stop is located along the project frontage and a concrete bus pad does not already exist 	Curb extensions or bulb-outs	<ul style="list-style-type: none"> Identified as an improvement within site analysis 	Implementation of a corridor-level bikeway improvement	<ul style="list-style-type: none"> A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and The project would generate 500 or more daily bicycle trips 	Implementation of a corridor-level transit capital improvement	<ul style="list-style-type: none"> A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and The project would generate 400 or more peak period transit trips 	Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	<ul style="list-style-type: none"> Always required 	Installation of safety improvements identified in the Pedestrian Master Plan (such as	<ul style="list-style-type: none"> When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection 	
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		crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	
		In-street bicycle corral	<ul style="list-style-type: none"> • A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.
		Intersection improvements	<ul style="list-style-type: none"> • Identified as an improvement within site analysis
		New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	<ul style="list-style-type: none"> • Always required
		No monthly permits and establish minimum price floor for public parking	<ul style="list-style-type: none"> • If proposed parking ratio exceeds 1:1000 square feet (commercial)
		Parking garage is designed with retrofit capability	<ul style="list-style-type: none"> • Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 square feet (commercial)
		Parking space reserved for car share	<ul style="list-style-type: none"> • If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.
		Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	<ul style="list-style-type: none"> • Typically required
		Pedestrian crossing improvements	<ul style="list-style-type: none"> • Identified as an improvement within site analysis
		Pedestrian-supportive signal changes	<ul style="list-style-type: none"> • Identified as an improvement within operations analysis
		Real-time transit information system	<ul style="list-style-type: none"> • A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
		Relocating bus stops to far side	<ul style="list-style-type: none"> • A project is located within 0.10 miles of any active bus stop that is currently near-side
		Signal upgrades	<ul style="list-style-type: none"> • Project size exceeds 100 residential units, 80,000 square feet of retail, or 100,000 square feet of commercial; and

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<ul style="list-style-type: none"> Project frontage abuts an intersection with signal infrastructure older than 15 years 	
Transit queue jumps		<ul style="list-style-type: none"> Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 	
Trenching and placement of conduit for providing traffic signal interconnect		<ul style="list-style-type: none"> Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and A major transit improvement is identified within operations analysis requiring traffic signal interconnect 	
Unbundled parking		<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1.25 (residential) 	

- iii. Other TDM strategies to consider include, but are not limited to, the following:
- Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.
 - Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping.
 - Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.
 - Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at <http://www2.oaklandnet.com/oakca1/>)

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively) and any applicable streetscape plan.</p> <ul style="list-style-type: none"> ▪ Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. ▪ Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). ▪ Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. ▪ Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). ▪ Guaranteed ride home program for employees, either through 511.org or through separate program. ▪ Pre-tax commuter benefits (commuter checks) for employees. ▪ Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. ▪ On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. ▪ Distribution of information concerning alternative transportation options. 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

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		<ul style="list-style-type: none"> ▪ Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. ▪ Parking management strategies including attendant/valet parking and shared parking spaces. ▪ Requiring tenants to provide opportunities and the ability to work off-site. ▪ Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). ▪ Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. 	
		<p>The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.</p>	
		<p><u>When Required:</u> Prior to approval of planning application.</p>	
		<p><u>Initial Approval:</u> Bureau of Planning</p>	
		<p><u>Monitoring/Inspection:</u> N/A</p>	
		<p>b. TDM Implementation – Physical Improvements <i>Prior to building permit final.</i></p>	
		<p><u>Requirement:</u> For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p><u>When Required:</u> Prior to building permit final <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>c. TDM Implementation – Operational Strategies. <i>On-Going.</i> <u>Requirement:</u> For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.</p> <p><u>When Required:</u> Ongoing <u>Initial Approval:</u> Department of Transportation <u>Monitoring/Inspection:</u> Department of Transportation</p> <p>SCA-TRANS-5: Transportation Impact Fee (#85) <i>Prior to issuance of building permit.</i> <u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). <u>When Required:</u> Prior to issuance of building permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> N/A</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
D. AIR QUALITY	<i>Implementation of the project would not result in any significant air quality impacts.</i>	<p>SCA-TRANS-6: Plug-In Electric Vehicle (PEV) Charging Infrastructure (#86) <i>Prior to issuance of building permit.</i></p> <p>a. PEV-Ready Parking Spaces Requirement: The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e., "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p> <p>b. PEV-Capable Parking Spaces Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p> <p>c. ADA-Accessible Spaces <u>Requirement:</u> The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s). <u>When Required:</u> Prior to Issuance of Building Permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p>	
		<p>SCA-AIR-1: Dust Controls – Construction Related (#20) <u>Requirement:</u> The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<ul style="list-style-type: none"> a) Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d) Limit vehicle speeds on unpaved roads to 15 miles per hour. e) All excavation, grading, and/or demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f) All trucks and equipment, including tires, shall be washed off prior to leaving the site. g) Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. h) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>Enhanced Controls</p> <ul style="list-style-type: none"> i) Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities. j) Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will 	

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		<p>be inactive for more than 10 days. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</p> <p>k) 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> <p>l) When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity.</p> <p>m) 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.</p> <p>n) 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.</p> <p>o) Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>p) Plant vegetation in areas designated for landscaping as soon as possible and water appropriately until vegetation is established.</p>	
		<p><u>When Required:</u> During construction</p>	
		<p><u>Initial Approval:</u> N/A</p>	
		<p><u>Monitoring/Inspection:</u> Bureau of Building</p>	

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		<p>SCA-AIR-2: Criteria Air Pollutant Controls – Construction and Operation Related (#21) <u>Requirement:</u> The project applicant shall implement all of the following applicable basic and enhanced control measures for criteria air pollutants during construction of the project as applicable:</p> <ul style="list-style-type: none"> a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operations 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”). c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at construction site and be available for review by the City and the Bay Area Air Quality District as needed. d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of 	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>ENHANCED CONTROLS: All “Basic” controls listed above plus the following controls if the project involves: g) Criteria Air Pollutant Reduction Measures <u>Requirement:</u> Project applicants proposing projects that exceed BAAQMD screening levels (as amended to specify projects that include extensive demolition i.e., demolition greater than 100,000 square feet of building space) shall retain a qualified air quality consultant to prepare a project-level criteria air pollutant assessment of construction and operational emissions at the time the project is proposed. The project-level assessment shall either include a comparison of the project with other similar projects where a quantitative analysis has been conducted or shall provide a project-specific criteria air pollutant analysis to determine whether the project exceeds the City’s criteria air pollutant thresholds.</p> <p>In the event that a project-specific analysis finds that the project could result in criteria air pollutant emissions that exceed City significance thresholds (54 pounds per day of ROG, NOx, or PM2.5 or 82 pounds per day of PM10), the project applicant shall identify criteria air pollutant reduction measures to reduce the project’s average daily emissions below these thresholds. The following emission reduction measures shall be implemented to the degree necessary to reduce emissions to levels below the significance thresholds. Additional measures shall be implemented if necessary. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air</p>	

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		<p>District if specifically requested) for review and approval prior to the issuance of building permits and the approved criteria air pollutant reduction measures shall be implemented during construction.</p> <p><i>i. Clean Construction Equipment</i></p> <p>a) Where access to grid-powered electricity is reasonably available, portable diesel engines shall be prohibited and electric engines shall be used for concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps.</p> <p>b) Diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, as certified by CARB, as required to reduce the emissions to less than the thresholds of significance shown in Table 2-1 of BAAQMD CEQA Guidelines (BAAQMD 2017b). This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) type of equipment; (2) engine year and age; (3) number of years since rebuild of engine (if applicable); (4) type of fuel used; (5) engine HP; (6) engine certification (tier rating); (7) verified diesel emission control strategy (VDECS) information if applicable, and other related equipment data. A Certification Statement is also required to be made by the Contractor as documentation of compliance and for future review by the air district as necessary. The Certification Statement must state that the Contractor agrees to comply and acknowledges that a violation of this requirement shall constitute a material breach of contract.</p> <p>c) Any other best available technology that reduces emissions offered at the time that future projects are reviewed may be included in the construction emissions minimization plan (e.g. alternative fuel sources, etc.).</p> <p>d) Exceptions to requirements a), b), and c) above may be granted if the project sponsor has submitted information providing evidence that meeting the requirement (1) is</p>	

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		<p>technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, or (3) there is a compelling emergency need to use equipment that do not meet the engine standards and the sponsor has submitted documentation that the requirements of this exception provision apply. In seeking an exception, the project sponsor shall demonstrate that the project will use the cleanest piece of construction equipment available and feasible and strive to meet a performance standard of average construction emissions of ROG, NOx, PM2.5 below 54 lbs/day, and PM10 emissions below 82 lbs/day.</p>	
		<p>ii. <i>Super-Compliant VOC Architectural Coatings during Construction</i> The Project sponsor shall use super-compliant VOC architectural coatings during construction for all interior and exterior spaces and shall include this requirement on plans submitted for review by the City’s building official. “Super-Compliant” refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District rule 1113 which requires a limit of 10 grams VOC per liter.</p>	
		<p>iii. <i>Use Low and Super-Compliant VOC Architectural Coatings in Maintaining Buildings</i> Subsequent projects shall use super-compliant VOC architectural coatings in maintaining buildings. “Super-Compliant” refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District rule 1113, which requires a limit of 10 grams VOC per liter.</p>	
		<p>iv. <i>Promote Use of Green Consumer Products</i> To reduce ROG emissions associated with the Project, the Project Sponsor and/or future developer(s) shall provide education for residential tenants concerning green consumer products. The Project sponsor and/or future developer(s) shall develop electronic correspondence to be distributed by</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>email annually and upon any new lease signing to residential tenants of each building on the Project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing.</p> <p>v. <i>Best Available Control Technology for Projects with Diesel Backup Generators and Fire Pumps</i> The Project sponsor shall implement the following measures. These features shall be submitted to the City for review and approval and be included on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <p>a) Pursuant to SCA 24, non-diesel fueled generators shall be installed to replace diesel- fueled generators if feasible. Alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other nondiesel emergency power systems, must be demonstrated to reduce criteria pollutant emissions compared to diesel fuel.</p> <p>b) Pursuant to SCA 24, all new diesel backup generators shall have engines that meet or exceed CARB Tier 4 off-road Compression Ignition Engine Standards (title 13, CCR, section 2423). If CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest criteria pollutant emissions shall apply.</p> <p>c) All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by BAAQMD in its permitting process.</p> <p>d) For each new diesel backup generator permit submitted to BAAQMD for the Project, the Project sponsor shall submit the anticipated location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.</p> <p><i>vi. Electric Vehicle Charging</i> Prior to the issuance of the building’s final certificate of occupancy, the project applicant shall demonstrate that the project is designed to comply with EV requirements in the most recently adopted version of CALGreen Tier 2 at the time of project-specific CEQA review. The installation of all EV charging equipment shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the City.</p> <p><i>vii. Additional Operational Emissions Reduction Measures</i> Subsequent projects that do not meet the screening criteria and exceed the applicable criteria air pollutant thresholds of significance shall implement the following additional measures to reduce operational criteria air pollutant emissions:</p> <ul style="list-style-type: none"> a) Prohibit TRUs from operating at loading docks for more than 30 minutes by posting signs at each loading dock presenting this TRU limit. b) All newly constructed loading docks that can accommodate trucks with TRUs shall be equipped with electric vehicle (EV) charging equipment for heavy-duty trucks. This measure does not apply to temporary street parking for loading or unloading. c) Require that all future tenants have a plan to convert their vehicle fleet(s) to zero emission vehicles (ZEVs) no later than 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>2040. This would be a condition of all leases at the project site.</p> <p>d) Other measures that become available and are shown to effectively reduce criteria air pollutant emissions on site or off site if emission reductions are realized within the air basin. Measures to reduce emissions on site are preferable to off-site emissions reductions.</p> <p>h) Construction Emissions Minimization Plan <u>Requirement:</u> For projects that involve construction activities with average daily emissions exceeding the CEQA thresholds for construction activity, currently 54 pounds per day of ROG, NOx, of PM2.5 or 82 pounds per day of PM10, the project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <ul style="list-style-type: none"> i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract. <p><u>When Required:</u> Prior to issuance of a construction related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>SCA-AIR-3: Toxic Air Contaminant Controls – Construction Related (#22) a) Particulate Matter Reduction Measures <u>Requirement:</u> The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) and particulate matter less than 2.5 microns in diameter (PM2.5) in exhaust and fugitive emissions from construction activities. The project applicant shall choose to implement I or both ii and iii: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB), the Office of Environmental Health and Hazard Assessment, and the Bay Area Air Quality Management District (BAAQMD) to determine the health risk to sensitive receptors exposed to DPM and PM2.5 from exhaust and fugitive emissions from project construction. The HRA shall be based on project-specific construction schedule, equipment, and activity data. Estimated project-level health risks shall be compared to the City’s health risk significance thresholds for projects. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below the City’s health risk significance thresholds for projects, then DPM and PM2.5 reduction measures are not required. If the HRA concludes that the health risk exceeds the City’s health risk significance thresholds for projects, DPM and PM2.5 reduction measures shall be identified to reduce the health risk to below the City’s health risk significance thresholds as set forth under subsection b below. Identified DPM and PM2.5 reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM and PM2.5 reduction measures shall be implemented during construction.</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>ii. The project applicant shall incorporate the following health risk reduction measures into the project to reduce TAC emissions from construction equipment. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ul style="list-style-type: none"> ▪ All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract. ▪ Where access to grid-powered electricity is available, portable diesel engines shall be prohibited and electric engines shall be used for concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps. <p>Any other best available technology that reduces emissions offered at the time that future projects are reviewed may be included in the construction emissions minimization plan (e.g., alternative fuel sources, etc.). -and-</p> <p>iii. The project applicant shall implement all enhanced control measures included in SCA-AIR-1: Dust Controls – Construction Related (#20). <u>When Required:</u> Prior to issuance of a construction related permit (i), during construction (ii) <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>b) Construction Emissions Minimization Plan (if required by <i>a</i> above) <u>Requirement:</u> The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <ul style="list-style-type: none"> i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract. <p><u>When Required:</u> Prior to issuance of a construction related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p>	
		<p>SCA-AIR-4: Reduce Exposure to Air Pollution (Toxic Air Contaminants) (#23) a) Health Risk Reduction Measures <u>Requirement:</u> The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods:</p> <ul style="list-style-type: none"> i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>Office of Environmental Health and Hazard Assessment requirements and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk of exposure of project residents/occupants/users to air pollutants and the exposure of existing off-site sensitive receptors to project-generated TAC emissions. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City’s health risk significance thresholds for projects. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below the City’s health risk significance thresholds for projects, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds the City’s health risk significance thresholds for projects, health risk reduction measures shall be identified to reduce the health risk below the City’s health risk significance thresholds. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p>	
		<p>- Or -</p>	
		<p>ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ul style="list-style-type: none"> ▪ Installation of mechanical ventilation systems to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Mechanical ventilation systems shall be capable of achieving the 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>protection from particulate matter (PM2.5) equivalent to that associated with a MERV-16 filtration (as defined by American Society of Heating, Refrigerating, and Air-Conditioning Engineers standard 52.2). As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.</p> <ul style="list-style-type: none"> ▪ Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). ▪ Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. ▪ The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods. ▪ Sensitive receptors shall be located on the upper floors of buildings, if feasible. ▪ Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra var. maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>). ▪ Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible. ▪ Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible. ▪ Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<ul style="list-style-type: none"> ▪ Installing electrical hook-ups for diesel trucks at loading docks. ▪ Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. ▪ Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels. ▪ Prohibiting trucks from idling for more than two minutes. ▪ Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented. <p><u>When Required:</u> Prior to issuance of a construction related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-AIR-5: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24) <u>Requirement:</u> The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <ol style="list-style-type: none"> a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City’s health risk significance thresholds for the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below the City’s health risk significance thresholds for projects, then health risk 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>reduction measures are not required. If the HRA concludes the health risk exceeds the City’s health risk significance thresholds for projects, health risk reduction measures shall be identified to reduce the health risk to the City’s health risk significance thresholds for projects. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p>	
		<p>- Or -</p> <p>b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ul style="list-style-type: none"> i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. If CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest DPM emission shall apply. iii. All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by BAAQMD in its permitting process. iv. All diesel backup generator exhaust shall be vented on the rooftops of each building where the generators are located. This could be achieved by either placing the diesel backup generators themselves on the rooftops, or by constructing exhaust stacks from the diesel backup generator locations to the rooftops. Alternatively, the generators or exhaust stacks could be located in areas where the Project sponsor can 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>quantitatively demonstrate that these locations would not result in health risks that exceed those associated with rooftop placement for both existing offsite and future onsite sensitive receptors.</p> <p>v. For each new diesel backup generator permit submitted to BAAQMD for the Project, the Project sponsor shall submit the anticipated location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.</p> <p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Planning and Zoning Division <u>Monitoring/Inspection:</u> Bureau of Building</p>	
		<p>SCA-AIR-6: Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#25)</p> <p>a) Truck Loading Docks <u>Requirement:</u> The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible. <u>When Required:</u> Prior to approval of a construction related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>b) Truck Fleet Emissions Standards <u>Requirement:</u> The project applicant shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>compliance to the satisfaction of the City. Methods to comply include, but are not limited to, new clean diesel trucks, higher-tier diesel engine trucks with added Particulate Matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB's Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.</p> <p>c) Diesel Truck Emission Reduction Measures <u>Requirement:</u> The Project sponsor shall incorporate the following health risk reduction measures into the Project design and construction contracts (as applicable) in order to reduce the potential health risk due to exposure to toxic air contaminants. These features shall be submitted to the City for review and approval and be included on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City. Emissions from Project-related diesel trucks shall be reduced through implementing the following measures, if feasible:</p> <ul style="list-style-type: none"> i. Prohibit TRUs from operating at loading docks for more than 30 minutes by posting signs at each loading dock presenting this TRU limit. ii. All newly constructed loading docks that can accommodate trucks with TRUs shall be equipped with electric vehicle (EV) charging equipment for heavy-duty trucks. This measure does not apply to temporary street parking for loading or unloading. iii. Require that all future tenants have a plan to convert their vehicle fleet(s) to zero emission vehicles (ZEVs) no later than 2040. This would be a condition of all leases at the project site. iv. Requiring truck-intensive tenants to use advanced exhaust technology (e.g., hybrid) or alternative fuels. v. Other measures that become available and are shown to effectively reduce criteria air pollutant emissions on site or off site if emission reductions are realized within the air basin. Measures to reduce emissions on site are preferable to off-site emissions reductions. 	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>vi. The project sponsor shall develop a Truck Route Plan that establishes operational truck routes to avoid sensitive receptors as identified in the environmental review analysis completed for the project. The purpose of the Truck Route Plan is to route trucks on streets that are located as far from offsite sensitive receptors as possible, while still maintaining the operational goals of the project. The Truck Route Plan must include route restrictions, truck calming, truck parking, and truck delivery restrictions to minimize exposure of nearby sensitive receptors to truck exhaust and fugitive particulate emissions. Prior to the commencement of operational activities, the project sponsor shall certify (1) compliance with the Truck Route Plan, and (2) all applicable requirements of the Truck Route Plan have been incorporated into tenant contract specifications. <u>When Required:</u> Prior to building permit final; ongoing <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-AIR-7: Asbestos in Structures (#27) <u>Requirement:</u> The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Applicable regulatory agency with jurisdiction <u>Monitoring/Inspection:</u> Applicable regulatory agency with jurisdiction</p> <p>SCA-AIR-8: Naturally-Occurring Asbestos (#27) <u>Requirement:</u> The project applicant shall comply with all applicable laws and regulations regarding construction in areas</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
<p><i>Implementation of the project would not result in any significant greenhouse gas and energy impacts.</i></p>		<p>of naturally-occurring asbestos, including but not limited to, the Bay Area Air Quality Management District’s (BAAQMD) Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations (implementing California Code of Regulations, section 93105, as may be amended) requiring preparation and implementation of an Asbestos Dust Mitigation Plan to minimize public exposure to naturally- occurring asbestos. Evidence of compliance shall be submitted to the City upon request. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Applicable regulatory agency with jurisdiction <u>Monitoring/Inspection:</u> Applicable regulatory agency with jurisdiction</p>	
E. GREENHOUSE GAS EMISSIONS AND ENERGY			
		<p>SCA-GHG-1: Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist (#45) <u>Requirement:</u> The project applicant shall implement all the measures in the Equitable Climate Action Plan (ECAP) Consistency Checklist that was submitted during the Planning entitlement phase.</p> <p>a. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits. <u>When Required:</u> Prior to approval of construction-related permit. <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Planning</p> <p>b. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be implemented during construction. <u>When Required:</u> During construction <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p>	

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		<p>c. For ECAP Consistency Checklist measures that are operational but not otherwise covered by these SCAs, including but not limited to the requirement for transit passes or additional Transportation Demand Management measures, the applicant shall provide notice of these measures to employees and/or residents and post these requirements in a public place such as a lobby or work area accessible to the employees and/or residents. <u>When Required:</u> Ongoing <u>Monitoring/Inspection:</u> Bureau of Planning</p> <p>The following SCA applies under any of the following scenarios for projects which require a consistency analysis or GHG analysis under CEQA.</p> <p>a. Scenario A: Projects which (a) involve a land use development (i.e., a project that does <u>not</u> require a permit from the Bay Area Air Quality Management District (BAAQMD) to operate), (b) does not commit to all the GHG emissions reduction strategies described in the ECAP Consistency Checklist, as originally adopted by the Planning Commission on December 16, 2020 and as may be amended administratively from time to time.</p> <p>b. Scenario B: 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 produce total GHG emissions of more than 10,000 metric tons of CO₂e annually.</p> <p>SCA-TRANS-4: Transportation and Parking Demand Management (TDM) Measures (#83) <i>See SCA above in Section V.C, Traffic and Transportation</i></p>	

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<p>SCA-SERV-5: Construction and Demolition Waste Reduction and Recycling (#87) <i>See SCA below in Section V.M, Public Services, Utilities, and Recreation</i></p> <p>SCA-SERV-8: Green Building Requirements (#90) <i>See SCA below in Section V.M, Public Services, Utilities, and Recreation</i></p>			
F. SOILS, GEOLOGY, AND SEISMICITY			
<p><u>GEO-1</u>: Construction activities could potentially trigger landslides or destabilize existing slopes.</p>	S	<p><u>GEO-1</u>: Prior to the issuance of any grading or construction permits, a design level geotechnical report shall be prepared by a qualified Geotechnical Engineer or Certified Engineering Geologist with input from a structural engineer and submitted to the City’s Bureau of Building for review and approval. In addition to all other requirements, the design level geotechnical report shall specifically identify areas of the project site and adjacent areas where potentially unstable soil and/or rock formations could be impacted by project construction activities, and shall provide recommendations to minimize the potential for construction activities to trigger landslides or rockfalls, destabilize existing slopes, or result in soil collapse (e.g., shoring or retaining wall failure). The geotechnical recommendations shall include off-site protective measures (e.g., slope stabilization and/or rockfall protection), if necessary, to protect adjacent properties from potential landslides/rockfalls. The geotechnical recommendations shall be incorporated into the project plans and shall be implemented during construction of the project. The qualified Geotechnical Engineer or Certified Engineering Geologist that prepares the design level geotechnical report and the City’s Bureau of Building shall inspect construction activities to ensure that the geotechnical recommendations are implemented and that slopes remain stable throughout construction activities.</p>	LTS

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
	S	<p>Implementation of the above mitigation would reduce potential impacts associated with landslides and slope stability to a less-than-significant level.</p> <p>SCA-GEO-1: Construction-Related Permit(s) (#40) <u>Requirement:</u> 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. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-GEO-2: Soil Report (#41) <u>Requirement:</u> 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. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p>	LTS
G. HAZARDS AND HAZARDOUS MATERIALS			
<p><u>HAZ-1:</u> Contaminated soil or groundwater in the subsurface of the project site could pose a risk of exposure to hazardous materials.</p>	S	<p><u>HAZ-1:</u> A Phase II Environmental Site Assessment (ESA) shall be performed for the project site by a qualified environmental professional before the start of construction. The Phase II ESA shall include, but not necessarily be limited to, a geophysical survey to evaluate the potential presence of a UST in the area of</p>	LTS

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
<p><u>HAZ-2</u>: Potential excavation and handling of contaminated soil, groundwater, and underground storage tanks (USTs) in the subsurface of the project site could result in emissions of hazardous materials that could pose a risk of exposure for nearby schools.</p>	S	<p>Macky Hall, and sampling of soil and groundwater in the area between the Clifton Hall parcel and the northern edge of the project site. The Phase II ESA shall also include sampling of soil and groundwater in the area of Macky Hall if a potential UST is identified in the area. If a potential UST is identified by the geophysical survey or if soil or groundwater contamination is identified in any area of the project site at levels that exceed appropriate human health screening levels for residential land use (e.g., the Regional Water Board’s environmental screening levels), the appropriate regulatory agencies shall be immediately notified of the findings and further investigation and/or remediation of the project site shall be performed under regulatory agency oversight. A report documenting the findings of the Phase II ESA shall be submitted to the City for review and approval prior to the issuing of construction permits.</p> <p><u>HAZ-2</u>: Implementing Mitigation Measure HAZ-1 would also mitigate Impact HAZ-2; no additional mitigation is necessary.</p>	LTS
		<p>SCA-HAZ-1: Hazardous Materials Related to Construction (#47) <u>Requirement</u>: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> a. Follow manufacture’s recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and</p> <p>f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City’s Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48) a. Hazardous Building Materials Assessment Requirement: The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p><u>When Required:</u> Prior to approval of demolition, grading, or building permits</p> <p><u>Initial Approval:</u> Bureau of Building</p> <p><u>Monitoring/Inspection:</u> Bureau of Building</p> <p><i>b. Environmental Site Assessment Required</i></p> <p><u>Requirement:</u> The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p><u>When Required:</u> Prior to approval of construction-related permit</p> <p><u>Initial Approval:</u> Applicable regulatory agency with jurisdiction</p> <p><u>Monitoring/Inspection:</u> Applicable regulatory agency with jurisdiction</p> <p><i>c. Health and Safety Plan Required</i></p> <p><u>Requirement:</u> The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.</p> <p><u>When Required:</u> Prior to approval of construction-related permit</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p><u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p><i>d. Best Management Practices (BMPs) Required for Contaminated Sites</i> <u>Requirement:</u> The project applicant shall ensure that BMPs are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-AIR-7: Naturally Occurring Asbestos (#26) <i>See SCA above in Section V.D, Air Quality</i></p>	
<p>H. HYDROLOGY AND WATER QUALITY</p> <p><i>Implementation of the project would not result in any significant hydrology and water quality impacts.</i></p>		<p>SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#53) <i>Erosion and Sedimentation Control Plan Required</i> <u>Requirement:</u> The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval.</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>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 onto lands of adjacent property owners or public streets or into 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 could 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 modification as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The plan shall specify that, after construction is completed, the project applicant shall ensure that the storm drain system is inspected and that the project applicant clears the system of any debris or sediment.</p> <p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> N/A</p> <p><i>Erosion and Sedimentation Control During Construction Requirement:</i> 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.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>SCA-HYD-2: State Construction General Permit (#54) <u>Requirement:</u> The project applicant shall comply with the requirements of the Construction General Permit issued by the SWRCB. The project applicant shall submit an NOI, SWPPP, and other required Permit Registration Documents to the SWRCB. The project applicant shall submit evidence of compliance with permit requirements to the City. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> SWRCB; evidence of compliance submitted to Bureau of Building <u>Monitoring/Inspection:</u> SWRCB</p> <p>SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58) <i>Post-Construction Stormwater Management Plan Required</i> <u>Requirement:</u> The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the 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:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface. ii. Directional surface flow of stormwater runoff. iii. Location of proposed on-site storm drain lines. iv. Site design measures to reduce the amount of impervious surface area. v. Source control measures to limit stormwater pollution. vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures. 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.</p> <p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Planning; Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p><i>Maintenance Agreement Required</i> <u>Requirement:</u> 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:</p> <ul style="list-style-type: none"> i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity. ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the RWQCB, San Francisco Bay 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. <p>The maintenance agreement shall be recorded at the County Recorder’s Office at the applicant’s expense.</p> <p><u>When Required:</u> Prior to building permit final <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48) <i>See SCA above in Section V.G, Hazards and Hazardous Materials</i></p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
I. NOISE AND VIBRATION			
<u>NOI-1</u> : The noise levels from operation of heavy construction equipment on the project site could impact nearby receptors.	S	<u>NOI-1</u> : The Project Sponsor would be required to implement SCA-NOI-1: Construction Days/Hours (#67), SCA-NOI-2: Construction Noise (#68), SCA-NOI-3: Extreme Construction Noise (#69), and SCA-NOI-4: Construction Noise Complaints (#71), which includes preparation of a Construction Noise Management Plan with site-specific noise attenuation measures. To further reduce impacts, an acoustical analysis shall be prepared by a qualified acoustical consultant prior to first construction related-permit issuance. The acoustical analysis shall show how the measures identified in the Construction Noise Management Plan will reduce impacts to below the project-specific performance standard of 80 dBA at each sensitive receptor. If such measures cannot reduce construction noise impacts at the nearest sensitive receptors to below 80 dBA, then the specific construction equipment operating above 80 dBA will be limited to 5 days at a time. Even with this specific performance standard and additional project specific mitigation measures, the impact may exceed the City's noise thresholds so the impact would conservatively remain significant and unavoidable.	SU
<u>NOI-2</u> : Use of vibratory rollers from project construction could impact Oakland Technical High School Upper Campus activities when school is in session.	S	<u>NOI-2</u> : Use of vibratory rollers for project construction within 85 feet from the Oakland Technical High School Upper Campus shall occur when school is not in session, such as after school hours or during school breaks (e.g., summer vacation). SCA-NOI-1: Construction Days/Hours (#67) Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the	LTS

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.</p> <p>c. No construction is allowed on Sunday or federal holidays.</p> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-NOI-2: Construction Noise (#68) <u>Requirement:</u> The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <p>a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g.,</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.</p> <p>b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>c. Applicant shall use temporary power poles instead of generators where feasible.</p> <p>d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.</p> <p>e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-NOI-3: Extreme Construction Noise (#69) <i>a. Construction Noise Management Plan Required</i> <u>Requirement:</u> Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>generating greater than 90 dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; 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; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; 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 v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p><i>b. Public Notification Required</i> <u>Requirement:</u> 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</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-NOI-4: Construction Noise Complaints (#71) <u>Requirement:</u> The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ol style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City’s request. <p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-NOI-5: Exposure to Community Noise (#72) <u>Requirement:</u> 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</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>during construction. To the maximum extent practicable, interior noise levels shall not exceed the following:</p> <ul style="list-style-type: none"> a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities <p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-NOI-6: Operational Noise (#73) <u>Requirement:</u> 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. <u>When Required:</u> Ongoing <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#75) The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage Macky Hall, Carriage House, and retained portion of Broadway Wall and Stairs. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction. <u>When Required:</u> Prior to construction</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
<p><u>Initial Approval</u>: Bureau of Building <u>Monitoring/Inspection</u>: Bureau of Building</p>			
J. BIOLOGICAL RESOURCES			
<u>BIO-1</u> : Redevelopment at the project site could disturb nesting bird habitat.	S	<u>BIO-1: Identify and Avoid Active Nesting Birds during Nesting Season</u> . If construction activities are scheduled to occur during the bird nesting season (February 1 through August 15), a qualified biologist shall be hired to conduct a pre-construction survey of all suitable nesting habitat (i.e., fields, trees, shrubs, buildings, etc.) within 200 feet of the project site (where accessible). Where direct access is not prohibited, a qualified biologist will scan for nests using binoculars or other surveying method determined by the biologist. The pre-construction survey shall be conducted no more than 14 days prior to the start of project-related work. If the survey indicates the presence of nesting birds, protective no-disturbance buffer zones shall be established around the nests as follows: for raptor nests, the size of the no-disturbance buffer zone shall be a 200-foot radius centered on the nest; for other birds, the size of the buffer zone shall be a 50- to 100-foot radius centered on the nest. In some cases, and as determined by the project biologist in consultation with the CDFW, these buffers may be increased or decreased depending on the bird species and the level of disturbance that will occur.	LTS
<u>BIO-2</u> : Redevelopment at the project site could disturb pallid bat habitat.	S	<u>BIO-2: Pre-Construction Survey and Avoidance Measure for Pallid Bat</u> : A qualified biologist shall be hired to conduct a pre-construction survey of all suitable bat roosting habitat (e.g., large trees, buildings, and structures) within the project site. The pre-construction survey shall be conducted no more than 14 days prior to the start of project-related work. If active bat roosts are discovered or if the evidence of recent prior occupation is established, a 200-foot protective no disturbance buffer shall be established by the project biologist around the roost site until the roost site is no longer active. If an active roost needs to be removed as a part of the project, the project biologist would be required to consult with the CDFW to determine appropriate	LTS

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		<p>methods for the removal of the roost, for which the Project Sponsor would be required to comply.</p>	
		<p>SCA-BIO-1: Bird Collision Reduction Measures (#28) <u>Requirement:</u> The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following:</p> <ul style="list-style-type: none"> i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights. ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures. iii. Monopole structures or antennas shall not include guy wires. iv. Avoid the use of mirrors in landscape design. v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule), as explained below. vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following: <ul style="list-style-type: none"> ▪ Use of opaque glass in window panes instead of reflective glass. ▪ Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches 	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>horizontally, four inches vertically, or both (the “two-by-four” rule).</p> <ul style="list-style-type: none"> ▪ Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). ▪ Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects. ▪ Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans. ▪ Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). ▪ Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides. ▪ Install opaque window film or window film with a pattern/design which also adheres to the “two-by-four” rule for coverage. <p>vii. Reduce light pollution. Examples include the following:</p> <ul style="list-style-type: none"> ▪ Extinguish night-time architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30). ▪ Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise. ▪ Reduce perimeter lighting whenever possible. ▪ Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass. ▪ Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration. 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>viii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following:</p> <ul style="list-style-type: none"> ▪ Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws. ▪ Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials. ▪ Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day. ▪ Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs. ▪ Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible. 	
		<p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p>	
		<p>SCA-BIO-2: Tree Removal During Bird Breeding Season (#32) <u>Requirement:</u> 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</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p> <p><u>When Required:</u> Prior to removal of trees <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-BIO-3: Tree Permit (#33) <i>a. Tree Permit Required</i> <u>Requirement:</u> Pursuant to the City’s Tree Protection Ordinance (OMC Chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p><i>b. Tree Protection during Construction</i> <u>Requirement:</u> Adequate protection shall be provided during the construction period for any trees that are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>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.</p> <p>ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, 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.</p> <p>iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project’s consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project’s consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project’s consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> Public Works Department, Tree Division <u>Monitoring/Inspection:</u> Bureau of Building</p>	
		<p><i>c. Tree Replacement Plantings</i> <u>Requirement:</u> Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <p>i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.</p> <p>ii. Replacement tree species shall consist of <i>Sequoia sempervirens</i> (Coast Redwood), <i>Quercus agrifolia</i> (Coast Live Oak), <i>Arbutus menziesii</i> (Madrone), <i>Aesculus californica</i> (California Buckeye), <i>Umbellularia californica</i> (California Bay Laurel), or other tree species acceptable to the Tree Division.</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<ul style="list-style-type: none"> iii. Replacement trees shall be at least 24-inch box size, unless a smaller size is recommended by the arborist, except that three 15-gallon size trees may be substituted for each 24-inch box size tree where appropriate. iv. Minimum planting areas must be available on-site as follows: <ul style="list-style-type: none"> ▪ For <i>Sequoia sempervirens</i>, 315 square feet per tree; ▪ For other species listed, 700 square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in-lieu fee in accordance with the City’s Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within 1 year of planting shall be replanted at the project applicant’s expense. 	
		<p><u>When Required:</u> Prior to building permit final <u>Initial Approval:</u> Public Works Department, Tree Division <u>Monitoring/Inspection:</u> Bureau of Building</p>	
K. POPULATION AND HOUSING			
<p><i>Implementation of the project would not result in any significant population and housing impacts.</i></p>		<p>SCA-POP-1: Jobs/Housing Impact Fee (#76) <u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code). <u>When Required:</u> Prior to issuance of building permit; subsequent milestones pursuant to ordinance <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> N/A</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>SCA-POP-2: Affordable Housing Impact Fee (#77) <u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Affordable Housing Impact Fee Ordinance (chapter 15.72 of the Oakland Municipal Code). <u>When Required:</u> Prior to issuance of building permit; subsequent milestones pursuant to ordinance <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> N/A</p>	
		<p>SCA-POP-3: Residential Tenants (#97) <u>Requirement:</u> The property owner shall comply with all applicable laws and requirements concerning residential tenants, including but not limited to, the City’s Rent Adjustment Ordinance (OMC chap. 8.22, Article I), Just Cause Eviction Ordinance (OMC chap. 8.22, Articles II & III), Tenant Protection Ordinance (OMC chap. 8.22, Article V) and Code Compliance Relocation Ordinance (OMC chap. 15.60). Existing and former tenants temporarily or permanently evicted, displaced or relocated due to the project or City action related to the project may be entitled to protections and benefits, including, but not limited to, relocation payments and the right to return to previous units. The property owner may be required to submit evidence of compliance with applicable tenant protection laws upon request of the City. For more information, please contact the Oakland Housing Assistance Center: 250 Frank H. Ogawa Plaza, 6th Floor, Oakland, California, 94612; (510) 238-6182. <u>When Required:</u> Ongoing <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> N/A</p>	
		<p>SCA-POP-4: Affordable Residential Rental Units – Agreement and Monitoring (#103) a. <u>Requirement #1:</u> Pursuant to Section 17.107 of the Oakland Planning Code and the State Density Bonus Law California Government Code Section 65915 et seq. (“State Density Bonus Law”), the proposed project shall provide a minimum of 46 target</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>dwelling units available at very low/ low/ moderate income (as 10% of the units) for receiving a density bonus, concession and/or waiver of development standards.</p> <p>b. <u>Requirement #2</u>: The approved residential affordable units that are part of this approval shall remain and continue to be affordable at the specified level in accordance with California Health and Safety Code Section 50053 and its implementing regulations for a term of not less than 55 years or a longer period of time if required by the construction or mortgage finance assistance program, mortgage insurance program, or rental subsidy program. This Condition of Approval must also be in compliance with Section 65915(c)(1) of the State Density Bonus Law specifically, as well as all other applicable provisions of the State Density Bonus Law.</p> <p>c. <u>Requirement #3</u>: Prior to submittal of a construction-related permit, the applicant shall contact the Housing and Community Development Department (Housing Development Services Division) to enter into a Regulatory Agreement based on the City’s model documents, as may be amended from time to time, governing the target dwelling units. The Agreement shall contain restrictive covenants to ensure the continued affordability of the target dwelling units at the specified rent levels for a period of not less than fifty-five (55) years pursuant Section 65915 (c)(1) of the State Density Bonus Law, and restrict the occupancy of those units only to residents who satisfy the affordability requirement as approved for this project. Only households meeting the eligibility standards for the target dwelling units shall be eligible to occupy the target dwelling units.</p> <p>If the property has an approved condominium map and the developer chooses to rent the affordable units at initial occupancy, the units cannot convert to ownership during the term of the Agreement, even if the market rate units in the development convert to ownership.</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>The Regulatory Agreement shall be recorded with the Alameda County Recorder’s Office as an encumbrance against the property, and a copy of the recorded agreement shall be provided to and retained by the City. The Regulatory Agreement may not be subordinated in priority to any other lien interest in the property.</p> <p>d. <u>Requirement #4</u>: Rental target dwelling units shall be managed / operated by the developer or developer’s agent or the developer’s successor. The developer of rental target dwelling units shall submit for review and approval by the Housing and Community Development Department and any other relevant City departments, an annual report identifying which units are target dwelling units, the monthly rent, vacancy information, monthly income for tenants of each target rental dwelling unit throughout the prior year, and other information required by the City. Said agreement shall maintain the tenants’ privacy. The applicant shall pay to the Housing and Community Development Department an annual monitoring fee pursuant to the Master Fee Schedule (updated annually and available from the Budget Office of the City Oakland’s Finance Department: https://www.oaklandca.gov/departments/finance-department) for City monitoring of target dwelling units.</p> <p>e. <u>Requirement #5</u>: The floor area, number of bedrooms, and amenities (such as fixtures, appliances, location and utilities) of the affordable units shall be substantially equal in size and quality to those of the market rate units. Further, the proportion of unit types (i.e. three-bedroom and four-bedroom, etc.) of the affordable units shall be roughly the same as the project’s market rate units.</p> <p>f. <u>Requirement #6</u>: Tenant households in affordable units must have equal access to the project’s services and facilities as tenant households in all other units within the project.</p> <p>g. <u>Requirement #7</u>: Affordable units must be evenly distributed throughout the project.</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
L. AESTHETICS AND SHADE AND SHADOW	<i>Implementation of the project would not result in any significant aesthetics and shade and shadow impacts.</i>	<p>SCA-AES-1: Trash and Blight Removal (#16) <u>Requirement:</u> The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users. <u>When Required:</u> Ongoing <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>SCA-AES-2: Graffiti Control (#17) <u>Requirement:</u> a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). <u>When Required:</u> Ongoing <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>SCA-AES-3: Landscape Plan (#18) <i>a. Landscape Plan Required</i> <u>Requirement:</u> 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. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> N/A</p> <p><i>b. Landscape Installation</i> <u>Requirement:</u> The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor’s bid. <u>When Required:</u> Prior to building permit final <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p><i>c. Landscape Maintenance</i> <u>Requirement:</u> 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. <u>When Required:</u> Ongoing <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>SCA-AES-4: Lighting (#19) <u>Requirement:</u> 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. <u>When Required:</u> Prior to building permit final <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p>	
		<p>SCA-AES-5: Public Art for Private Development (#98) <u>Requirement:</u> The project is subject to the City’s Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. (“Ordinance”). The public art contribution requirements are equivalent to one-half percent (0.5%) for the “residential” building development costs, and one percent (1.0%) for the “non-residential” building development costs.</p> <p>The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit.</p> <p>Proof of installation of artwork, or other alternative requirement, is required prior to the City’s issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval. <u>When Required:</u> Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit Installation of art/cultural space – Prior to Issuance of a Certificate of Occupancy</p>	

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Impacts	Level of Significance Without Mitigation Measure	Level of Significance With SCA or Mitigation Measure
SCAs/Mitigation Measures		
<p><u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p>		
<p>M. PUBLIC SERVICES, UTILITIES, AND RECREATION</p>		
<p><i>Implementation of the project would not result in any significant public services, utilities, or recreation impacts.</i></p>	<p>SCA-SERV-1: Compliance with Other Requirements (#3) The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City’s Bureau of Buildings, Fire Marshal, Department of Transportation, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processes in accordance with the procedures contained in Condition #4.</p> <p>SCA-SERV-2: Construction Management Plan (#13) Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department and the Public Works Department as directed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Conditions of Approval (and mitigation measures if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management (see applicable Conditions below). The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, and litter/debris clean-up plan) that specify how potential construction impacts will be minimized and how</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>each construction-related requirement will be satisfied throughout construction of the project.</p> <p>SCA-SERV-3: Fire Safety Phasing Plan (#50) <u>Requirement:</u> The project applicant shall submit a Fire Safety Phasing Plan for City review and approval, and shall implement the approved Plan. The Fire Safety Phasing Plan shall include all of the fire safety features and emergency vehicle access incorporated into each phase of the project and the schedule for implementation of the features. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Oakland Fire Department <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-SERV-4: Capital Improvements Impact Fee (#78) <u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). <u>When Required:</u> Prior to issuance of building permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> N/A</p> <p>SCA-SERV-5: Construction and Demolition Waste Reduction and Recycling (#87) <u>Requirement:</u> 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</p>	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>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.</p> <p><u>When Required:</u> Prior to approval of construction-related permit</p> <p><u>Initial Approval:</u> Public Works Department, Environmental Services Division</p> <p><u>Monitoring/Inspection:</u> Public Works Department, Environmental Services Division</p> <p>SCA-SERV-6: Underground Utilities (#88)</p> <p><u>Requirement:</u> The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project’s street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p> <p><u>When Required:</u> During construction</p> <p><u>Initial Approval:</u> N/A</p> <p><u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-SERV-7: Recycling Collection and Storage Space (#89)</p> <p><u>Requirement:</u> 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 2 cubic feet of storage and collection</p>	

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		<p>space per residential unit is required, with a minimum of 10 cubic feet. For nonresidential projects, at least 2 cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of 10 cubic feet.</p> <p><u>When Required:</u> Prior to approval of construction-related permit</p> <p><u>Initial Approval:</u> Bureau of Planning</p> <p><u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-SERV-8: Green Building Requirements (#90)</p> <p><i>a. Compliance with Green Building Requirements During Plan-Check</i></p> <p><u>Requirement:</u> The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> ▪ Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. ▪ Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. ▪ Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. ▪ Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. ▪ Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. ▪ Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green 	

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Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit.</p> <ul style="list-style-type: none"> ▪ Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> ▪ CALGreen mandatory measures. ▪ Green building point level/certification requirement of 53 points, approved during the Planning entitlement process. ▪ All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. ▪ The required green building point minimums in the appropriate credit categories. <p><u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> N/A</p> <p><i>b. Public Notification Required</i> <u>Requirement:</u> The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> 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. 	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>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.</p> <p>iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> N/A <u>Monitoring/Inspection:</u> Bureau of Building</p> <p><i>c. Compliance with Green Building Requirements After Construction</i> <u>Requirement:</u> Prior to finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level. <u>When Required:</u> Prior to Final Approval <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-SERV-9: Sanitary Sewer System (#92) <u>Requirement:</u> 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. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Public Works Department, Department of Engineering and Construction <u>Monitoring/Inspection:</u> N/A</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>SCA-SERV-10: Storm Drain System (#93) <u>Requirement:</u> 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. <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Building <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-SERV-11: Water Efficient Landscape Ordinance (#95) <u>Requirement:</u> The project applicant shall comply with California’s Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link below: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf.</p> <p>For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less, the project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California’s Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.</p> <p><i>Prescriptive Measures:</i> Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California’s Model Water Efficient Landscape Ordinance (see page 38.14(g) in the link above).</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p><i>Performance Measures:</i> Prior to construction, the project applicant shall prepare and submit a Landscape Document Package for review and approval, which includes the following:</p> <p>a. Project Information</p> <ul style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Project contacts. ix. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." <p>b. Water Efficient Landscape Worksheet</p> <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use <p>c. Soil Management Report</p> <p>d. Landscape Design Plan</p> <p>e. Irrigation Design Plan, and</p> <p>f. Grading Plan</p> <p>Upon installation of the landscaping and irrigation systems, and prior to the final of a construction-related permit, the Project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of</p>	

TABLE II-2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

Impacts	Level of Significance Without Mitigation Measure	SCAs/Mitigation Measures	Level of Significance With SCA or Mitigation Measure
		<p>Completion shall also be submitted to the local water purveyor and property owner or his or her designee <u>When Required:</u> Prior to approval of construction-related permit <u>Initial Approval:</u> Bureau of Planning <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#53) <i>See SCA above in Section VH, Hydrology and Water Quality</i></p> <p>SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58) <i>See SCA above in Section VH, Hydrology and Water Quality</i></p> <p>SCA-GHG-1: Greenhouse Gas Reduction Plan (#45) <i>See SCA above in Section E, Greenhouse Gas Emissions and Energy</i></p>	

III. PROJECT DESCRIPTION

This chapter describes the proposed California College of the Arts (CCA) Oakland Campus Redevelopment Project (project), which is the subject of this Environmental Impact Report (EIR). The chapter begins with a description of the project site, regional and planning context, project objectives, and context discussion of relevant project background. These are followed by a detailed description of the proposed development project, a discussion of the intended uses of the EIR, and an explanation of required project approval and entitlements.

A. PROJECT SITE

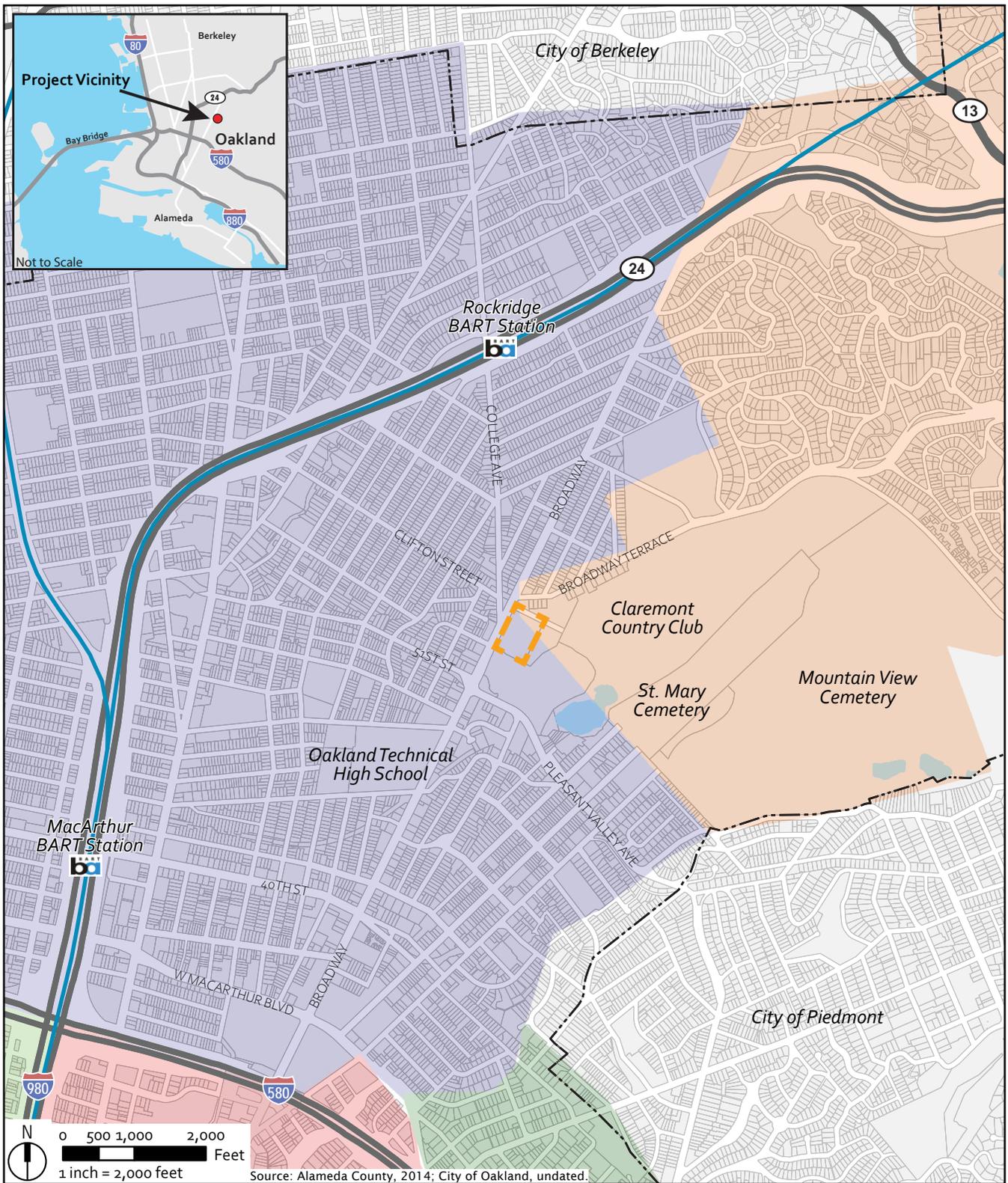
1. Location

The approximately 3.95-acre project site is within the North Oakland planning area and Rockridge neighborhood. The site is comprised of one parcel at 5200 Broadway. The project site is approximately 0.6 miles south of Rockridge Bay Area Rapid Transit District (BART) Station and approximately 600 feet east of the Claremont Country Club. The project site is also approximately 0.6 miles south of State Route (SR) 24, 1 mile north of Interstate (I-) 580, and 1.4 miles west of Highway 13. Figure III-1 illustrates the location and context of the project site.

2. Site Characteristics

The project site is currently developed and occupied by the CCA Oakland campus, which includes an arts college with instructional buildings, art production studios, and student housing for approximately 34 CCA students in 17 dormitory rooming units. The project site is approximately 172,270 square feet (3.95 acres) and comprised of one square-shaped parcel (Assessor's Parcel Number [APN] 14-1243-1-1) as shown in Figure III-2.

The project site is currently developed with 12 educational-use structures (Macky Hall, Carriage House, Barclay Simpson Sculpture Studio, Irwin Student Center, Raleigh and Claire Shaklee Building, B Building, Oliver and Ralls Building, Noni Eccles Treadwell Ceramic Art Center, Martinez Hall Annex, Martinez Hall, Founders Hall, and Facilities Building), all of which are currently in use and shown in Figure III-3. The campus buildings are between 1 and 3 stories in height (22 to 64 feet), and range in date of construction from circa 1880 to 1992. The project site currently has approximately 87,779 square feet (2.01 acres) of open space with internal pedestrian circulation weaving throughout the project site.



-  Project Location
-  BART Track
-  City Boundaries
-  North Oakland
-  North Hills
-  Chinatown and Central
-  Lower Hills
-  West Oakland

Figure III-1
Project Location and Vicinity Map



 Project Parcels

Figure III-2
Project Location



- ▣ Project Boundary
- ▣ Building/Structure to be Preserved and/or Retrofitted
- ▣ Building to be Relocated on Site and Retrofitted
- ▣ Building/Structure to be Demolished

Figure III-3
Existing Project Site Buildings and Structures
CCA Oakland Campus Redevelopment Project EIR

A row of eucalyptus trees is located on the west side of the parcel and two sequoia trees are located on the southwestern part of the site.¹ Other decorative landscaping elements on-site include a sundial, a faun sculpture, the Bell Tower sculpture, the *Infinite Faith* sculpture, and the *Celebration Pole*. A total of 41 parking spaces are located on the northwest portion and within the interior of the parcel. Pedestrian access into the site is provided by a staircase along Broadway and along most of Clifton Street. The combination of historic structures, landscape elements, and cultural significance to the local area contribute to the project site's identification as an Area of Primary Importance (API) by the City of Oakland, as further discussed below.

The project site is generally bounded by Broadway to the west, Clifton Street to the north, a multi-unit residential property to the east, and the Rockridge Shopping Center to the south. The project site is mostly physically separated from Broadway by a brick wall. The textured concrete wall is approximately 4 feet in height near the corner of Clifton and Broadway and gradually increases in height to approximately 12 feet at its southern end near the corner of the Access Road and Broadway. A vehicular driveway near the north end of the wall is framed by concrete pilasters and a modern metal archway.

The project site is located on relatively steep gradients ranging from approximately 20 feet on the western portion to 55 feet at the eastern portion. The southernmost border of the project site has a very steep grade change rising from south to north.

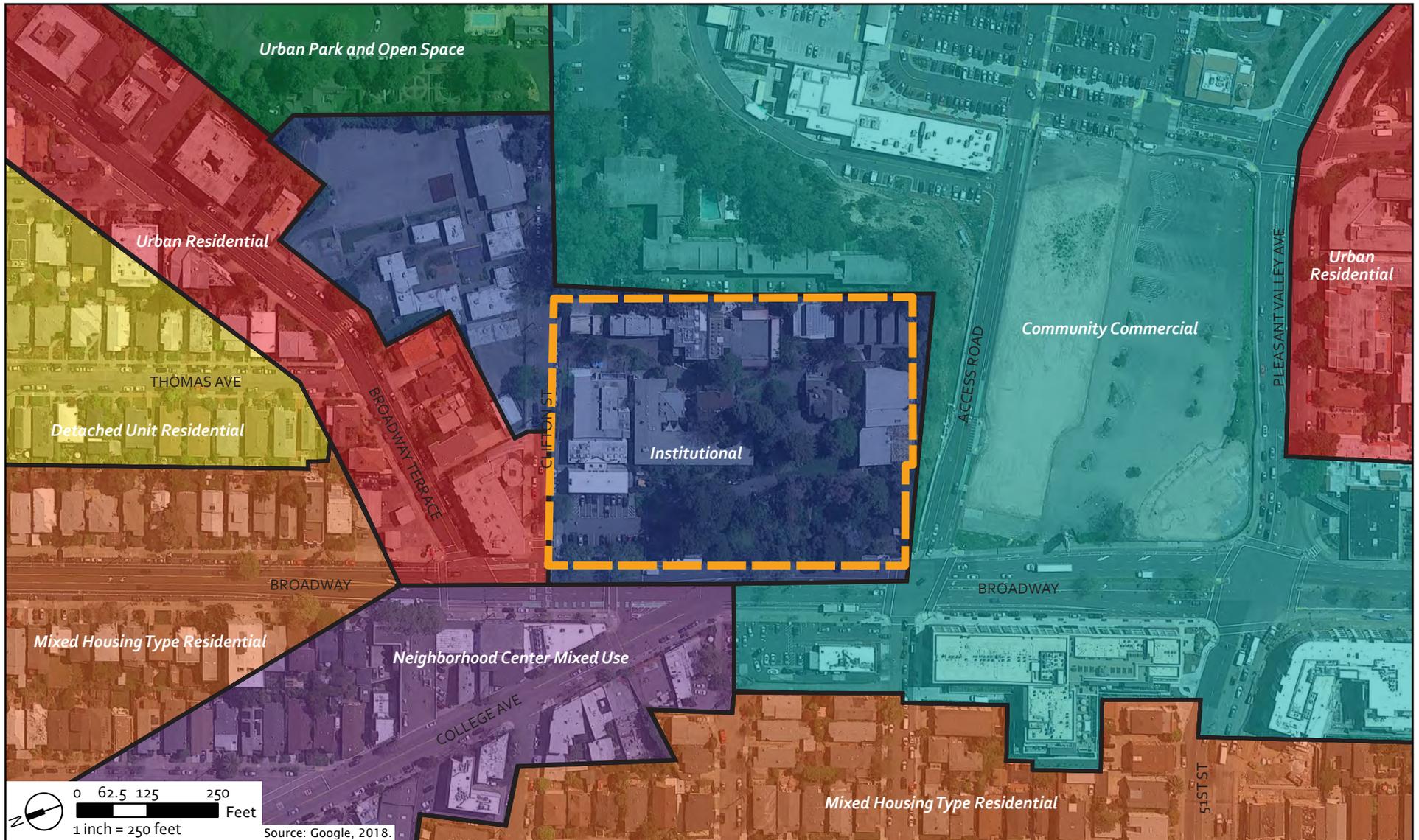
The project site is not located on a hazardous waste and substances site list, compiled pursuant to Government Code Section 65962.5.

3. Existing General Plan Designation and Zoning

The City of Oakland General Plan² land use classification, as established by the Land Use and Transportation Element, is Institutional. The intent of the Institutional designation is to create, maintain, and enhance areas for education facilities, cultural and institutional uses, health services, and other similar uses. Standalone residential uses are not permitted; however, mixed-use housing and commercial development that support institutional areas may be allowed. The General Plan land use classification for the project site and surrounding area is shown on Figure III-4.

¹ These two sequoia trees were approved for removal by the City on June 14, 2019, because they were dead and posed a danger to students, staff, and faculty. The trees were subsequently removed in July 2019. Because these trees are a part of the historic landmark designation at the site and were removed after the Notice of Preparation was published, they are considered in this environmental analysis.

² City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.



- | | | | |
|--|---------------------------|---|--------------------------------|
|  | Project Site |  | Mixed Housing Type Residential |
|  | Institutional |  | Neighborhood Center Mixed Use |
|  | Urban Residential |  | Community Commercial |
|  | Detached Unit Residential |  | Urban Park and Open Space |

Figure III-4

Existing General Plan Designations

CCA Oakland Campus Redevelopment Project EIR

The project site has a split zoning designation, with the western portion of the parcel in the Neighborhood Commercial – Zone 1 (CN-1) and the remaining eastern portion of the parcel in the Mixed Housing Type Residential – Zone 4 (RM-4), as shown in Figure III-5. The intent of the CN-1 Zone is to maintain and enhance vibrant commercial districts with a wide range of retail establishments serving both short- and long-term needs in attractive settings oriented to pedestrian shopping. The CN-1 Zone generally permits multi-family residential, civic, commercial, and some limited agricultural activities. The CN-1 portion of the site is within a 95-foot Height Area. The intent of the RM-4 Zone is to create, maintain, and enhance residential areas characterized by a mix of single-family homes, duplexes, townhouses, small multi-unit buildings, and neighborhood businesses where appropriate. The RM-4 Zone generally permits lower-density residential uses, civic uses, and limited commercial activities. The RM-4 portion of site is within a 35-foot Height Area.

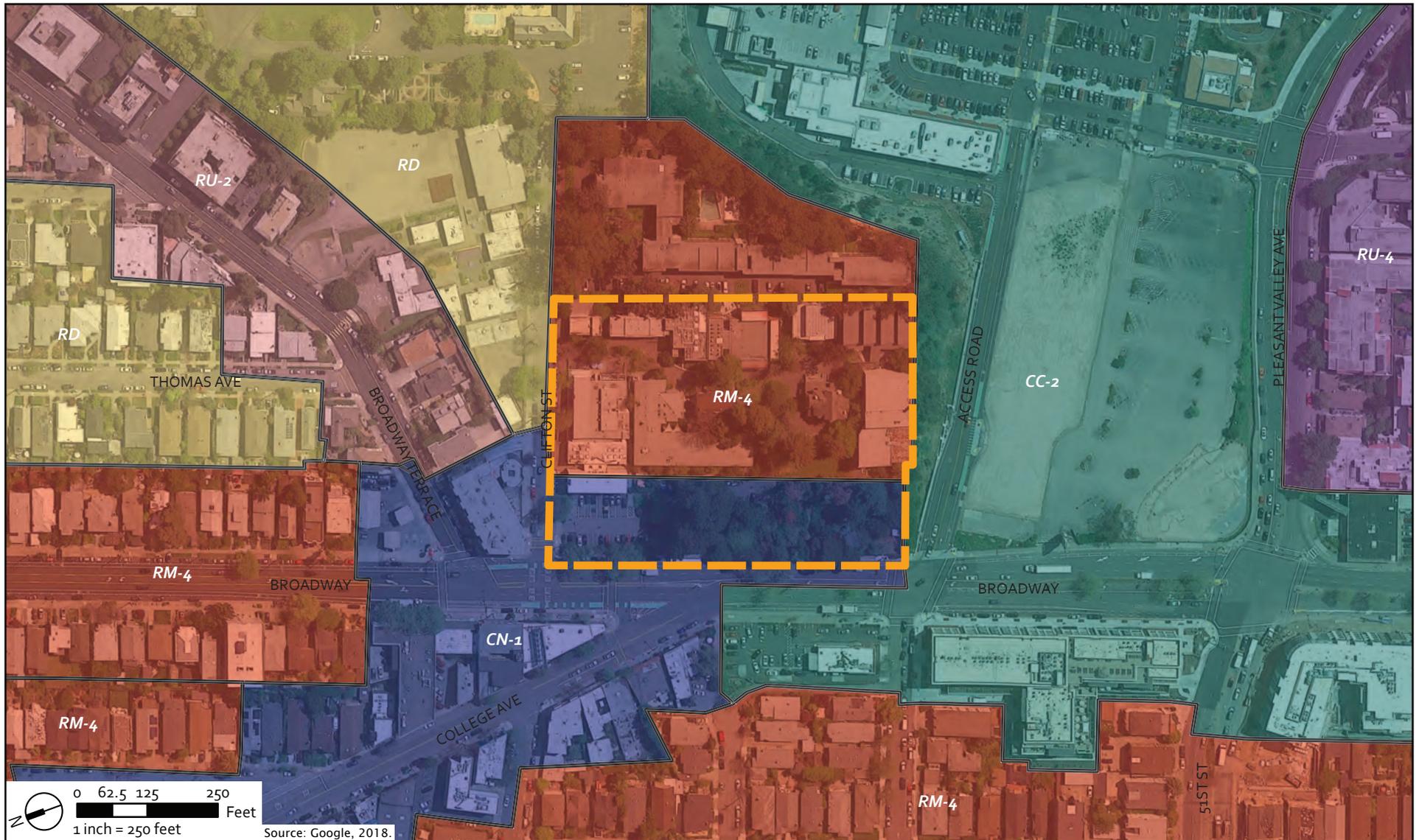
4. Surrounding Land Uses

A mix of land uses surrounds the project site, most of which are separated from the site by at least the width of the adjoining road:

- **North.** To the north, existing uses include primarily residential including single and multi-family, Oakland Technical High School Upper Campus (northeast), and a gas station.
- **South.** Existing uses to the south and southeast include the Rockridge Shopping Center and vacant lot.
- **East.** Existing uses to the east include a 4-story apartment building, the Claremont Country Club, St. Mary Cemetery, and Mountain View Cemetery.
- **West.** Existing uses to the west include neighborhood center mixed use and commercial, such as 1- to 2-story storefronts and ground-floor retail with second-story residential units.

B. PROJECT BACKGROUND AND CULTURAL AND HISTORIC CONTEXT

In 1922, German-born cabinet maker and former president of the California Guild of Arts and Crafts, Frederick H. Meyer, acquired the project site for relocation of Berkeley CCA operations to Oakland. In 1926, CCA began operations at the Oakland campus and has been operating at the project site since. After 94 years, CCA is now planning to consolidate and relocate all housing and operations currently conducted at the Oakland campus into its San Francisco campus and student housing program. CCA is expanding facilities and student housing in San Francisco to accommodate these efforts (which are not included as a part of this project). As such, Emerald Fund and Equity Community Builders have entered into an option agreement to acquire the project site to create plans for reuse and redevelopment of the property.



- | | |
|--|--|
|  Project Site |  Neighborhood Commercial - 1 (CN-1) |
|  Detached Unit Residential - (RD) |  Urban Residential - 2 (RU-2) |
|  Mixed Housing Type Residential - 4 (RM-4) |  Urban Residential - 4 (RU-4) |
| |  Community Commercial - 2 (CC-2) |

Figure III-5
Existing Zoning

Given the historic nature of the Oakland campus, this background focuses on the cultural and historic characteristics. More detail is provided in *Section V.B, Cultural and Historic Resources*.

The project site was identified in 1986 by the Oakland City Historic Survey as the California College of Arts & Crafts District and was designated as an API. In addition, the entire site was identified in the 2019 Historic Resource Evaluation as an historic district eligible for listing under the California Register under Criterion 1 Events for its role in arts education and eligible for listing under the National Register of Historic Places under Criterion A, significant at the local and State levels for its role in the development of arts education in California.

A historic district is defined as “a significant concentration, linkage, or continuity of buildings, structures, objects, sites, natural features related to human presence or activities united historically or aesthetically by plan, appearance or physical development.” A district may also be the site of a historic occupation or activity where the location itself possesses historic, cultural, commemorative value regardless of the value of any existing building or structure.³

The site includes a City Landmark, the Treadwell Estate which includes Macky Hall and Carriage House that are both on the National Register of Historic Places and the entirety of the Broadway Wall and Stairs, the Carnegie bricks edging paths near Macky Hall, the two sequoia trees (removed in 2019), the row of eucalyptus trees that runs from the vehicular entry at Broadway toward Macky Hall, and an 80-foot-wide view corridor (centered on the Macky Hall entrance, extending to Broadway) associated with the Treadwell Estate. The Treadwell Estate is a City of Oakland Historic Landmark.

In addition to contributing buildings and landscape features of the Treadwell Estate, the site also contains several individual buildings that are individually eligible for listing on the California Register of Historical Resources, based on Criterion 3 Meritorious Architecture including:

- Founder’s Hall,
- Barclay Simpson Sculpture Studio,
- Martinez Hall, and
- Noni Eccles Treadwell Ceramic Arts Center.

All twelve buildings and six associated landscape features—Macky Lawn, stairs with ceramic pots, faun sculpture, *Infinite Faith* sculpture, Bell Tower, and *Celebration Pole*—on the project site are considered contributing features to the California Register and National Register-eligible CCAC Historic District.

The entire campus, inclusive of each of the twelve contributing buildings and contributing landscape features, is considered a historic resource for CEQA purposes.

³ City of Oakland, Historic Preservation Element, Table 2-1 (5) and (6).

C. PROJECT OBJECTIVES

The overarching project objectives are:

- Redevelop site previously utilized as college campus (educational use) into a mixed-use development with residential and commercial uses.
- Respect the historic resources through adaptive reuse and rehabilitation of the Landmarked structures and landscape that includes documentation and commemoration of the site history and incorporation of outdoor art.
- Locate dense residential development on a large site approximately ½-mile from BART and adjacent to existing community and neighborhood commercial uses to reduce dependency on motorized transportation.
- Further the City's achievement of the General Plan's Housing Element goals and of the Association of Bay Area Governments' Regional Housing Needs Allocation for the City of Oakland and meet the City's minimum residential density and major residential use requirements.
- Increase affordable housing units in the Rockridge neighborhood by providing affordable housing units on-site.
- Generate tax revenues for the City of Oakland and employment opportunities for the City of Oakland community.
- Produce a high-quality architectural and landscape design that promotes sustainability and exceeds the requirements of the City of Oakland's Green Building Ordinance.
- Design a project that varies dwelling sizes and types, to accommodate a range of potential residents.
- Maintain and improve quasi-public open space at the project site through restoration of Landmarked landscaped areas and a view corridor with enhanced open space accessibility and visibility.
- Construct enough residential units and non-residential space to make the redevelopment of the site economically feasible, produce a reasonable return on investment for the project that is sufficient to attract investment capital and construction financing, and generate sufficient revenue to meet the project objectives.

D. PROPOSED PROJECT

The section describes and discusses the project, including the proposed General Plan Amendment and rezoning, redevelopment proposal, open space and amenities, circulation and parking, existing utilities, demolition, and the discretionary actions required for project approval.

1. General Plan Amendment and Rezoning

The Project Sponsor is proposing to reclassify the entire project site from Institutional to the Community Commercial (CC) General Plan Land Use designation, as shown in Figure III-6. The CC designation applies to areas suitable for a variety of commercial and institutional operations along major corridors and in shopping districts or centers. The CC designation would permit residential development at the project site (without the need for supporting an institutional use). It would also provide the framework to allow the project's rezoning to accommodate an increase in density, height, and bulk.

The Project Sponsor is also proposing to rezone the entire project site to Community Commercial – Zone 2 (CC2), as shown in Figure III-7, from Neighborhood Commercial – Zone 1 (CN-1) along Broadway and Mixed Housing Type Residential – Zone 4 (RM-4) on the eastern portion of the site. The CC-2 Zone is intended to create, maintain, and enhance areas with a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas. The CC-2 Zone generally permits multi-family residential, civic, and commercial uses. The rezone request also includes a change from a 35-foot Height Area to a 95-foot Height Area.

2. Redevelopment Proposal

The project is the proposed redevelopment of the project site from an institutional (educational) use to a large multi-family residential development with additional retail office and group assembly and personal instruction space. The redevelopment proposal involves four main components: (1) renovation of selected existing CCA facilities and buildings, (2) relocation of selected existing CCA facilities, (3) demolition of selected existing CCA facilities, and (4) development of new structures (see Table III-1 and Table III-2). An overview of the proposed redeveloped site plan is shown in Figure III-8.

a. Renovation of Existing CCA Facilities and Features

Under the project, the following buildings and features would be preserved in-place and/or renovated:

- **Macky Hall:** Macky Hall was substantially upgraded and restored in 1987 and would be maintained in its current location and configuration. Macky Hall would be rehabilitated in conformance with the Secretary of the Interior Standards and building systems would be upgraded throughout with structural and accessibility upgrades as necessary. Minor improvements are anticipated to update or repair mechanical and electrical systems, as well as cosmetic interior improvements such as carpet and paint. The entire 7,760 square feet of interior space would be used for office space. The exterior would be maintained and repaired with minor modifications for accessibility.

TABLE III-1 BUILDING REDEVELOPMENT OVERVIEW

Site Buildings	Renovate (Square Feet)	Relocate (Square Feet)	Demolish/ Remove (Square Feet)	New (Square Feet)	Total (Square Feet)
<i>Macky Hall</i>	7,760	--	--	--	7,760
<i>Carriage House</i>	--	2,622	--	--	2,622
<i>Martinez Hall Annex</i>	--	--	5,262	--	
<i>Martinez Hall</i>	--	--	8,513	--	
<i>Founders Hall</i>	--	--	26,012	--	
<i>Facilities Building</i>	--	--	1,402	--	
<i>Raleigh and Claire Shaklee Building</i>	--	--	14,263	--	
<i>Barclay Simpson Sculpture Studio</i>	--	--	2,644	--	
<i>B Building</i>	--	--	4,933	--	
<i>Oliver and Ralls Studio</i>	--	--	7,655	--	
<i>Noni Eccles Treadwell Ceramic Arts Center</i>	--	--	11,606	--	
<i>Irwin Student Center</i>	--	--	7,716	--	
Building A	--	--		319,380	319,380
Building B	--	--		294,503	294,503
TOTAL	7,760	2,875	90,006	613,883	624,265

Note: Font in *italics* represent existing buildings on-site. Square footage provided for Buildings A and B include all portions of the buildings except for parking areas.

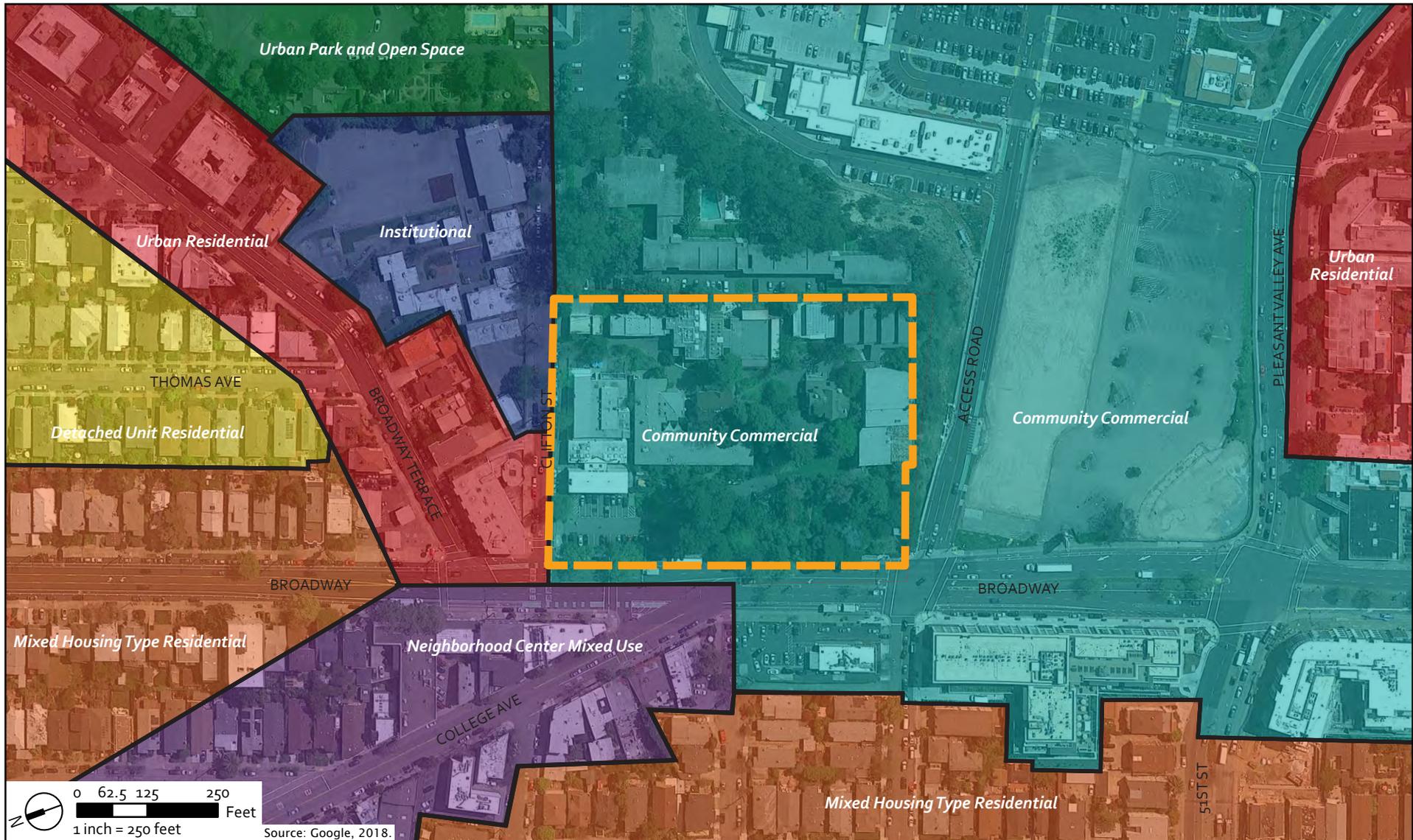
Source: CCA Oakland, CA, Preliminary Development Permit Application, April 22, 2022. CCA-Existing Building Pricing Package, March 24, 2020. CCA Oakland, CA, Preliminary Development Permit Application, August 25, 2022.

TABLE III-2 SITE FEATURES REDEVELOPMENT PROPOSAL OVERVIEW

Site Features	Renovate/ Preserve	Relocate	Demolish/ Remove	New	Total
Broadway Wall and Stairs	All	--	--	--	Broadway Wall and Stairs
Landscaping	38 trees	--	75 trees	75 trees	113 trees
Sculptures	--	The Sundial, Faun sculpture, <i>Infinite Faith</i> sculpture, Bell Tower sculpture, and the <i>Celebration Pole</i>	--	--	The Sundial, Faun sculpture, <i>Infinite Faith</i> sculpture, Bell Tower sculpture, and the <i>Celebration Pole</i>
Treadwell Estate View Corridor	All	--	--	--	Treadwell Estate View Corridor

Note: Landscaping includes 15 trees on-site and 23 within 10 feet of the property line.

Source: CCA Oakland, CA, Preliminary Development Permit Application, August 25, 2022.

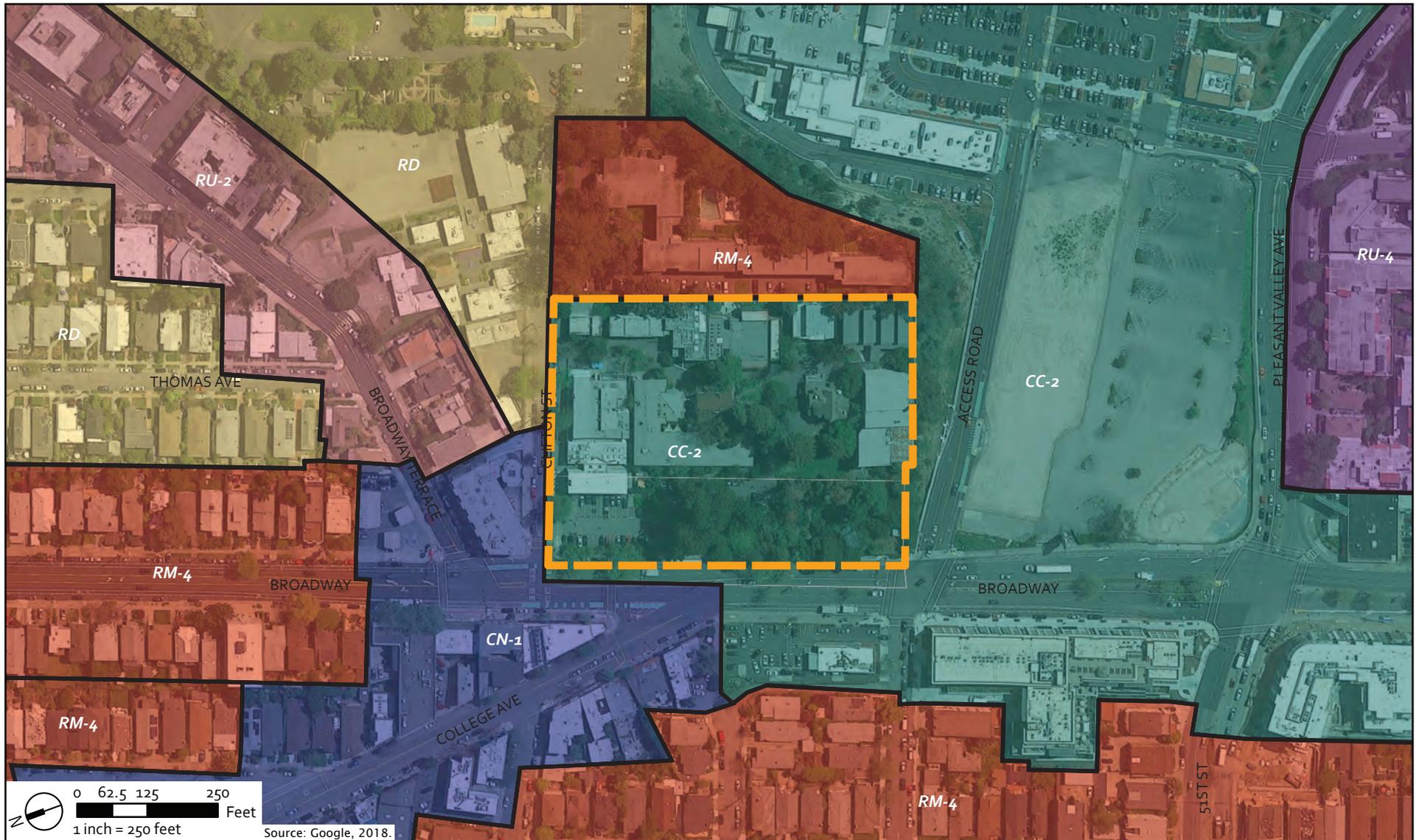


- | | |
|--|--|
|  Project Site |  Mixed Housing Type Residential |
|  Institutional |  Neighborhood Center Mixed Use |
|  Urban Residential |  Community Commercial |
|  Detached Unit Residential |  Urban Park and Open Space |

Figure III-6

Proposed General Plan Designations

CCA Oakland Campus Redevelopment Project EIR



- Project Site
- Detached Unit Residential - (RD)
- Mixed Housing Type Residential - 4 (RM-4)
- Neighborhood Commercial - 1 (CN-1)
- Urban Residential - 2 (RU-2)
- Urban Residential - 4 (RU-4)
- Community Commercial - 2 (CC-2)

Figure III-7
Proposed Zoning

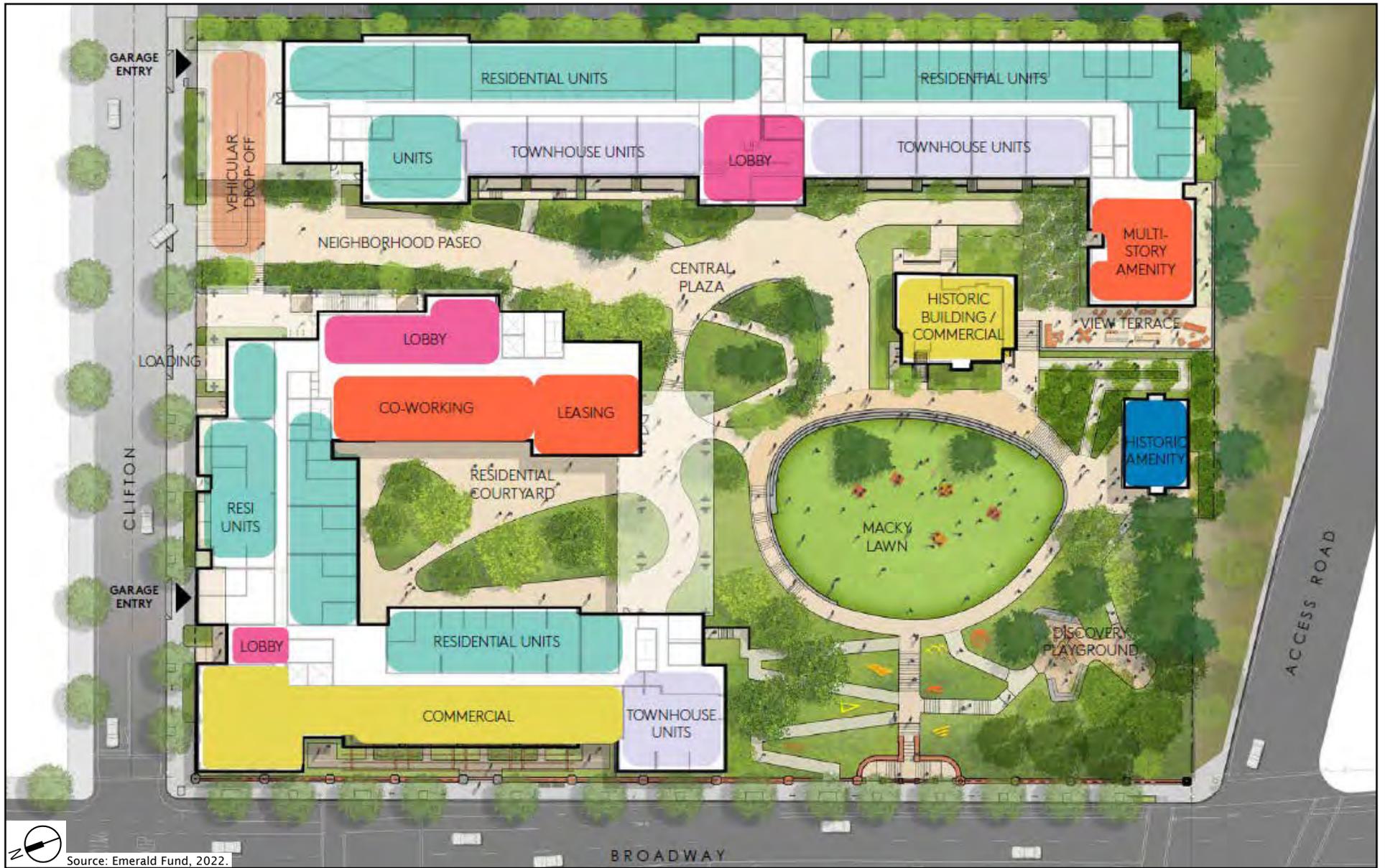


Figure III-8
Project Site Plan

- **Broadway Wall and Stairs:** The entire Broadway Wall and Stairs would be retained.
- **Landscaping:** Preservation of 15 trees on-site including 10 redwood, 1 magnolia, 1 bunya bunya, 1 deodar cedar, 1 coast live oak, and 1 canary island palm.

b. Structure Relocation

Under the project, the following buildings and features would be relocated and/or renovated:

- **Carriage House:** The Carriage House building would be relocated approximately 240 feet to the south of its existing location to accommodate construction of the new buildings. The proposed location of the Carriage House can be found in Figure III-8. As a part of the project, the Carriage House building would be converted to provide approximately 2,622 square feet of office space or civic activities including community meetings. In addition to relocation, the Carriage House would likely have one interior wall on the ground floor removed. All new mechanical, electrical, and plumbing systems would be provided along with a ground floor restroom, new roof, and exterior stair, as well as repairs as required to windows, doors, and exterior siding.
- **Sculptures:** The Sundial, Faun sculpture, *Infinite Faith* sculpture, Bell Tower sculpture, and the *Celebration Pole* would be rehabilitated and relocated throughout the project site.

c. Demolition and Site Preparation

As previously stated, the existing project site is currently developed with 12 institutional facilities. Under the project, the following ten buildings (totaling approximately 90,000 square feet) and landscaping features would be demolished/removed:

- Irwin Student Center
- Raleigh and Claire Shaklee Building
- Barclay Simpson Sculpture Studio
- B Building
- Oliver and Ralls Studio
- Noni Eccles Treadwell Ceramic Arts Center
- Martinez Hall Annex
- Martinez Hall
- Founders Hall
- Facilities Building
- Landscaping (except for those described above) including the two sequoia trees referenced above.

Construction activities for the project could begin in Fall 2024 and last an estimated 28 months, with occupancy beginning in early 2027. Excavation for the building garage would extend approximately 25 feet below the existing ground surface and require removal of approximately

7,700 cubic yards of soil and 60 cubic yards of fill. An overview of buildings to be demolished is presented in Figure III-3.

d. New Development

Under the project, the site would be redeveloped with up to 510 residential units in two residential buildings up to 10 stories in height. The project would also include approximately 16,945 square feet of office space; a 1,408-square-foot commercial retail; 1.46 acres (63,727 square feet) of privately-owned public open space (POPOS), including 11,884 square feet of space that may be used for group assembly space; 268 structured and ground level parking spaces (there are 41 existing spaces for a net increase of 227 new spaces); and 510 bicycle parking spaces. As described later in this chapter, the group assembly space and commercial retail space may also be utilized for personal instruction and improvement uses. Typical floor plans for the project are shown in Figures III-9 through III-20 and site sections are shown in Figures III-21 through 24. These two buildings (herein referred to as "Buildings A and B"), are described below.

Building A

Building A would range in height from approximately 64 to 94 feet, with 248 residential units spread across 9 to 10 floors. Ninety-seven two-bedroom units, 119 one-bedroom units, 29 studio units, two townhomes, and one loft unit would be spread across approximately 190,403 net residential square feet. Building A would also have approximately 5,574 square feet of commercial space and approximately 1,408 square feet of retail space for a café. The building would be located at the northwestern corner of the project site at the corner of Broadway and Clifton Street (requiring demolition of the existing Raleigh and Claire Shaklee Building, Barclay Simpson Sculpture Studio, and Irwin Student Center and relocation of the Carriage House). Building A would cover approximately 50,448 square feet of lot area (29.3 percent of the site). Building A would also provide 233 parking spaces and be located at the core of the building from levels A-201P to A-01R (see Figure III-10).

Building B

Building B would be approximately 80 to 95 feet tall with 262 residential units spread across 8 to 9 floors. The building would consist of 71 two-bedroom units, 140 one-bedroom units, 42 studio units, and nine townhomes across 202,529 net residential square feet. Building B would be along the eastern border of the site from Clifton Street to the north, extending to the Access Road to the south. Building B would require demolition of the Facilities Building, B Building, Oliver and Ralls Building, Noni Eccles Treadwell Ceramic Arts Center, Martinez Hall Annex, and Martinez Hall. Building B would cover approximately 36,600 square feet of lot area (21.3 percent of the site). Building B would also provide 35 parking spaces on floors B-01P and B-01 (see Figures III-11 and 12).

FLOOR PLAN A-01C

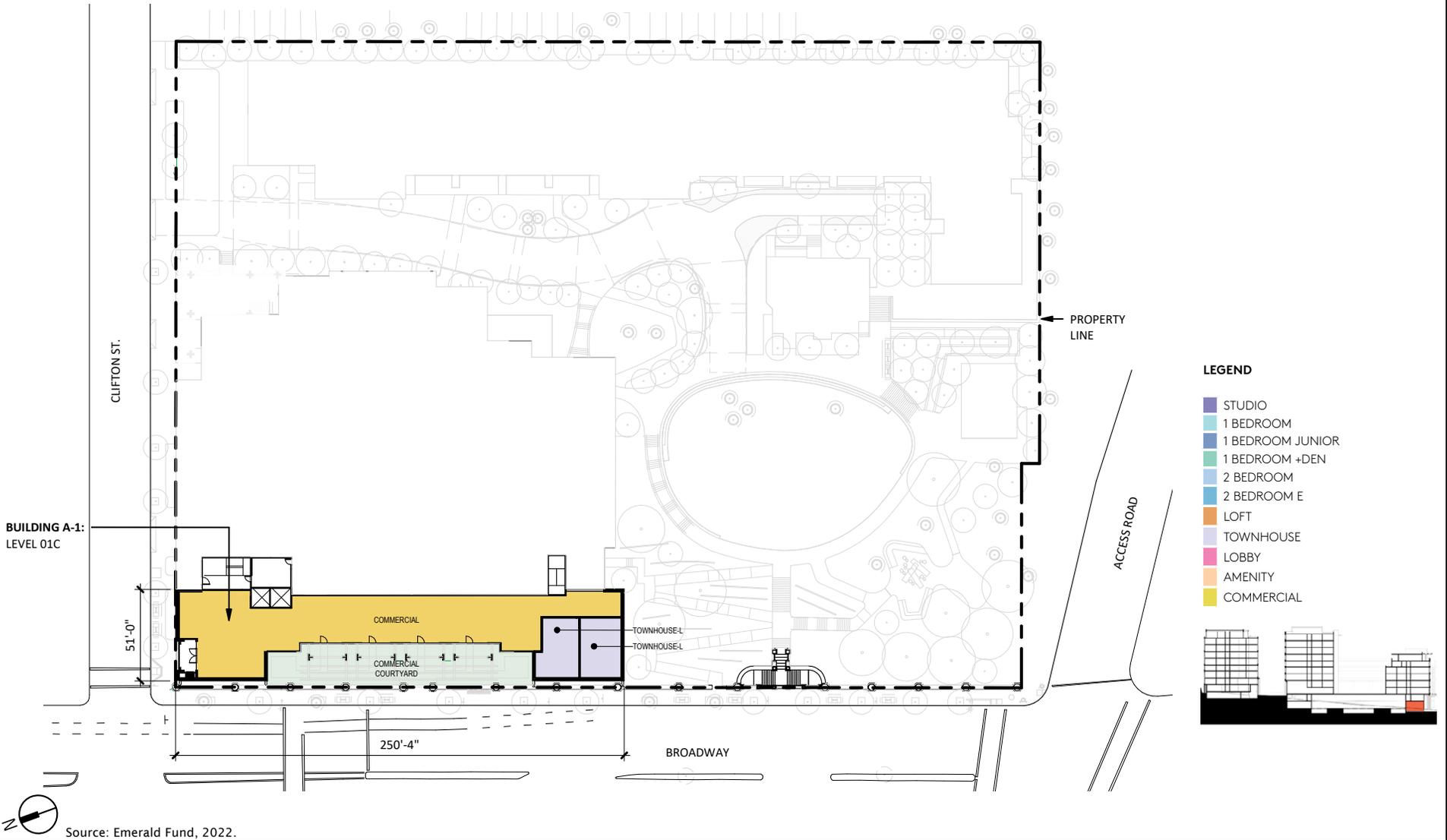


Figure III-9

Floor Plan - Broadway Level (Level A-01C)

FLOOR PLAN A-01P

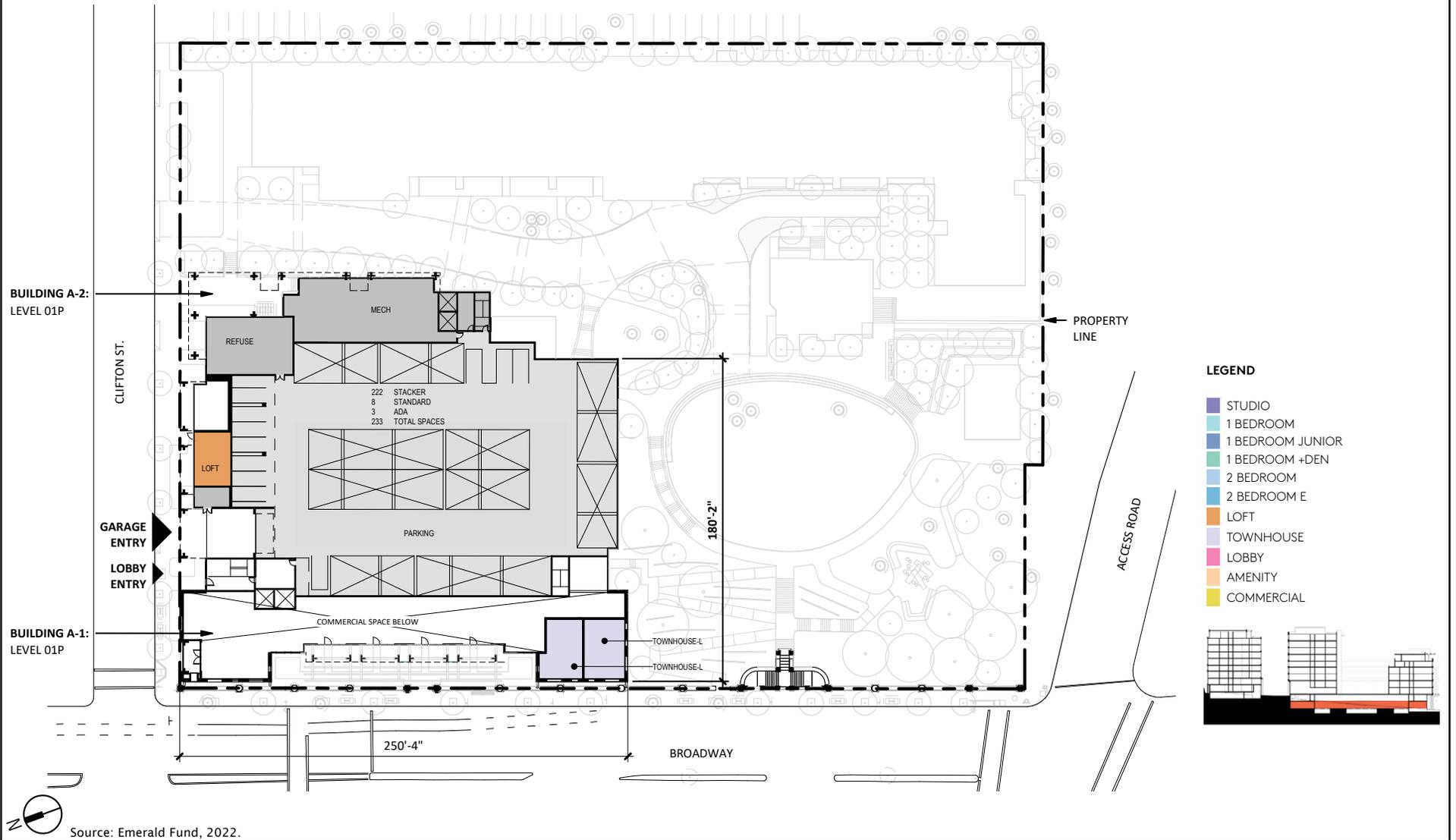


Figure III-10

Floor Plan - Broadway Level (Level A-01P)

FLOOR PLAN A-01R/B-01P

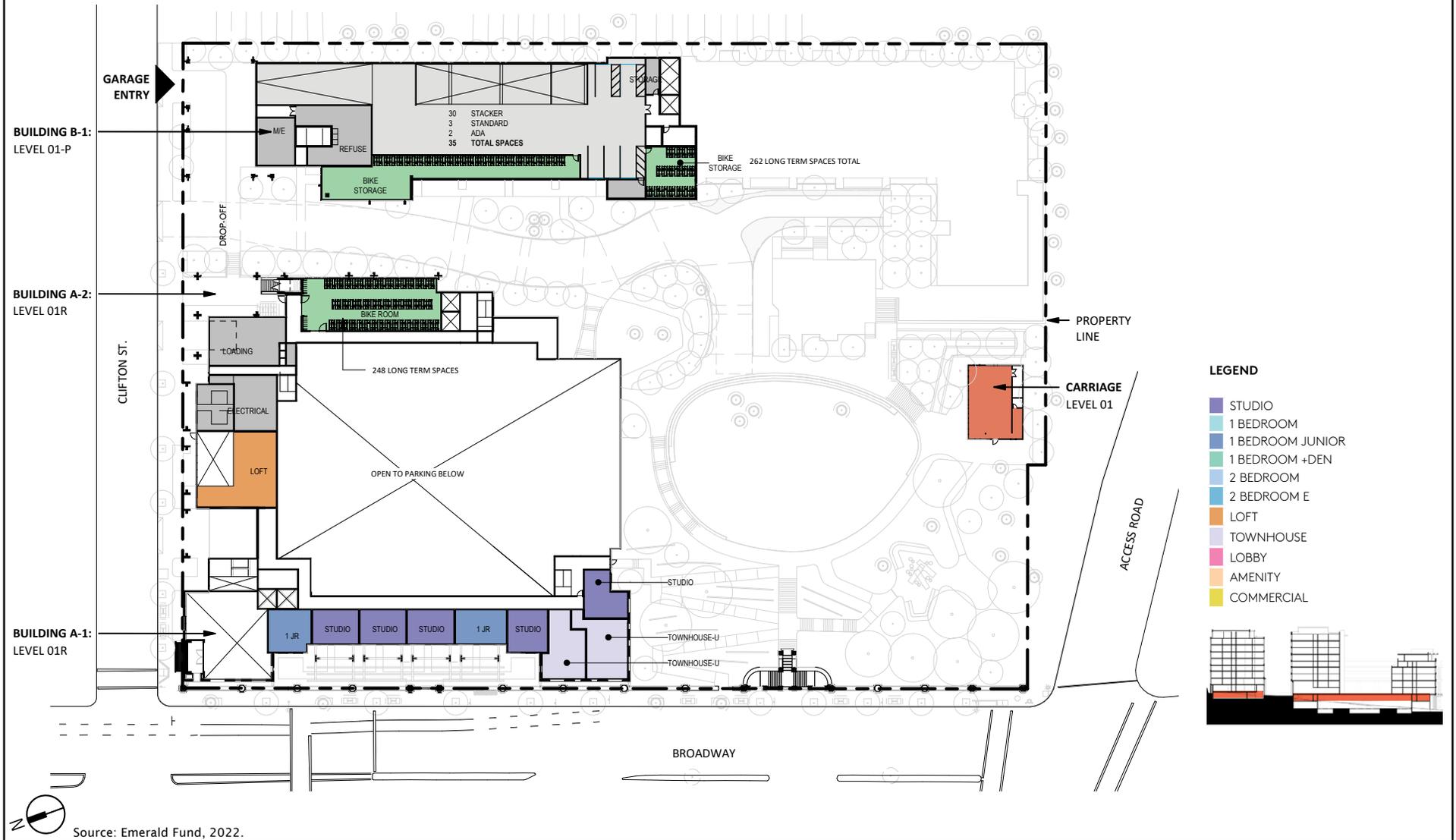


Figure III-11

Floor Plan - Clifton Level (Level A-01R/B-01P)

FLOOR PLAN A-03/B-02

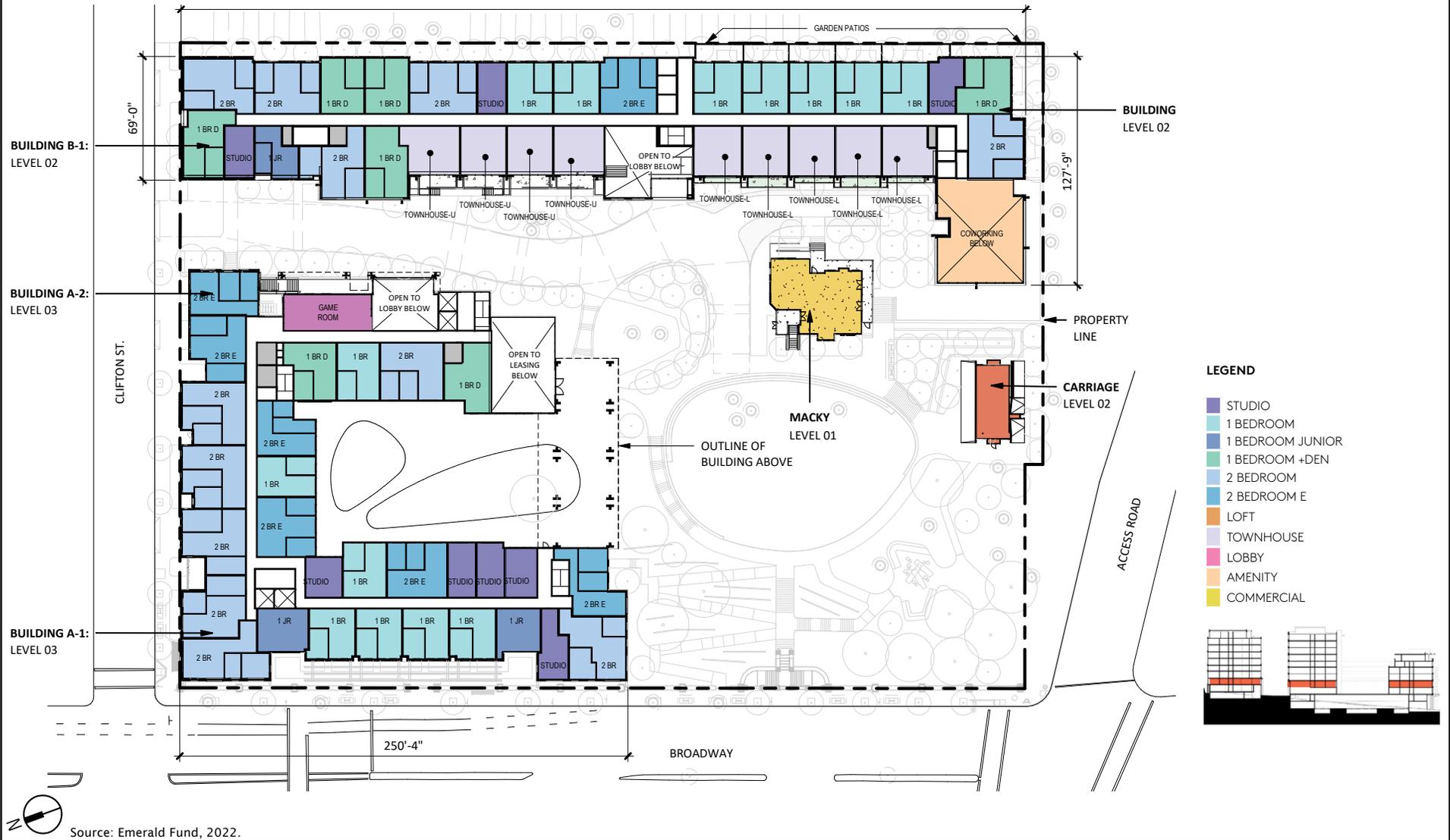


Figure III-13
 Floor Plan - Building A Level 3/Building B Level 2 (Level A-03/B-02)
 CCA Oakland Campus Redevelopment Project EIR

FLOOR PLAN A-04/B-03



Figure III-14
 Floor Plan - Building A Level 4/Building B Level 3 (Level A-04/B-03)
 CCA Oakland Campus Redevelopment Project EIR

FLOOR PLAN A-05/B-04



Figure III-15
 Floor Plan - Building A Level 5/Building B Level 4 (Level A-05/B-04)
 CCA Oakland Campus Redevelopment Project EIR

FLOOR PLAN A-06/B-05



Figure III-16
 Floor Plan - Building A Level 6/Building B Level 5 (Level A-06/B-05)
 CCA Oakland Campus Redevelopment Project EIR

FLOOR PLAN A-08/B-07

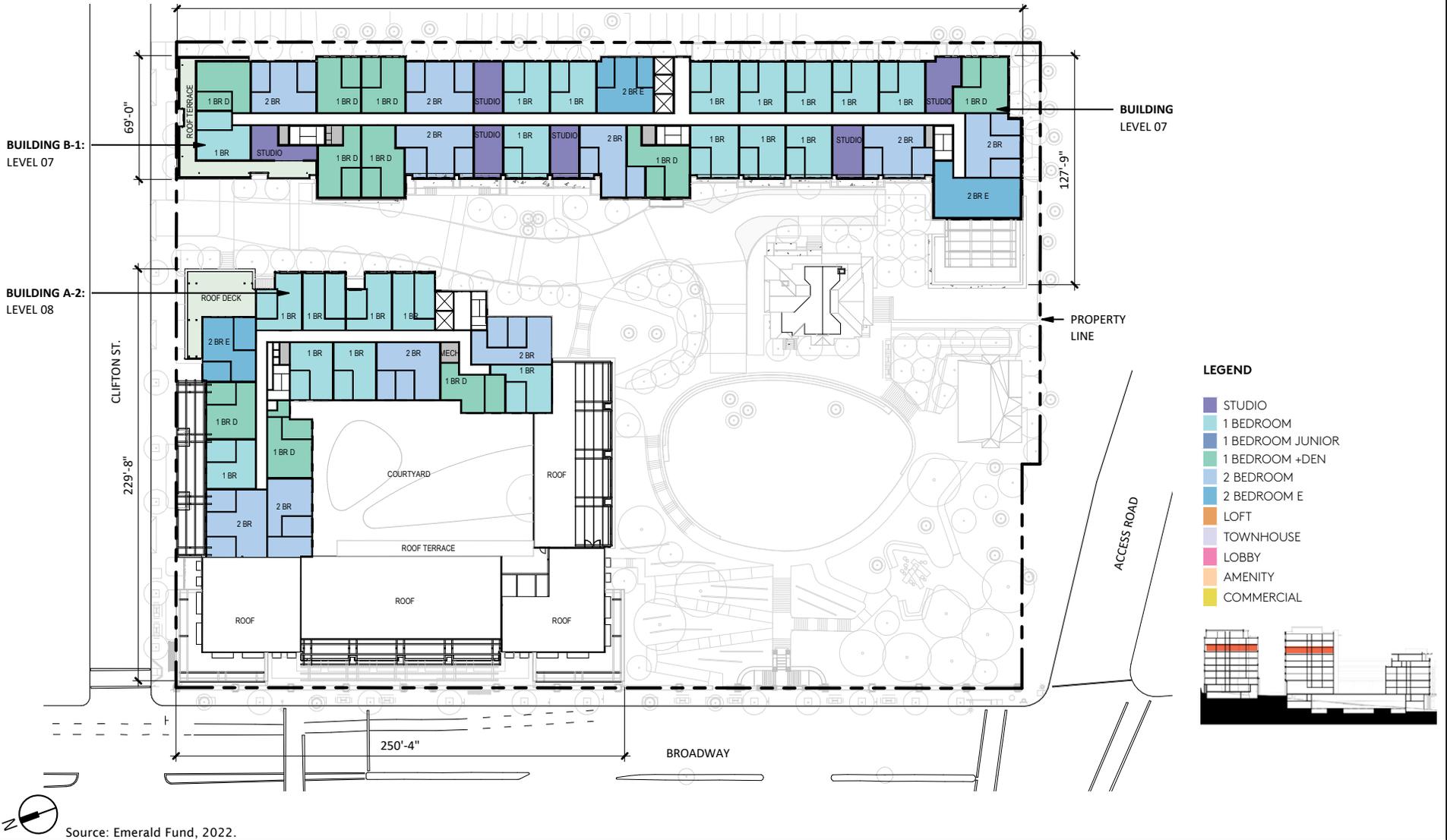


Figure III-18
 Floor Plan - Building A Level 8/Building B Level 7 (Level A-08/B-07)
 CCA Oakland Campus Redevelopment Project EIR

FLOOR PLAN A-10/B-09

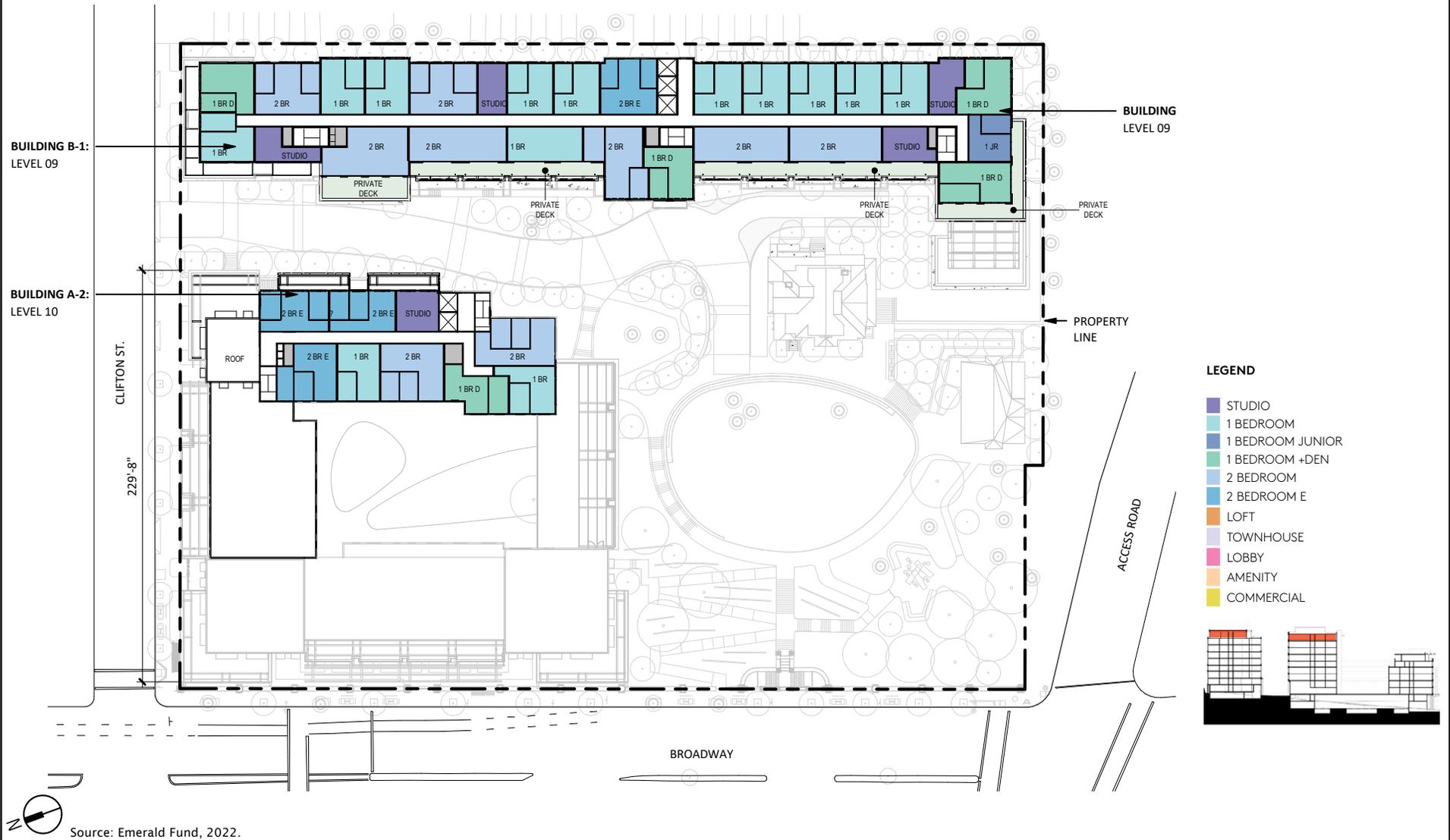


Figure III-20
 Floor Plan - Building A Level 10/Building B Level 9 (Level A-10/B-09)
 CCA Oakland Campus Redevelopment Project EIR



Source: Emerald Fund, 2022.

Figure III-21
 Site Section and Elevation - Looking South from Clifton Street
 CCA Oakland Campus Redevelopment Project EIR



Source: Emerald Fund, 2022.

Figure III-22
 Site Section and Elevation - Building A Looking Towards and From Broadway
 CCA Oakland Campus Redevelopment Project EIR



Source: Emerald Fund, 2022.

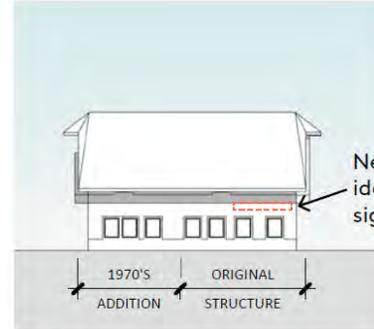
Figure III-23
 Site Section and Elevation - Building B Looking East
 CCA Oakland Campus Redevelopment Project EIR



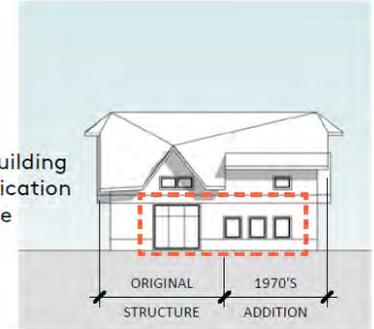
MACKY HALL NORTH



MACKY HALL SOUTH



CARRIAGE NORTH



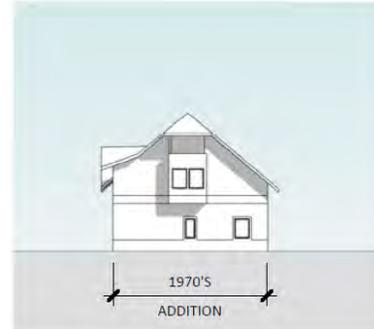
CARRIAGE SOUTH



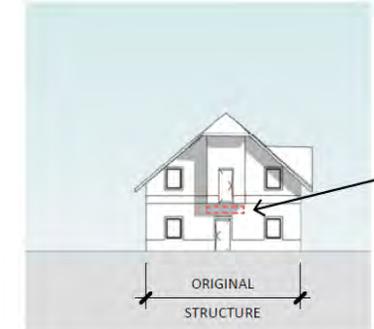
MACKY HALL EAST



MACKY HALL WEST



CARRIAGE EAST



CARRIAGE WEST



Source: Emerald Fund, 2022.

Figure III-24
Site Elevation - Macky Hall and Carriage House
CCA Oakland Campus Redevelopment Project EIR

3. Open Space and Amenities

The project proposes privately owned and publicly accessible open space (referred to as “POPOS”), and private open space required for the residential development composed of group-usable shared open space (courtyards for residents), and private-open space (decks for residents) as detailed below in Table III-3.

TABLE III-3 EXISTING AND PROPOSED OPEN SPACE

Type	Existing (Square Feet)	Proposed (Square Feet)	Net Difference (Square Feet)
Institutional/Privatey Owned Publicly Accessible Open Space (POPOS)	87,779	57,433 ^a	-30,346
Group Usable Open Space for Project Residential Units	N/A	24,633 ^b	+24,633
Private-Open Space for Residents	N/A	13,192	+13,192

^a Includes POPOS (paseo, play area, general open space) (41,193 sf) and public plaza (16,240 sf).

^b Outdoor courtyard, amenity space, and two outdoor decks.

Source: CCA Oakland, CA, Preliminary Development Permit Application, August 25, 2022.

The project would provide approximately 57,433 square feet of POPOS. These areas would be accessible to the public from either the Broadway Wall and Stairs, a new pedestrian walkway along Broadway, or from Clifton Street. The POPOS would provide amenities including a neighborhood paseo between Buildings A and B, a play area, public plazas, and other general-use recreational areas. The project would also provide 24,633 square feet of group-usable open space in the form of a courtyard at Building A, an amenity area at the ground level of Building B, and terraces at both buildings for future resident use.

Lastly, the project would provide 13,192 square feet of private-open space in the form of private residential balconies and decks.

As shown in Table III-4, the project proposes to preserve 38 trees (15 on-site and 23 within 10 feet of the property line) and remove 75 of the existing 113 on-site and off-site trees. A total of 75 new trees are proposed to replace the 75 trees that would be removed, resulting in a total of 113 on-site and off-site trees. An overview of the landscaping and open space amenities is shown in Figure III-25.

TABLE III-4 TREE PROPOSAL

Trees	Total
Preserve	38
Remove	-75
New	+75
Total	113
Existing	113

Note: Includes trees on-site and within 10 feet of the property line within the public ROW on Broadway and on adjacent properties to the south and east.

Source: CCA Oakland, CA, Preliminary Development Permit Application, August 25, 2022.

The 15 trees to be preserved on-site include 10 redwoods, 1 magnolia, 1 bunya bunya, 1 deodar cedar, 1 coast live oak, and 1 canary island palm.



Figure III-25
Landscape Plan

4. Group Assembly Space

The project also proposes group assembly space and/or personal instruction and improvement services on Macky Lawn (10,718 square feet), the ground floor of the Carriage House (1,332 square feet),⁴ and the Carriage House Terrace (1,166 square feet). The intent of these spaces would be to serve on-site residents and the local community from time to time. Macky Lawn and the Carriage House Terrace would be available to be used for civic activities including community or cultural performing arts by non-profit groups. The ground floor of Carriage House would be available to be used for civic activities including community meetings. These uses would be permitted between 8:00 a.m. and 10:00 p.m.

5. Circulation and Parking

The project would provide a total of 268 parking spaces (or approximately 0.5 parking spaces per dwelling unit). Building A would provide 233 parking spaces located at the center of the building on the first floor. Building B would provide 35 parking spaces at its ground and second floors. Each of the parking areas would have their own respective single-entry/exit points.

Under the Planned Unit Development (PUD) bonus provisions in 17.142.100.F, the overall number of off-street parking and loading facilities can be distributed throughout the project site. Residents may be permitted to use the 13 spaces required for commercial and historic uses during non-commercial hours.

The project also proposes some minor street improvements on Clifton Street including sidewalk paving and bulb outs. The project would not create any new vehicular roadways.

The project would provide a total of 510 bike parking spaces, with 248 bike parking spaces for Building A, 260 bike parking spaces for Building B, and two bike parking spaces for Macky Hall. Four hundred and eighty-one of these spaces would be dedicated towards long-term bike parking, and 29 for short-term bike parking.

The project would provide a total of one loading berth at Building A.

Pedestrians would access the project site and buildings from several entrances around the area. Project site access, including the preserved staircase, is along both Broadway and Clifton Street. Within the project site, pedestrian circulation between buildings is via several walking paths and the promenade along the eastern portion of the project site.

⁴ This Draft EIR considers the rehabilitation of 2,875 square feet in the Carriage House as office space given this is a more conservative land use type than recreation assembly-civic or group assembly space.

6. Utilities and Infrastructure Improvements

Utility services are currently provided to existing buildings surrounding the project site and would be available to serve the project. Water supply and treatment, and wastewater treatment are provided to Oakland by East Bay Municipal Utility District (EBMUD). The project site is currently served by sanitary sewer and water lines. Minor connections to these existing lines would be required to serve new structures on the project site. The project would be required to comply with the waste reduction and recycling regulations outlined in Oakland Municipal Code Chapter 15.34.

The project would include one emergency generator rated at 2,000 kilowatts located in the basement of Building A.

The project is required to satisfy the multi-family green building point certification, as defined by the Green Building Ordinance, which is further described in *Section V.E, Greenhouse Gas Emissions and Energy* and *Chapter VIII, CEQA Required Assessment Conclusions*. Energy efficiencies measures would include low-flow fixtures beyond code, native plantings, energy efficiency beyond code, and reduced water use for irrigation.

E. DISCRETIONARY ACTIONS/USES OF THIS EIR

It is anticipated that this EIR will provide environmental review of all discretionary approvals and actions required for the project. Several permits and approvals would be required before project development could be initiated. As Lead Agency for the project, the City of Oakland would be responsible for most of these approvals. The City would require a series of discretionary and ministerial actions associated with approval of the project, which are described below and summarized in Table III-5. Other agencies would have some authority related to the project and its approvals. At the time of this Draft EIR publication, the list of permits and approvals that could be required by the City and other agencies, without limitations, is also provided in Table III-5.⁵

⁵ Note that the project's total number of units, unit mix, total square feet, number of provided parking spaces, and measurements such as exact building height, etc. may be refined as the project proceeds into the Final Development Permit and other subsequent approvals. Such variations are expected to be within the scope of the analysis of this EIR and to not require further environmental analysis particularly if they comply with the City's zoning and development standards. Such refinements will be reviewed to confirm such and further evaluated if it seems possible the refinements may substantially change the findings of this EIR.

TABLE III-5 REQUIRED PERMITS AND APPROVALS

Lead Agency	Permit/Approval
City of Oakland	<ul style="list-style-type: none"> ▪ Environmental Review ▪ General Plan Amendment ▪ Rezoning ▪ Planned Unit Development (Preliminary Development Plan and Final Development Plan(s)) ▪ Regular Design Review ▪ Variance ▪ Conditional Use Permits ▪ Tree Removal Permits ▪ Demolition Permits ▪ General City Administrative Permits, including encroachment and building permits ▪ Tentative Parcel Map
Responsible Agencies	
San Francisco Bay Regional Water Quality Control Board	<ul style="list-style-type: none"> ▪ National Pollutant Discharge Elimination System permit for stormwater discharge
Bay Area Air Quality Management District	<ul style="list-style-type: none"> ▪ Emergency generator permit

Note: The PUD is currently proposed at up to 510 units, the total number of units for the PDP.
 Source: Urban Planning Partners, 2022.

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

1. Planned Unit Development

The project will be seeking a PUD to allow for a large integrated development on the project site. PUDs are intended for large integrated developments on properties greater than 60,000 square feet. The PUD would allow for some flexibility in restrictions of the underlying zone, referred to in the Planning Code as “bonuses.”⁶ In addition, the Project Sponsor is proposing two exceptions from Oakland Municipal Code Section 17.35.04 which regulates heights adjacent to neighboring districts: the first along the front lot line (the shorter of Broadway and Clifton Street to the north), and the second along the interior side lot line (adjoining the RM-3 zone to the east). After the proposed rezone to CC-2 with a 95-foot Height Area, the project would exceed the 8-story limit by 2 stories. As such, the project sponsor is also requesting a bonus to exceed permitted stories.

⁶ City of Oakland Planning Code 17.142.100.

Under the PUD bonus provisions in 17.142.100.F, the overall number of off-street parking and loading facilities can be distributed throughout the project. The Project Sponsor seeks to share parking facilities between commercial and residential uses (as described in the Conditional Use Permits section below). Site-specific design guidelines would also be proposed for the project through the PUD process as a basis for evaluating the architectural quality and compatibility of the project with the character of the existing California College of Arts & Crafts API and the surrounding neighborhood.

2. Conditional Use Permits

The project requests Conditional Use Permits for a shared access easement for the proposed promenade and shared parking for residential use, commercial use, and historic building reuse. Residents may be permitted to use the eight spaces for commercial and historic uses during non-commercial hours.

The project also requests a Conditional Use Permit for group assembly space at Macky Lawn, the Carriage House, and the Carriage House Terrace.

3. Variance

The project will require one or more variances to allow for the proposed demolition of historic structures within a historic district subject to the site-specific guidelines of the PUD.

4. Tentative Parcel Map

The project requests a Tentative Parcel Map. The first parcel would contain Building A and the second parcel would contain Building B and the majority of the POPOS area, as well as Macky Hall and the relocated Carriage House.

5. Design Review

The project would be subject to the design provisions outlined in the Planning Code, which would require approval by the Planning Commission, including preliminary review by the Design Review Committee and the Landmarks Preservation Advisory Board. As mentioned above, the project is also proposing to create site-specific design guidelines. These guidelines would provide a basis for evaluating the architectural quality and compatibility of the project with the character of the existing California College of Arts & Crafts API during review under the requirements of the Demolition Findings.

6. General Plan Amendment

The project proposes to change the existing use on the site from Institutional to Community Commercial (CC). Therefore, the Project Sponsor would be required to file for an amendment to the City of Oakland's General Plan.

7. Rezoning Amendment

The project proposes to change the existing zoning on the site from CN-1 Zone and RM-4 Zone to CC-2 Zone. Therefore, the Project Sponsor would be required to file for an amendment to the City of Oakland's zoning code to change the project site's zone. The project also proposes a change from 35-foot Height Area in the RM-4 portion of the site to a 95-foot Height Area.

8. Tree Removal Permit

Pursuant to the City's Protected Trees Ordinance (Oakland Municipal Code 12.36), the Project Sponsor would be required to obtain an approved Tree Removal Permit prior to removal of (or construction activity near) a "Protected Tree," as defined in Oakland Municipal Code. Tree permits would require approval by the Oakland Office of Parks and Recreation.

9. Demolition Permit

Pursuant to the Oakland Municipal Code 15.36, the Project Sponsor would be required to obtain an approved Demolition Permit prior to the issuance of a building permit.

IV. PLANNING POLICY

This chapter discusses the project’s consistency with applicable land use planning and regulatory documents. The documents reviewed include several elements of the City of Oakland General Plan (General Plan)—the Land Use and Transportation Element (LUTE) (adopted March 24, 1998);¹ the Housing Element 2023-2031 (adopted January 2023);² the Phase I General Plan Update and Development Code Amendments (adopted October 3, 2023,) Open Space, Conservation, and Recreation (OSCAR) Element (adopted June, 1996);³ the Historic Preservation Element,⁴ the Noise Element;⁵ and the Safety Element⁶—as well as the City of Oakland’s (City) Pedestrian Master Plan (adopted November 12, 2002 and updated in 2017);⁷ Bicycle Master Plan (adopted December 7, 2007 and updated in July 2019);⁸ the Oakland Planning Code (effective November 3, 2016);⁹ the Oakland 2030 Equitable Climate Action Plan;¹⁰ and the Commercial Corridor Design Guidelines (adopted July 17, 2013).¹¹

Policy conflicts in and of themselves, in the absence of adverse physical impacts, are not considered to have significant effects on the environment and are differentiated from impacts identified in the other topical sections of this chapter. Pursuant to the California Environmental Quality Act (CEQA), the fact that a specific project does not meet all of a general plan’s goals, policies, and objectives does not inherently result in a significant effect on the environment. Physical impacts associated with policy conflicts are addressed in the appropriate technical sections of *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*. Additionally, local, regional, and State of California (State) plans and policies, such as those

¹ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.

² Phase I City of Oakland, 2023. 2023-2031 Housing Element, January 31.

³ City of Oakland, 1996. General Plan, Open Space, Conservation, and Recreation (OSCAR) Element, June.

⁴ City of Oakland, 1994. General Plan, Historic Preservation Element, March 8.

⁵ City of Oakland, 2005. General Plan, Noise Element, June.

⁶ City of Oakland, 2023. General Plan, Safety Element Update. September.

⁷ City of Oakland, 2002. General Plan, Land Use and Transportation Element, Pedestrian Master Plan. Adopted November 12, amended 2017.

⁸ City of Oakland, 2007. General Plan, Land Use and Transportation Element, Bicycle Master Plan. Adopted December, amended September 2023.

⁹ City of Oakland, 2016. City of Oakland Planning Code. CEQA: Planning and Zoning. Available at: <https://www.oaklandca.gov/topics/planning-and-building-codes#planning-codes>, accessed December 5, 2023.

¹⁰ City of Oakland, 2020. Oakland 2030 Equitable Climate Action Plan. July. Available at: <https://cao-94612.s3.amazonaws.com/documents/Oakland-ECAP-07-24.pdf>, accessed December 5, 2023.

¹¹ City of Oakland, 2013. City of Oakland Design Guidelines for Corridors and Commercial Areas. Adopted July 17.

related to air quality or climate change, are discussed in the applicable sections of the Environmental Impact Report (EIR).

A. APPLICABLE REGULATORY DOCUMENTS AND POLICY CONSISTENCY

Applicable plans and major policies and regulations that pertain to the project are presented below, followed by a discussion of the project's overall consistency (or inconsistency) with each regulatory document.

As noted above, conflicts with a general plan do not inherently result in a significant effect on the environment within the context of CEQA. As stated in Section 15358(b) of the CEQA Guidelines, "[e]ffects analyzed under CEQA must be related to a physical change." Section 15125(d) of the CEQA Guidelines states that EIRs shall discuss any inconsistencies between the project and applicable general plans in the *Setting* section of the document (not under *Impacts*).

Further, Appendix G of the CEQA Guidelines (Environmental Checklist Form) makes explicit the focus on environmental policies and plans, asking if the project would "conflict with any applicable land use plan, policy, or regulation . . . adopted for the purpose of avoiding or mitigating an environmental effect" (emphasis added). Even a response in the affirmative, however, does not necessarily indicate that the project would have a significant effect, unless a physical change would occur that exceeds significance thresholds. To the extent that physical impacts may result from such conflicts, such physical impacts are analyzed elsewhere in this EIR.

1. Regional and Local Plans, Policies, and Regulations

a. Plan Bay Area 2050

Plan Bay Area 2050 is the Association of Bay Area Government's (ABAG) and Metropolitan Transportation Commission's (MTC) long-range strategic plan focused on housing, the economy, transportation, and the environment. The Plan highlights four types of "Growth Geographies", including Priority Development Areas (PDAs) and Priority Production Areas (PPAs). Areas designated as PDAs will support future housing and job growth in the region, while areas designated as PPAs will help retain industrial land in key locations in the region to support the expansion in the number of middle wage jobs related to industrial activities. The Plan also highlights Priority Conservation Areas (PCAs), which are regionally significant open spaces which have broad agreement for long-term protection.

The project site is within the Mac Arthur BART PDA. The PDA program was created to meet regional housing needs in an equitable and sustainable way. PDAs are areas located near transit that are prioritized by local governments for developing new homes, jobs, and community amenities. This infill development minimizes impacts to the environment and enables future

residents to take advantage of existing infrastructure, particularly transit. The areas were nominated by local governments for the Association of Bay Area Governments (ABAG) adoption. Oakland has nine adopted PDAs.

2. City of Oakland General Plan

The General Plan is a comprehensive plan for growth and development in Oakland. The General Plan includes policies related to land use and transportation; pedestrians; bicycles; housing; open space, conservation, and recreation; historic resources; estuary policy; safety; scenic highways; and noise. These topics are addressed within individual elements of the General Plan.

Regarding a project's consistency with a general plan in the context of CEQA, the City of Oakland General Plan states the following:

"The General Plan contains many policies which may in some cases address different goals, policies, and objectives and thus some policies may compete with each other. The Planning Commission and City Council, in deciding whether to approve a proposed project, must decide whether, on balance, the project is consistent (i.e., in general harmony) with the General Plan. The fact that a specific project does not meet all General Plan goals, policies and objectives does not inherently result in a significant effect on the environment within the context of the California Environmental Quality Act (CEQA)." (City Council Resolution No. 79312 C.M.S.; adopted June 2005)

As a part of the project, the Project Sponsor is proposing a General Plan Amendment, which if approved, would reclassify the entire project site from Institutional to the Community Commercial (CC) designation. Figure IV-2 shows the project site and vicinity's land use designations with the proposed General Plan Amendment. The project as proposed cannot proceed without approval of the proposed amendment.

The project's consistency and relationship with each applicable element of the General Plan, including the existing and proposed designations, is discussed below, and summarized in Table IV-3 at the end of this chapter.

a. Land Use and Transportation Element

(1) Overview

The LUTE, which was adopted in March 1998, identifies policies for utilizing land in Oakland as change takes place, and sets forth an action program to implement the land use policy through development controls and other strategies. The LUTE includes designations for all land uses within Oakland. The LUTE is bound by a vision for the city that includes creating "clean and attractive neighborhoods rich in character and diversity, each with its own distinctive identity, yet

well-integrated into a cohesive urban fabric.”¹² The following describes the existing LUTE classification for the project site, as well as the proposed LUTE classification.

(2) Land Use Classifications

Project Site

The General Plan Land Use classification for the project site is Institutional as shown in Figure IV-1. The intent, desired character, and intensity of each of this classification are described below.

Institutional Land Use Intent

The LUTE states “that the Institutional classification is intended to create, maintain, and enhance areas appropriate for educational facilities, cultural and institutional uses, health services and medical uses as well as other uses of similar character.”¹³

Institutional Land Use Desired Character and Uses

The LUTE states that “future uses include educational and cultural facilities, institutions, health services, and medical facilities. Under certain conditions, mixed use housing and commercial development that supports these institutional areas may be allowed.”¹⁴

Institutional Land Use Desired Intensity

The maximum floor area ratio (FAR) for the Institutional classification is 8:1. Appropriate development standards that reflect the nature of the institutional facility and contain appropriate standards to address edge conditions adjacent to residential areas, and the need for expansion space, are all important factors that will be addressed by zoning.¹⁵

Project Site Vicinity

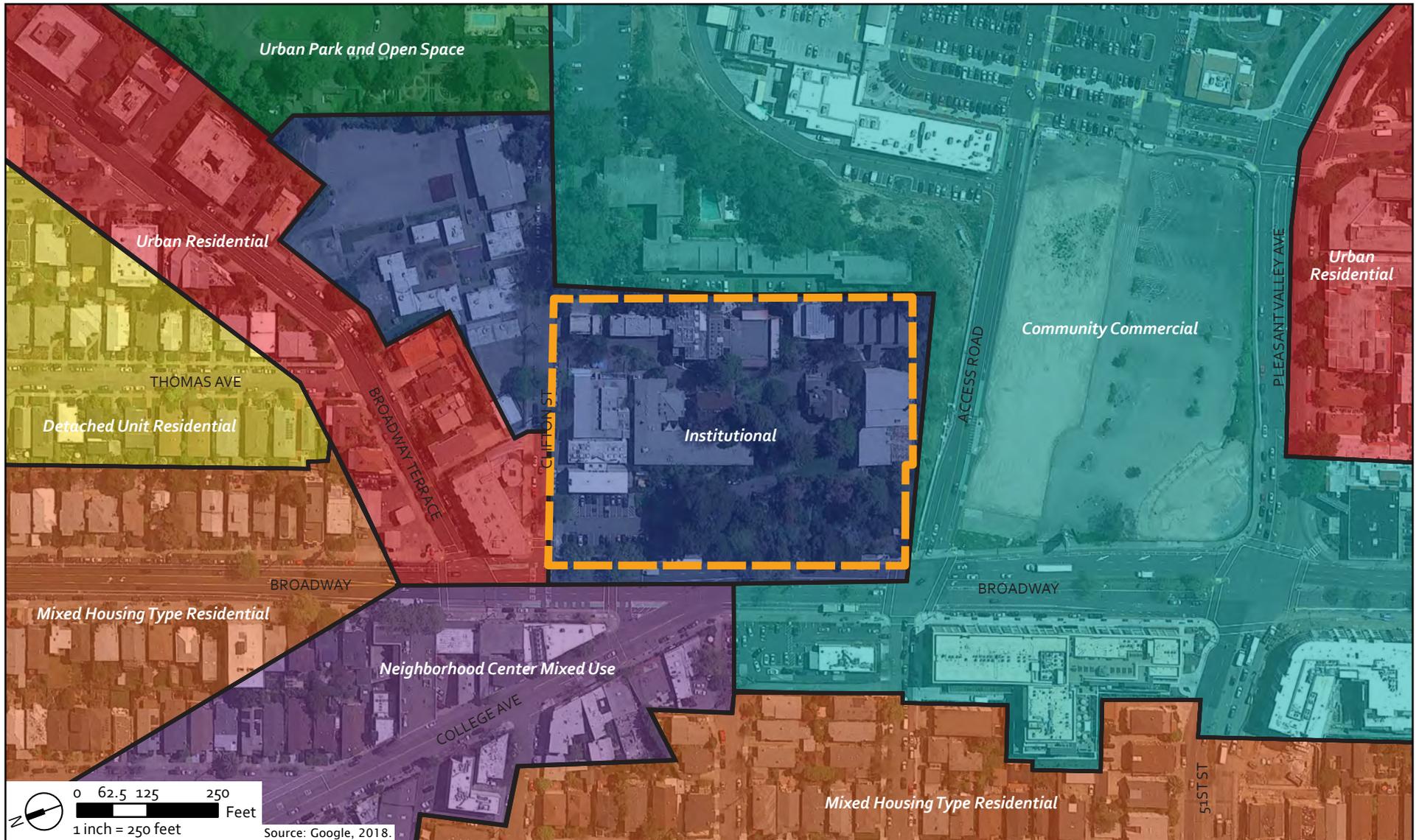
The Land Use Designations for the properties near the project site vary and include, Community Commercial and Urban Residential to the south; Neighborhood Center Mixed Use and Mixed Housing Type Residential to the west; Urban Residential, Mixed Housing Type Residential, and

¹² City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.

¹³ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.

¹⁴ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.

¹⁵ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.



- | | | | |
|--|---------------------------|---|--------------------------------|
|  | Project Site |  | Mixed Housing Type Residential |
|  | Institutional |  | Neighborhood Center Mixed Use |
|  | Urban Residential |  | Community Commercial |
|  | Detached Unit Residential |  | Urban Park and Open Space |

Figure IV-1
 Project Site and Vicinity General Plan Designations
 CCA Oakland Campus Redevelopment Project EIR

Detached Unit Residential to the north; and Urban Park and Open Space, Institutional, and Community Commercial to the east.

Proposed General Plan Classification

As a part of the project, the Project Sponsor is proposing a General Plan Amendment which would reclassify the entire project site to the Community Commercial (CC) designation. Figure IV-2 shows the project site and vicinity's land use designations with the proposed General Plan Amendment.

Community Commercial Land Use Intent

The LUTE states that "the Community Commercial classification 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."¹⁶

Community Commercial Land Use Desired Character and Uses

The CC areas may include neighborhood center uses and larger-scale retail and commercial uses, such as auto-related businesses, business and personal services, health services and medical uses, educational facilities, and entertainment uses. CC areas can be complemented by the addition of urban residential development and compatible mixed-use development.

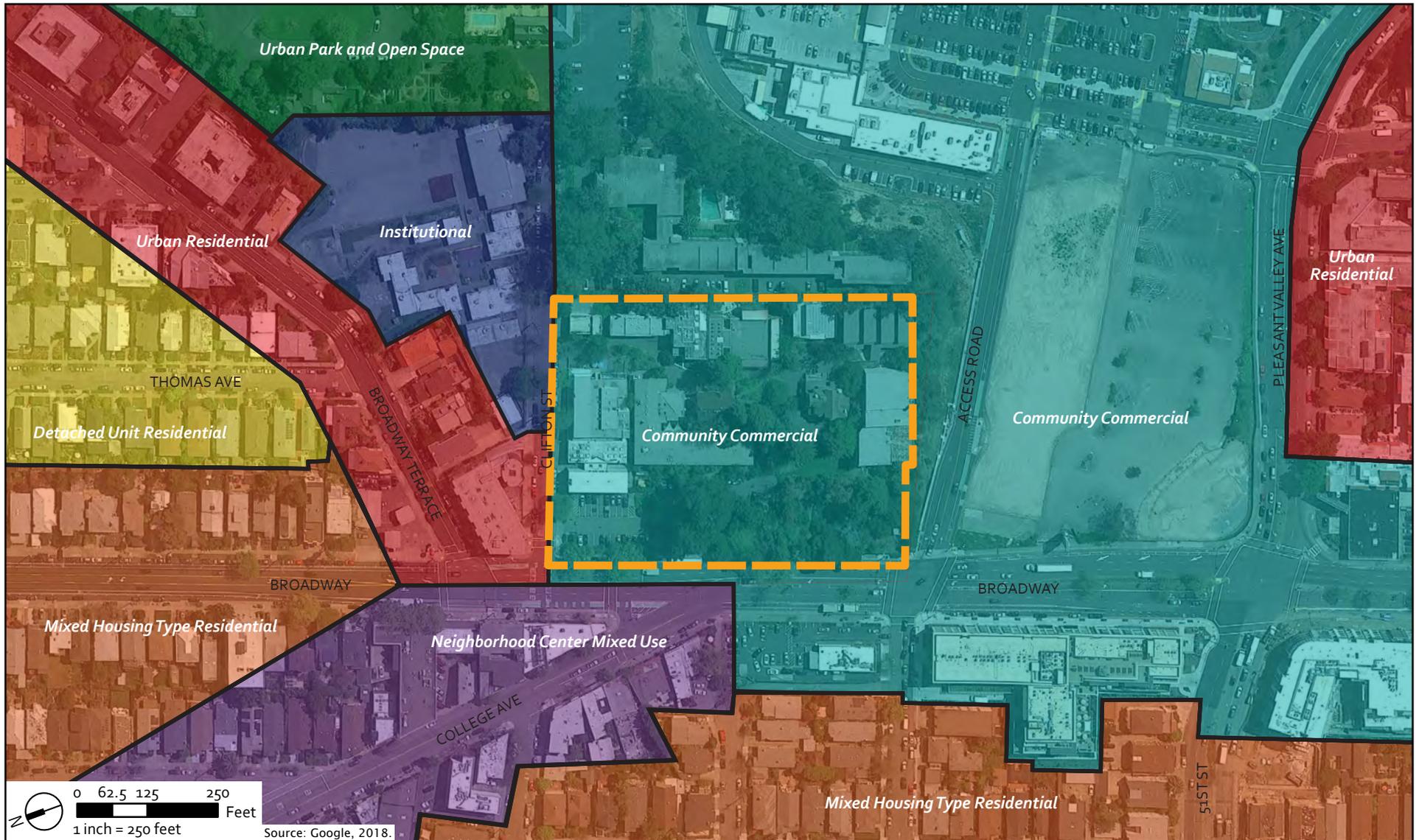
Community Commercial Land Use Desired Density and Intensity

The maximum non-residential FAR for this classification is 5:1 with a maximum residential density of 165 units per gross acre.

(3) Implementation Program

Chapter 4 of the LUTE describes city-wide implementation strategies as well as area-specific strategies. The Comprehensive Community and Economic Development Strategy for Neighborhoods, TOD's and Corridors subsection identifies several neighborhoods, transit-oriented developments, and corridors within the city of Oakland with the objective of focusing and leveraging resources to better achieve sustain economic growth; identifying high priority activities for public investment that stimulates private investment; improving neighborhood

¹⁶ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.



- | | | | |
|--|---------------------------|---|--------------------------------|
|  | Project Site |  | Mixed Housing Type Residential |
|  | Institutional |  | Neighborhood Center Mixed Use |
|  | Urban Residential |  | Community Commercial |
|  | Detached Unit Residential |  | Urban Park and Open Space |

Figure IV-2
 Proposed General Plan Designations
 CCA Oakland Campus Redevelopment Project EIR

activity centers, neighborhood housing areas, transit-oriented developments, and corridors; and to strengthen the structure of the city as described in the LUTE.¹⁷

Within the Area subsection the North Oakland area is described as, “a mature urban community. Its physical structure is provided by principal corridors that radiate from downtown along historic roads and streetcar routes. These provide mobility and business areas for surrounding residential neighborhoods.” The LUTE also states that in North Oakland there is support for maintaining the established residential densities in most neighborhoods, while realizing the potential for higher density housing types along corridors and in other areas served by transit.¹⁸ Broadway is identified as one of four key corridors with “significant potential for reuse and intensifications.”



The project site is included in the Upper Broadway/College Ave area of North Oakland. The site is in a dashed circled area called out as a “Target Area for Community and Economic Development” as shown in Figure 10, Improvement Strategies North Oakland of the LUTE. There is also a call-out note specific to the Target Area, which includes the project site that states: “conduct land use study to determine feasibility of higher density housing.” It has a split designation with the frontage being shaded for “growth and change” and the remainder of the site marked as “maintain and enhance.”

(4) Consistency

Land Use Classification

The project proposed residential use is not consistent with intent or desired character of the site’s existing Institutional General Plan Land Use classification identified in the LUTE because the residential use is proposed independent of any educational facilities, cultural, institutional, or

¹⁷ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.

¹⁸ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.

medical uses, nor does it propose any uses that would directly support institutional facilities. Other components of the General Plan identify housing as a preferred or an appropriate use for the site as discussed below under the Housing Element and Priority Development Areas. To ensure the project uses are consistent with the site's General Plan Land Use designation, the project includes a request to modify the General Plan Land Use designation from Institutional to Community Commercial as described below.

If the requested General Plan Amendment is not approved, the project may be found to be inconsistent with the General Plan and be denied approval. If that was to occur, the project site would remain designated as Institutional, and the buildings may become vacant or underutilized until such time another Institutional user is interested in the site and determines it is feasible to reestablish an Institutional use on the site.

The development project is within the desired intensity of the Institutional Land Use, as the project proposes a FAR of 2.51:1, which is well below the maximum FAR of 8:1 (the Institutional Land Use designation does not specify a unit density).

Implementation Program

The project is consistent with some elements of the LUTE's Implementation Program (chapter 4) for North Oakland as the project includes higher density housing and supports reuse and intensification along the Broadway commercial corridor that is designated as key corridor for growth. The entire site is also within a Target Area identified for further study from more intense residential zoning. As described above, the Improvement Strategies North Oakland designates Broadway and the project frontage as a "growth and change" area. This mixed-use, high-density residential project contributes to growth and change in the Upper Broadway/College Ave area. However, roughly two-thirds of the project site is also designated as a "maintain and enhance" area where, "Development to a higher density will be the exception, except in the areas where the character of the buildings in lower intensity use are suffering."¹⁹ Due to the project site's split designation, the increase in density and intensity proposed is only partially consistent with the Community and Economic Development Strategy.

Proposed General Plan Land Use Designation

The proposed CC General Plan designation permits residential development (without the need for supporting an Institutional use). As a result, the proposed development would be consistent with the CC designation. The project would be consistent with the CC General Plan designation because it would enhance the Broadway commercial corridor in the Rockridge neighborhood by

¹⁹ City of Oakland, 1998. General Plan, Land Use and Transportation Element, March.

providing a café and office spaces and complement the surrounding urban area with a mixed-use, multi-family development. It also provides a framework to allow the project’s rezoning to Community Commercial – Zone 2 (CC-2) to accommodate density, height, and bulk.

While the total project site encompasses 3.95 total acres (172,270 square feet), City policy established that the site area for the purposes of calculating density and intensity under the General Plan does not include public or private streets and publicly accessible parks and public plazas.²⁰ As such, the project’s total site area, minus the open space area of 1.32 acres (57,433 square feet), results in a total of 2.64 acres (114,837 square feet) of residential lot area. The factor for converting from gross to net outside the downtown is 75 percent; therefore, the factor is $165/0.75$ equals a net density of 220 dwelling units per acre.

The CC Land Use designation allows a net density ratio of one unit per 198 square feet of lot area, this equates to a maximum development potential of 580 units under the General Plan as shown in Table IV-1.

TABLE IV-1 GENERAL PLAN DESIGNATION DENSITY CALCULATION

General Plan	Total Lot Area	POPOS	Lot Area Without POPOS	Net Density Ratio^a	Maximum Units
CC	172,270	57,433	114,837	198	580

^aDwelling unit per square foot of lot area.

Source: City of Oakland’s Zoning Code Bulletin dated April 20, 2020, and amended on February 11, 2021, and August 27, 2021. CCA Oakland, CA, Preliminary Development Permit Application, August 25, 2022.

The project would ultimately be limited to the General Plan Land Uses’ maximum development potential of 580 units. Project FAR of 2.51:1 would not exceed established intensity parameters for a CC Land Use of FAR 5:1 nor would the proposed 510 residential units exceed the maximum allowable General Plan density of 580 units.

The project’s consistency with key LUTE policies applicable to this project is provided in Table IV-3 at the end of this chapter.

²⁰ City of Oakland’s Zoning Code Bulletin dated April 20, 2020, and amended on February 11, 2021 and August 27, 2021.

b. Pedestrian Master Plan

(1) Overview

The Pedestrian Master Plan (part of the LUTE) is intended to promote pedestrian safety and access to ensure that Oakland is a safe, convenient, and attractive place to walk. It establishes a pedestrian route network, which includes streets, walkways, and trails that connect to schools, libraries, parks, neighborhoods, and commercial districts throughout the City. Broadway, adjacent to the project site, is within the pedestrian route network.

The goals of the Pedestrian Master Plan include the following:

- *Holistic Community Safety.* Make Oakland’s pedestrian environment safe and welcoming.
- *Responsiveness.* Develop and provide tools to ensure that Oakland creates and maintains a vibrant pedestrian environment.
- *Equity.* Recognizing a historical pattern of disinvestment, focus investment and resources to create equitable, accessible walking conditions to meet the needs of Oakland’s diverse communities.
- *Vitality.* Ensure that Oakland’s pedestrian environment is welcoming, well connected, supports the local economy, and sustains healthy communities.

(2) Consistency

The project is consistent with the Pedestrian Master Plan as it incorporates features that enhance and facilitate pedestrian access to the project site. The project includes pedestrian enhancing features with walkways, curb ramps, and lighting throughout the project site, as well as some minor street improvements along Clifton Street. The project also facilitates walkability throughout the project site by reprogramming the central courtyard of the current site into a privately owned, public open space (POPOS) that includes landscaping and seating. The Pedestrian Master Plan policies applicable to the project are analyzed in Table IV-3 at the end of this chapter.

c. Bicycle Master Plan

(1) Overview

The Bicycle Master Plan (part of the LUTE) is the official policy document addressing the development of facilities and programs to enhance the role of bicycling as a viable transportation choice in Oakland. The Bicycle Master Plan defines City policies and recommends actions that

would encourage and support bicycle travel improvements. The project's consistency with the goals of the Bicycle Master Plan is discussed below.

To develop Oakland as a bicycle-friendly community, the Bicycle Master Plan identified the following goals:

- *Access.* Support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops and BART.
- *Health and Safety.* Empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy.
- *Affordability.* Reduce the burden of household transportation costs.
- *Collaboration.* Foster an increased role for the community in the planning process and improve trust that the City will fulfill its promises.

(2) Consistency

The project is consistent with the goals of the Bicycle Master Plan. The project incorporates pathways that facilitate bicycle access to and within the project site. The project would also support the surrounding bike network through increased bicycle parking on site. The Bicycle Master Plan policies applicable to the project are analyzed in Table IV-3 at the end of this chapter.

d. Housing Element

(1) Overview

The City's 2023-2031 Housing Element serves as Oakland's roadmap to ensure sufficient housing is built to meet the needs of all Oaklanders, protect existing Oaklanders from displacement, and ensure that future development patterns undo past patterns of segregation. As described above, the Housing Element includes an updated housing needs assessment, a housing sites inventory that meets the City's RNHA including a buffer of additional housing development capacity, and the HAP chapter, which presents the updated goals, policies, and actions critical to respond to increasing housing pressures in Oakland. Specifically, the Housing Element addresses Oakland's housing needs considering the significant rise in rents and home prices, income burdens, and gentrification and the risk of displacement. For more information, including the definition of these terms, and the updates to goals, policies, and programs, please see the 2023-2031 Housing Element available on the City's website at [City of Oakland | 2023-2031 Adopted Housing Element \(oaklandca.gov\)](https://www.oaklandca.gov/2023-2031-Adopted-Housing-Element).

The project site is designated as a Housing Opportunity Site. Appendix C, Housing Site's Inventory, Figure C-1, City of Oakland 2023-2031 Housing Sites Inventory identifies the site for mixed income and Table C-26 details the assumption of 510 units.²¹

The policies and actions most relevant to the project and residential development on the project site include:

Policy 3.2. Create a more diverse mix of homes to meet community needs.

Policy 3.4. Reform zoning and land use to address community priorities.

Action 3.4.1: Revise development standards, including allowable building heights, densities, open space and setback requirements.

- Increased Heights and Densities in Resource-rich Areas: Oakland's high resource neighborhoods are typically lower-density and have historically been exclusive – both economically and racially. Allowing higher density multi-unit buildings in these areas that are rich in services will help increase the competitiveness of affordable housing projects for State funding, as well as the feasibility of developing significant numbers of housing units within these neighborhoods. Zoning changes include permitting residential densities above 30 dwelling units per acre by right in designated areas for affordable housing projects and height increases along College and Claremont Avenue. This will help further fair housing objectives by increasing the availability of affordable housing, in high resource areas.

Policy 3.6. Streamline the approval of new housing.

The project site is also identified in a High Resource area²² in the context of affirmatively furthering fair housing (AFFH).

S-14 Zoning Overlay

These policies were implemented by the City Council in October 2023 with adoption of the Phase I General Plan Update and Planning Code Amendments changing the density and height allowances in the existing and proposed zoning and adopting an S-14 Housing Sites Combining Zone that applies to the project site. The information and analysis in this document is updated to be consistent with these new regulations.

²¹ City of Oakland, 2023. 2023-2031 Housing Element, Appendix C: Sites Inventory (cao-94612.s3.amazonaws.com), Table Table-C-26-Sites-Inventory-Locked.xlsx (live.com).

²² To quantify access to opportunity at the neighborhood level, State HCD and the California Tax Credit Allocation Committee (TCAC) convened to form the California Fair Housing Task Force to develop Opportunity Maps that visualize accessibility of low-income adults and children to resources within a jurisdiction. High Resource areas are those that offer low-income adults and children the best access to a high-quality education, economic advancement, and good physical and mental health.

The S-14 Overlay implements the Housing Opportunity Site designation in the Housing Element by providing a streamlined regulatory process for 100 percent affordable housing projects and by adopting a minimum density requirement for sites in the Overlay designation. Minimum density is defined as 75 percent of the realistic capacity for a site.

(2) Consistency

The project is consistent with applicable adopted Housing Element policies. The project would provide a total of 510 residential units and would further the City's achievement of each of the policies and actions listed above. The minimum density for the site would be 75 percent of 580 units or 435 units. The density of development proposed is consistent with the requested General Plan Amendment and Rezoning and would provide more diversity in the housing stock in a high resource area. The project would help the City further achieve its RHNA goals.

e. Open Space, Conservation, and Recreation Element

(1) Overview

The Open Space, Conservation, and Recreation Element (OSCAR), adopted in June 1996, addresses the management of open land, natural resources, and parks in Oakland. This element is divided into four major chapters that discuss open space, conservation, recreation, and area plans.

The citywide park acreage goal set by the OSCAR is 10 acres of parkland per 1,000 residents. The City's park ratio at the time the OSCAR was completed (1996) was approximately 8.26 acres of parkland per 1,000 residents. However according to the Trust for Public Land, which includes data for 2022, the City of Oakland has approximately 11.7 acres per 1,000 residents. The OSCAR also identifies a local-serving park standard of 4 acres per 1,000 residents. In the North Oakland Planning Area (in which the project is located), the total park area, including the public schoolyards and athletic fields, is 54.5 acres and per capita park acreage is 1.18 acres per 1,000 residents, well below the City's targets.

The OSCAR recognizes the difficulty in meeting the established goals—which notes would be impossible without massive redevelopment— but states that major gains toward the goal can be made through the expansion of existing parks, improvement of creek and shoreline access, acquisition of vacant parcels, and incorporation of new parks in major redevelopment projects.

(2) Consistency

Policies contained in the OSCAR that are relevant to land use within the project site are listed in Table IV-3 at the end of this chapter. Other impacts related to open space are discussed in *Section V.M, Public Services, Utilities, and Recreation*.

The project site currently provides approximately 87,779 square feet (2.01 acres) of institutional open space associated with the prior CCA campus. The project proposes to reprogram this space into approximately 1.32 acres (57,433 square feet) of open area including a private park open to the public, or POPOS, and a public urban plaza. Although redevelopment results in loss of approximately 0.71 acres (30,966 square feet) of open space compared with the campus, the remaining open area would be designed to look and feel like a park and would retain features of the existing campus such as a green visual terminus at College Avenue and Broadway, meandering walks, art installations, and public gathering opportunities. The POPOS would preserve 41,193 square feet of general open area, primarily the restored Macky Lawn that is part of the Treadwell Estate, and it would include an urban paseo providing access into the site from Clifton St. The 16,000-square-foot hardscape public plaza would provide seating and meeting areas. The POPOS and plaza would be developed and maintained as part of the mixed use, but primarily as a residential development project, and provide benefits such as outdoor eating areas, a play area, general recreational areas and access via the steep slope above Broadway. Furthermore, as noted in the OSCAR, development opportunities to create parks and recreational facilities in North Oakland are very limited. The POPOS and public plaza further the goals of the OSCAR by providing a publicly accessible amenity suited to an urban neighborhood.

The project complies with the policies included in the OSCAR as detailed in Table IV-3 at the end of this chapter. Also see further discussion in Chapter IV.M, Public Services, Utilities and Recreation.

f. Historic Preservation Element

(1) Overview

The Historic Preservation Element defines goals, objectives, policies, and actions that encourage preservation and enhancement of Oakland's older buildings, districts, and other physical environmental features having special historic, cultural, educational, architectural, or aesthetic interest or value. Historic preservation policies related to the project are listed in Table IV-3, and specific details on the historic resources in the surrounding vicinity are provided in *Section V.B, Cultural and Historic Resources*.

(2) Consistency

Based on background research, a records search and literature review, a field survey, and preparation of a Historic Resource Evaluation several findings were made for the CCA Oakland campus:

- The California College of Arts and Crafts (CCAC) campus²³ as a whole is significant as a historic district eligible for the California Register of Historical Resource.
- The campus buildings represent a physical embodiment of the school's commitment to contemporary themes in architecture and design, as classrooms and studios were housed in buildings that went beyond utilitarian institutional needs.
- The CCAC campus is an Area of Primary Importance (API) identified by the Oakland Cultural Heritage Survey (OCHS) with a total of 12 contributing buildings and is eligible for the National Register of Historic Places.
- Four buildings are recommended individually eligible for listing on the California Register of Historical Resources.
- Treadwell Hall or the Treadwell Mansion and the Carriage House, together with two sequoia trees (removed with tree removal permits in July 2019), a portion of the Broadway Wall and Stairs, and an 80-foot-wide corridor extending westward from Macky Hall to the Broadway right-of-way intended to maintain the view of the building from Broadway and College Avenue, are a City of Oakland Historic. There are six historic resources within a two-block radius of the project site, but there are no S-7 or S-20 Designated Historic Districts or Heritage Properties within this radius.

The project is consistent with the Historic Preservation Element. While the project would result in the demolition of significant CEQA historical resources, the Historic Preservation Element demolition findings would be met prior to demolition and the Project Sponsor would take several steps to preserve the history of the site, including, installing plaques and other explanatory materials throughout the site to identify art features and historic elements that have been both demolished and preserved from the CCAC campus and preserving of the oldest features on the site, including Macky Hall and Carriage House.

g. Noise Element

(1) Overview

The General Plan Noise Element is required to "analyze and quantify, to the extent practical, current and projected noise levels from the following noise sources: major traffic thoroughfares, passenger and freight railroad operations, commercial and general aviation operations, industrial

²³ Note that the name of the campus has changed over the years. In 1922 when it was first established it was California School of Arts and Crafts. In 1936, the name was changed to the California College of Arts and Crafts (CCAC). In 2003, the name was changed to California College of the Arts (CCA). This document primarily uses CCA but does use CCAC when referencing the historic district and Area of Primary Importance. In any case the CCA and CCAC acronyms are occasionally used interchangeably

plants, and other ground stationary noise sources contributing to the community noise environment.”²⁴ These noise levels are depicted on noise contour maps that are used to guide land use decisions to reduce noise impacts, especially on sensitive receptors. According to the Noise Element, sensitive receptors include “residences, schools, churches, hospitals, elderly-care facilities, hotels and libraries and certain types of passive recreational open space.” The Noise Element also includes a land use/noise compatibility matrix that illustrates the degree of acceptability of exposing various sensitive land uses to noise.

(2) Consistency

Noise-related policies are included in the LUTE and OSCAR, as well as in the Noise Element. The project site is located along Broadway, a major arterial street. The project is not expected to generate new noise sources that would significantly increase noise within the project area. Additionally, the project would be subject to SCAs and Mitigation Measures to minimize both long- and short-term noise impacts. The project’s relationship with Noise Element policies is shown in Table IV-3 at the end of this chapter and discussed in *Section V.I, Noise and Vibration*. Other impacts related to noise are also discussed in *Section V.I, Noise and Vibration*.

h. Oakland Safety Element

(1) Overview

Adopted in September 2023, the General Plan Safety Element, a part of the Oakland 2045 General Plan, is intended to “protect residents, workers, and visitors from seismic and geologic hazards, fire hazards, hazardous materials, flooding, and other potential hazards that risk life and property.”²⁵ The Safety Element addresses geologic and seismic hazards, hazards and hazardous materials, hydrology and flooding, fire, climate change, airport hazards, public safety, and emergency preparedness and response. Given the topics addressed in the Safety Element, most of its policies generally apply citywide.

(2) Consistency

The project is consistent with the Safety Element. The project would be required to conform to all applicable safety regulations and requirements regarding construction, public safety, and hazardous materials consistent with the City’s Standard Conditions of Approval. The project would also comply with all regulations related to geologic, fire, and flooding hazards at the project site, including but not limited to the City’s Standard Conditions of Approval. A discussion

²⁴ City of Oakland, 2005. General Plan, Noise Element, June.

²⁵ City of Oakland, 2023b. General Plan, Safety Element. September. Available: https://cao-94612.s3.us-west-2.amazonaws.com/documents/Safety-Element_Adopted-9.26.23_89907-C.M.S-1.pdf. Accessed December 14, 2023.

of the project's relationship with relevant Safety Element policies is included in Table IV-3 at the end of this chapter.

i. Oakland Environmental Justice Element

(1) Overview

The Environmental Justice Element was adopted in September 2023 and is intended to serve "as the foundation for achieving equity and environmental justice when planning for future growth and development in Oakland."²⁶ The Environmental Justice Element identifies communities that are disproportionately impacted by inequitable environmental harms, and addresses topics including environmental racism and health inequities, reducing pollution exposure and improving air quality, safe, healthy, and affordable homes, and healthy food access.

(2) Consistency

The project is consistent with the Environmental Justice Element. The project would be required to conform to all applicable environmental justice concerns regarding construction activities and air quality assessment and mitigation. See Table IV-3 at the end of this chapter.

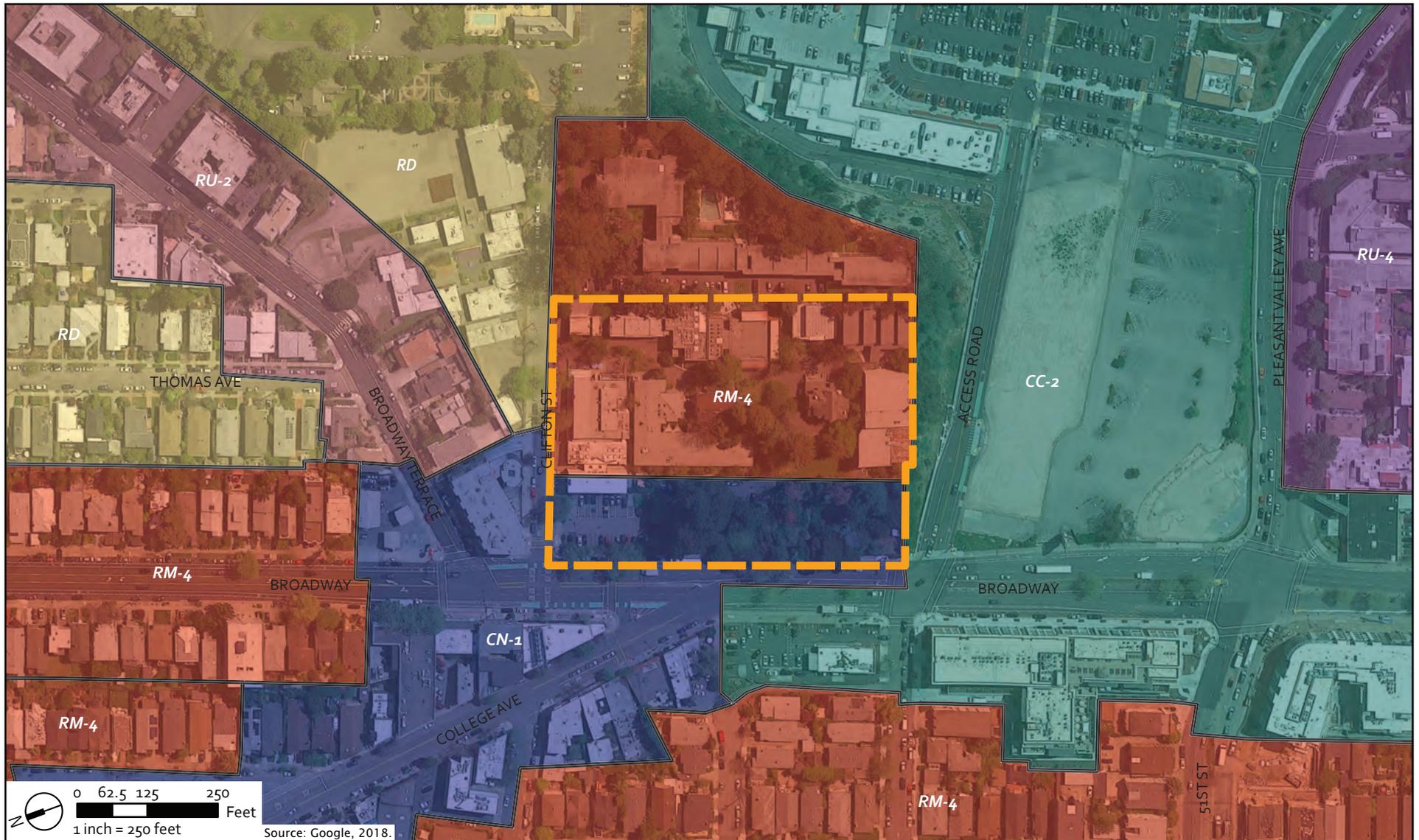
3. City of Oakland Planning Code

a. Overview

The City of Oakland Planning Code (Planning Code) implements the policies of the General Plan and other City plans, policies, and ordinances. The Planning Code divides the city into zones, each of which is assigned different land use and development regulations. These regulations direct the construction, nature, and extent of building use. Density is calculated using a combination of the "base density" as adopted for each zone plus any allowed density bonuses up to the maximum density allowed in the General Plan land designation for the site. The following describes the existing zoning districts for the project site, as well as the proposed zoning district.

Figure IV-3 shows the existing Planning Code zones within and around the project site.

²⁶ City of Oakland, 2023a. General Plan, Environmental Justice Element. September. Available: https://cao-94612.s3.us-west-2.amazonaws.com/documents/EJ-Element_Adopted-9.26.23_89907-C.M.S.pdf. Accessed December 14, 2023.



- | | |
|--|--|
|  Project Site |  Neighborhood Commercial - 1 (CN-1) |
|  Detached Unit Residential - (RD) |  Urban Residential - 2 (RU-2) |
|  Mixed Housing Type Residential - 4 (RM-4) |  Urban Residential - 4 (RU-4) |
| |  Community Commercial - 2 (CC-2) |

Figure IV-3
Project Site and Vicinity Zoning

b. Existing Zoning

Existing zones within the project site are shown in Figure IV-3 and described below. The eastern portion of the project site is located within a RM-4 Zone and totals approximately 124,790 square feet, while the western portion is located within a CN-1 Zone and accounts for approximately 47,480 square feet of the project site.

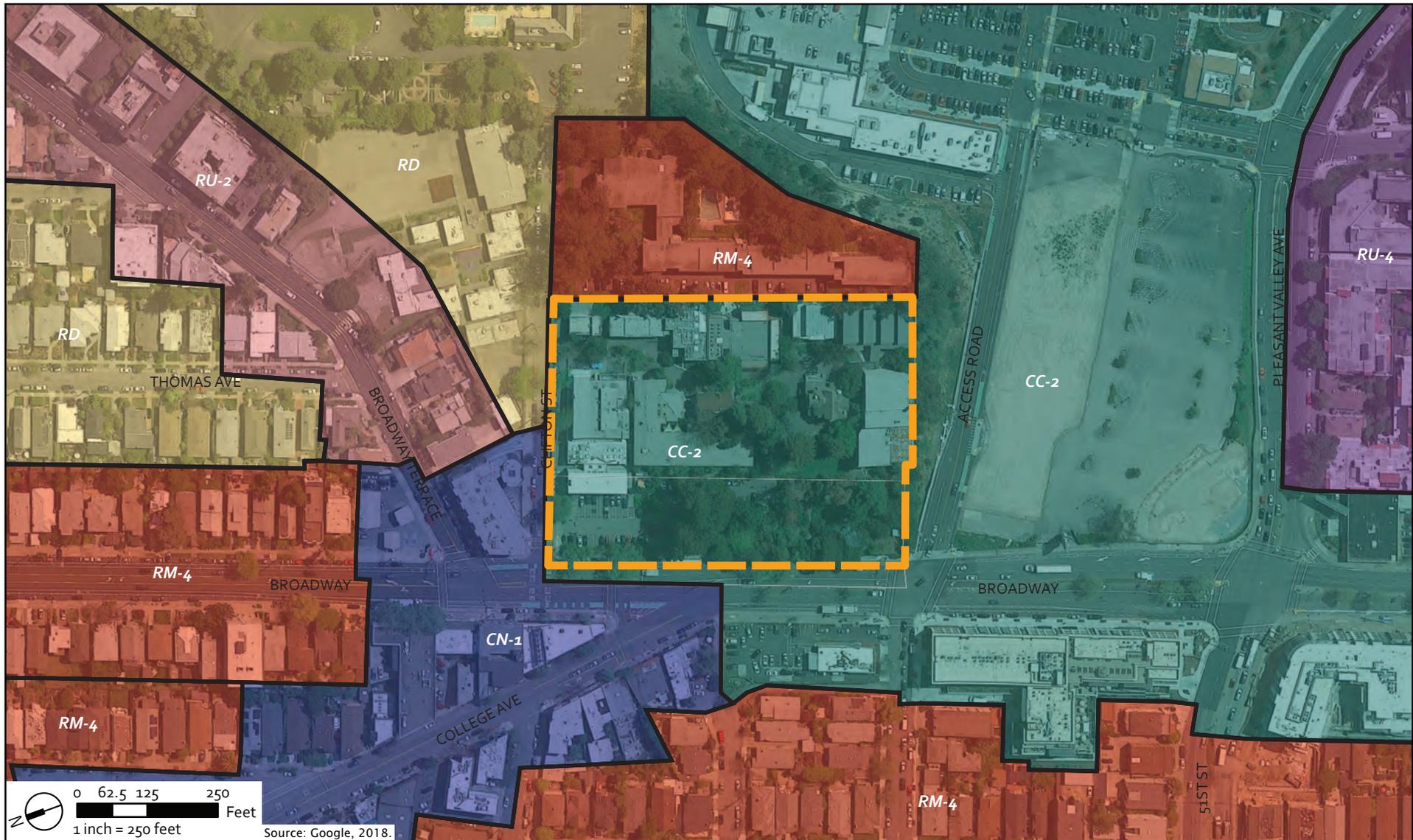
Mixed Housing Type Residential – Zone 4 (RM-4). The intent of the RM4 Zone is to create, maintain, and enhance residential areas characterized by a mix of single-family homes, duplexes, townhouses, small multi-unit buildings at somewhat higher densities than in RM-2, and neighborhood businesses where appropriate. The RM-4 Zone generally permits lower-density residential uses, civic uses, and limited commercial activities. The maximum allowable base density within this zone is one unit per 1,000 square feet of lot area and the maximum height is 35 feet. As mentioned above, the RM-4 Zone applies to 124,790 square feet of the eastern portion of the project site and implements the “maintain and enhance” portion of the “Target Area for Community and Economic Development” as shown in Figure 10, Improvement Strategies North Oakland of the LUTE discussed on page 218.

Neighborhood Commercial – Zone 1 (CN-1). The intent of the CN-1 Zone is to maintain and enhance vibrant commercial districts with a wide range of retail establishments serving both short- and long-term needs in attractive settings oriented on pedestrian comparison shopping. The CN-1 Zone generally permits multi-family residential, civic, commercial, and some limited agricultural activities. The maximum allowable “base” density within this zone is one unit per 200 square feet of lot area and the maximum height is 95 feet. The CN-1 Zone, which fronts Broadway, implements “growth and change” portion of the North Oakland Neighborhood Community and Economic development strategy. As mentioned above, the CN-1 Zone applies to a portion (47,480 square feet) of the western project site.

c. Proposed Zoning

The project proposes to rezone the entirety of the project site to Community Commercial – Zone 2 (CC-2) with a 95-foot Height Area. The proposed rezone is shown in Figure IV-4 and described below.

The CC-2 Zone is intended to 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 CC-2 Zone is also intended to create, maintain, and enhance areas with a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas. Permitted uses generally include multi-family residential facilities, commercial activities, and some limited light industrial and agricultural uses. The maximum residential



- Project Site
- Detached Unit Residential - (RD)
- Mixed Housing Type Residential - 4 (RM-4)
- Neighborhood Commercial - 1 (CN-1)
- Urban Residential - 2 (RU-2)
- Urban Residential - 4 (RU-4)
- Community Commercial - 2 (CC-2)

Figure IV-4
Proposed Zoning

density is one unit per 200 square feet of lot area and the maximum FAR is 4.5:1 within the 95-foot Height Area.

d. Surrounding Zoning

The zones surrounding vicinity are shown in Figure IV-3 and include Community Commercial – Zone 2 (CC-2), Neighborhood Commercial – Zone 1 (CN-1), Detached Unit Residential – Zone 1 (RD-1), Mixed Housing Type Residential – Zone 4 (RM-4), and Urban Residential – Zone 2 (RU-2). These zones permit a variety of densities and heights. The lowest density zone (RD) permits two units per lot and a maximum height of 35 feet. The highest density (CC-2 Zone) permits up to one unit per 200 square feet and a maximum height of 95 feet.

e. Consistency

(1) Consistency with Existing Zoning

Per section 17.154.060.B.4 of the City’s Planning Code, the maximum number of units permitted on a lot with split zoning is calculated separately based on the lot area of each zone minus park areas, plazas and roads. Density may also be transferred from a higher density zone to the area within a lower density zone provided that any development located in each zone conforms to the height, setback, and coverage standards of that zone. In the case of the CCA parcel, the 35-foot height limit within the RM-4 zone is a limiting factor that restricts application of the allowed CN-1 density.

In addition, the project design as submitted proposes 346 units in the existing RM-4 zone with a height of 95 feet and 164 units in the CN-1 zone with a height of 95 feet. The density and the heights of the buildings proposed in the RM-4 zone are inconsistent with that zone’s development standards.

TABLE IV-2 EXISTING ZONING DENSITY CALCULATIONS

Zone	Total Lot Area	POPOS	Lot Area Without POPOS	Net Density Ratio ^a	Height Allowed (Feet)	Maximum Units	Project
RM-4	124,790	38,481	86,309	1,000	35	86	Units: 346 Height: 95 ft
CN-1	47,480	18,952	28,528	200	95	142	Units: 164 Height: 95ft
Total Lot Area as CN-1	172,270	57,433	114,837	200	95	574	510
Total Units							

^aDwelling unit per square foot of lot area.

Source: City of Oakland’s Zoning Code Bulletin dated April 20, 2020, and amended on February 11, 2021 and August 27, 2021. CCA Oakland, CA, Preliminary Development Permit Application, August 25, 2022.

(2) Consistency with Proposed Zoning

The project would be consistent with the CC-2 Zone and proposed 95-foot Height Area. This assumes PUD bonus exception for a commercial setback greater than the 10-foot maximum permitted. The project would meet the intent of the CC-2 Zone by developing ground-floor commercial space and urban residential along a major commercial corridor. As a CC-2 Zone in the 95-foot Height Area, the project site would have a maximum development potential of 574 units. As proposed, the project's height of approximately 95 feet and density of 510 units would comply with the CC-2 Zone.

Despite all density calculations related to zoning, the project would ultimately be limited to the General Plan Land Uses' maximum development potential 580 units, as described above.

4. City of Oakland Energy and Climate Action Plan

a. Overview

On July 28, 2020, the City adopted the Oakland 2030 Equitable Climate Action Plan (ECAP).²⁷ The 2030 ECAP built on the progress made by the 2020 Energy and Climate Action Plan, adopted by the City in December 2012. The goal of the 2030 ECAP is to identify an equitable and cost-effective path of reducing the City's GHG emissions to at least 56 percent below the 2005 levels by 2030, and to ensure that the City is resilient to the foreseeable impacts of climate change. The 40 actions from the ECAP are designed to be equitable, realistic, ambitious, balanced, and adaptive, and cover the following sectors: Transportation and Land Use, Buildings, Material Consumption and Waste, Adaptation, Carbon Removal, City Leadership, and Port of Oakland. The 2030 ECAP also provides a detailed roadmap on funding the actions and the implementation timeline. Implementation of the 2030 ECAP action would not only support the GHG reduction and climate resiliency goals, but also result in positive impacts for four topics that are interconnected with the climate goals: public health, housing security, food, and green economy.

b. Consistency

As discussed in *Section V.E, Greenhouse Gas Emissions and Energy*, the project is consistent with, and would not hinder, the implementation of the ECAP and the relevant policies in the General Plan, because the project would promote land use patterns and densities that help improve regional air quality conditions. For example, the project will be constructed within a Priority Development Area with land uses at a density and intensity that meets or exceeds Plan Bay Area recommendations and would eliminate the use of natural gas. The project would also be required

²⁷ City of Oakland, 2020. Oakland 2030 Equitable Climate Action Plan, July.

to comply with the CALGreen Code²⁸ and the City of Oakland’s Green Building Ordinance (incorporated into the Oakland Municipal Code as Title 18, Sustainability), which supports the goals, policies, and actions of the ECAP and the General Plan.

5. City of Oakland Commercial Corridor Design Guidelines

a. Overview

The Commercial Corridor Design Guidelines apply to any project, including additions and new construction, in the City’s major corridor zones (RU₄, RU₅, CN-1, CN-2, CN-3, CC-1, CC-2, and S-15) that require Design Review under Chapter 17.136 of the Zoning Regulations. The Guidelines further build upon the intent of the General Plan by providing a series of design guidelines that is more descriptive and illustrative than is suitable for a zoning code by supplementing the design review criteria. The Guidelines also make the Design Review Process more transparent and straightforward by clearly presenting the City’s expectations to the public, applicants, staff, and decision makers. The Guidelines have been written to be applied to the various contexts on the commercial corridors such as built-out storefronts and residential neighborhoods, underdeveloped areas, historic districts, and wide or narrow corridors. The Guidelines also apply to all types of construction: stand-alone residential, mixed-use (residential over commercial), standalone commercial buildings, and civic buildings. Special consideration is also given for large developments (generally sites over 60,000 square feet) and corner lots. Each guideline in this document expands on the General Plan and Zoning Regulations by providing design direction that is not suited to objective standards in Oakland’s Zoning Regulations. Instead, they descriptively and graphically express the City’s expectations for new development on the corridors.

The Guidelines often refer to “primary” and “secondary” corridors. In general, the primary corridors are wider and more urban in character, such as International Boulevard, San Pablo Avenue, Telegraph Avenue, and Broadway. The secondary corridors generally have a less dense character and include Foothill Boulevard, Bancroft Avenue, College Avenue, Shattuck Avenue, and MacArthur Boulevard.

b. Consistency

The project site is located along a secondary corridor where the designation splits from primary to secondary along Broadway and as such would be subject to review under these Guidelines. Furthermore, the project would be reviewed against applicable policies as required in the Design

²⁸ California Building Standards Commission, 2019. 2019 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11.

Review Procedure as established in Oakland Planning Code 17.136. The project would need to comply with the following eight Guiding Principles from the Commercial Corridor Design Guidelines:

- Build upon patterns of urban development that lend a special sense of place.
- Provide elements that define the street and the place for pedestrians.
- Allow for a diversity of architectural expression to prevent monotony.
- Encourage high quality design and construction.
- Design buildings that reinforce the urban character of the different corridor and place types.
- Create transitions in height, massing, and scale.
- Use sustainable design techniques.
- Create a safe urban environment.

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
City of Oakland General Plan, Land Use and Transportation Element		
<i>Industry and Commerce Policies</i>		
I/C1.8	Providing Support Amenities Near Employment Centers. Adequate cultural, social, and support amenities designed to serve the needs of workers in Oakland should be provided within close proximity of employment centers.	The project would provide POPOS as a supportive amenity to the project’s commercial space and the surrounding commercial businesses in the Rockridge Neighborhood. It would also provide additional housing for workers in Oakland at nearby employment centers including Kaiser Hospital and Summit Alta Bates as well as workers from nearby schools and other commercial establishments throughout North Oakland and adjacent areas.
I/C3.3	Clustering Activity in “Nodes.” Retail uses should be focused in “nodes” of activity, characterized by geographic clusters of concentrated activity, along corridors that can be accessed through many modes of transportation.	The project would strengthen the existing cluster of commercial activity at the intersection of Broadway and College Avenue by contributing additional commercial space on the ground floor of the new building along Broadway.
I/C3.4	Strengthening Vitality. The vitality of existing neighborhood mixed use and community commercial areas should be strengthened and preserved.	The project would strengthen the vitality of the existing Rockridge Neighborhood by contributing to its mixed-use land uses through the addition of office space and residential units.
I/C4.1	Protecting Existing Activities. Existing industrial, residential, and commercial activities and areas which are consistent with long term land use plans for the City should be protected from the intrusion of potentially incompatible land uses.	While the project would introduce a land use new to the site, it would not introduce a land use new or incompatible with the surrounding area. The project site is surrounded by land uses including urban residential, institutional, community commercial, and retail. The mixed-use development would not permanently (or temporarily) interfere with the daily operations of surrounding land uses, including commercial, office, and residential. <i>Section V.A, Land Use</i> , discusses this topic further. However, the proposed density and intensity of development would be greater than currently envisioned under the existing split zoning and General Plan designation. The project is also only consistent with some of the North Oakland development strategy because the frontage of the site is targeted for growth and change but the remainder of the site is designated as maintain and enhance.
<i>Transportation</i>		
T2.1	Encouraging Transit-Oriented Development. Transit-oriented development should be encouraged at existing or proposed transit nodes, defined by the convergence of two or more modes of public transit such as BART, bus, shuttle service, light rail or electric Trolley, ferry, and inter-city or commuter rail.	The project would be located within a Priority Development area, near several AC Transit stops along Broadway and College Avenue, and within 1-mile of the Rockridge BART Station.

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
T2.2	Guiding Transit-Oriented Development. Transit-oriented developments should be pedestrian oriented, encourage night and day time use, provide the neighborhood with needed goods and services, contain a mix of land uses, and be designed to be compatible with the character of surrounding neighborhoods.	The project would include a mix of office, retail, and residential uses. Sidewalks and street lighting would be incorporated into the project design. These uses are similar with the existing land uses and activities in the project vicinity, including urban residential, multi-family residential, institutional, community commercial, and retail but proposed at a greater intensity and density.
<i>Neighborhood Policies</i>		
N3.1	Facilitating Housing Construction. Facilitating the construction of housing units should be considered a high priority for the City of Oakland.	This project will result in one of the City’s Housing Opportunity Sites located in a High Resource Area, furthering the City’s achievement of RHNA numbers.
N3.2	Encouraging Infill Development. In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland.	The project would be located on an urban infill site located near high-quality transit and within A High resource area. See Policy N3.2. As demonstrated above, the project would not be consistent with the existing General Plan classification but would generally be consistent with the proposed General Plan classification for the site and the North Oakland development strategy. In addition, the proposed General Plan and Zoning Amendments could introduce more housing units than currently proposed if the site is developed to its maximum capacity.
N6.1	Mixing Housing Types. The City will generally be supportive of a mix of projects that provide a variety of housing types, unit sizes, and lot sizes which are available to households with a range of incomes.	The project incorporates townhomes and apartment multi-family housing, with a mix of studios, one-, and two-bedroom apartments.
N9.5	Marking Significant Sites. Identify locations of interest and historic significance by markers, signs, public art, landscape, installations, or by other means.	As discussed in <i>Section V.B, Cultural and Historic Resources</i> , the project proposes to include Mitigation Measure HIST-2b, which includes the permanent exhibit/display describing the site’s past and current historical context and contributions. Furthermore, Mitigation Measure HIST-2c would establish a permanent outdoor art installation at the project site commemorating the site’s past historical significance.

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
N9.8	Preserving History and Community. Locations that create a sense of history and community within the City should be identified and preserved where feasible.	The project site would retain two of the existing historic buildings, art installations, and other structures on the site. However, as described in <i>Section V.B, Cultural and Historic Resources</i> , demolition of 10 of the 12 contributing buildings in the CCA Historic District would adversely impact the integrity of design, materials, workmanship, setting, feeling, and association of this district such that it would no longer be able to convey its significance. The City will determine whether preservation of these facilities is feasible during project review.
Pedestrian Master Plan		
Policy 1.1	Crossing Safety. Improve pedestrian crossings in areas of high pedestrian activity where safety is an issue.	The project would include new curb ramps which would improve ADA accessibility and safety in the area.
Policy 1.3	Sidewalk Safety. Strive to maintain a complete sidewalk network free of broken or missing sidewalks or curb ramps.	The project would provide adequate sidewalks along Broadway and Clifton Street.
Policy 3.1	Streetscaping. Encourage the inclusion of street furniture, landscaping, and art in pedestrian improvement projects.	The project would include pedestrian amenities, including lighting, street trees, public seating, sculpture garden, and other streetscape improvements.
Policy 3.2	Land Use. Promote land uses and site designs that make walking convenient and enjoyable.	The project would include pedestrian amenities, including lighting, street trees, public seating, sculpture garden, and other improvements.
Bicycle Master Plan		
Policy 2.1	Parking and Support Facilities. Promote secure and conveniently located bicycle parking at destinations throughout Oakland.	The project site would offer both publicly accessible bicycle parking for the public, as well as privately secured bike parking within each of the buildings for residences.
Open Space, Conservation, and Recreation Element		
Policy OS-3.1	University, College, and Institutional Open Space. Retain open space at Oakland's universities, colleges, and other institutions where such open space provides recreational, aesthetic, conservation, or historic benefits to the community. Where such spaces are publicly owned, as at the community colleges, support the permanent retention of athletic fields and other recreational areas as open space, provided that the long-range needs of the institution can be met and that the space can be made accessible to the general public. Such areas should not be converted to development unless they	The project would reduce the existing 2 acres of privately owned institutional open space to 1.46 acres of POPOS. As described above, while the project proposes a net loss of publicly accessible open space, the retained open space area would be improved with increased accessibility and visibility and available amenities for public use.

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
	<p>are replaced in kind with comparable areas or facilities in the immediate vicinity.</p> <p>An effort should be made to retain vegetation and other natural features as new buildings are added at Oakland's colleges and institutions. If such establishments should close or become available for re-use, efforts should be made to retain the features which have made the properties desirable neighbors in the past</p>	
Policy OS-4.1	<p>Provision of Useable Open Space. Continue to require new multifamily development to provide useable outdoor open space for its residents.</p>	<p>The project would comply with all applicable group-usable open space standards in the form of an outdoor courtyard terrace and outdoor private decks. See Chapter IV.M Public Services, Utilities, and Recreation for a more detailed discussion including Table V.M-1</p>
Policy OS-11.3	<p>Public Art Requirements. Continue to require public art as a part of new public buildings or facilities. Consider expanding the requirement or creating voluntary incentives to private buildings with substantial public spaces.</p>	<p>The project would rehabilitate and relocate the existing art installations (the faun sculpture, <i>Infinite Faith</i>, Bell Tower, and <i>Celebration Pole</i> sculptures) on the redeveloped project site. As part of the development process, the applicant would be required to satisfy the City's public art requirements (City of Oakland Municipal Code Chapter 15.78); however, it is not yet known how this requirement would be implemented.</p>
Policy OS-12.1	<p>Street Tree Selection. Incorporate a broad and varied range of tree species which is reflected on a city-maintained list of approved trees. Street tree selection should respond to the general environmental conditions at the planting site, including climate and micro-climate, soil types, topography, existing tree planting, maintenance of adequate distance between street trees and other features, the character of existing development, and the size and context of the tree planting area.</p>	<p>The trees planted in association with development of the project would be on the City's list of approved trees. The landscaping plan would be required to consider the general environmental conditions at the site.</p>

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
Policy CO-12.1	Land Use Patterns Which Promote Air Quality. Promote land use patterns and densities which help improve regional air quality conditions by: (a) minimizing dependence on single passenger autos; (b) promoting projects which minimize quick auto starts and stops, such as live-work development, mixed-use floor retail space; (c) separating land uses which are sensitive to pollution from the sources of air pollution; and (d) supporting telecommuting, flexible work hours, and behavioral changes which reduce the percentage of people in Oakland who must drive to work on a daily basis.	The project encourages alternative modes of transportation by locating residential, office, and retail in a dense, walkable urban environment that is well-served by local and regional transit. The project's mix of uses would be located near existing commercial activities, thus reducing potential auto trips to other locations.
Policy CO-12.4	Design of Development to Minimize Air Quality Impacts. Require that development projects be designed in a manner which reduces potential adverse air quality impacts. This may include: (a) the use of vegetation and landscaping to absorb carbon monoxide and to buffer sensitive receptors; (b) the use of low-polluting energy sources and energy conservation measures; (c) designs which encourage transit use and facilitate bicycle and pedestrian travel.	The Project Sponsor would implement the SCAs related to construction and grading to minimize air quality impacts. The project is located near the Rockridge BART Station, which would facilitate the use of transit, bicycle, and pedestrian travel.
Policy CO-12.6	Control of Dust Emissions. Require construction, demolition and grading practices which minimize dust emissions.	The Project Sponsor would implement the SCAs related to construction and grading to minimize air quality impacts.
Policy CO-13.3	Construction Methods and Materials. Encourage the use of energy efficient construction and building materials. Encourage site plans for new development which maximize energy efficiency.	The project would incorporate energy efficient and green building components into the design and construction. Energy efficiencies measures would include low-flow fixtures beyond code, native plantings, energy efficiency beyond code, and reduced water use for irrigation.
Historic Preservation Element		
Policy 2.4	Landmark and Preservation District Regulations. a) Demolitions and removals involving Landmarks or Preservation Districts will generally not be permitted or be subject to postponement unless certain findings are made. Demolition or removal of more important Landmarks and of most Preservation District properties will normally not be permitted without the required findings, while demolition or removal of less important Landmarks will be subject only to postponement. b) Alterations or New Construction involving Landmarks or Preservation Districts will normally be approved if they are found to meet the Secretary of the Interior's Standards for the	As discussed in <i>Section V.B, Cultural and Historic Resources</i> , the project proposes to demolish 10 of the 12 contributing buildings in the CCA Historic District. The project would involve the complete demolition of Heritage Properties and Potential Designated Historic Properties and thus would be required to seek discretionary City permits. Furthermore, The City would need to make findings (either category 1, 2, or 3) consistent with this policy at the time of approval of demolition. Demolition findings are described in more detail in <i>Section V.B, Cultural and Historic Resources</i> . The project would also meet Secretary of the Interior's Standards for new construction involving Macky Hall and the Carriage House.

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
	<p>Treatment of Historic Properties or if certain other findings are made.</p> <p>c) Findings for approval of demolition, removals, alterations or New Construction involving Landmarks or Preservation Districts will seek to balance preservation of these properties with other concerns.</p> <p>d) Specific regulatory provisions are set forth in the tables entitled “Demolition and Removal Regulations for Landmarks and Preservation Districts” and “Alteration and New Construction Regulations for Landmarks and Preservation Districts”.</p>	
Policy 3.1	<p>Avoid or Minimize Adverse Historic Preservation Impacts Related to Discretionary City Actions. The City will make all reasonable efforts to avoid or minimize effects on the Character-Defining Elements of existing or Potential Designated Historic Properties which could result from private or public projects requiring discretionary City actions.</p>	<p>As discussed in <i>Section V.B, Cultural and Historic Resources</i>, the project proposes to demolish 10 of the 12 contributing buildings in the CCA Historic District, which would adversely impact the integrity of design, materials, workmanship, setting, feeling, and association of this district such that it would no longer be able to convey its significance, resulting in a substantial adverse change to the historical resource. <u>See Impact HIST-2 and Mitigation Measures HIST-2a, HIST-2b, HIST-2c, and HIST-2d</u>, which would reduce the level of impact to historical resources as a result of the project. However, such mitigation measures will not mitigate the project’s impact to a less-than-significant level, and the impact after mitigation would remain significant and unavoidable.</p>
Policy 3.5	<p>Historic Preservation and Discretionary Permit Approvals. For any project involving the complete demolition of Heritage Properties or Potential Designated Historic Properties requiring discretionary City permits, the City will make a finding that: 1) the design quality of the proposed project is at least equal to that of the original structure and is compatible with the character of the neighborhood; or 2) the public benefits of the proposed project outweigh the benefit of retaining the original structure; or 3) the existing design undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.</p>	<p>The project would involve the complete demolition of Heritage Properties and Potential Designated Historic Properties and thus would be required to seek discretionary City permits. The City would need to make findings (either category 1, 2, or 3) consistent with this policy at the time of approval of demolition.</p>
Policy 3.7	<p>Property Relocation Rather Than Demolition as Part of Discretionary Projects. As a condition of approval for all discretionary projects involving demolition of existing or Potential Designated Historic Properties, the City will normally</p>	<p>As described in <i>Section V. B, Cultural and Historic Resources</i>, implementation of Mitigation Measure HIST-3 and SCA-HIST-3: Property Relocation (#39) requires reasonable efforts to be made to relocate the four individually eligible CCA buildings—Martinez Hall,</p>

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
	require that reasonable efforts be made to relocate the properties to an acceptable site.	Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio. Despite inclusion of this mitigation measure and SCA, relocation may not be feasible.
Policy 4.1	Archeological Resource. To protect significant archeological resources, the City will take special measures for discretionary projects involving ground disturbances located in archeologically sensitive areas.	As discussed in detail in <i>Section V.B, Cultural and Historic Resources</i> , the project site has no known paleontological resources, and any potential paleontological impacts would be reduced with implementation of the City’s SCAs.
Noise Element		
Policy 1	Ensure the compatibility of existing and, especially, of proposed development projects not only with neighboring land uses but also with their surrounding noise environment.	The project proposes infill development at a higher density than the surrounding uses but would not result in the development of uses that would be incompatible with surrounding land uses.
Policy 2	Protect the noise environment by controlling the generation of noise by both stationary and mobile noise sources.	As discussed in detail in <i>Section V.I, Noise and Vibration</i> , the project would be required to implement SCA-NOI-2: Construction Noise (#68), which would require stationary sources (such as emergency generators and HVAC) to be located as far away from adjacent properties as possible, and to be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. <i>Section V.I, Noise and Vibration</i> , found that noise generated from mobile sources (such as construction vehicles and other traffic-generated noise), would be less-than-significant.
Policy 3	Reduce the community’s exposure to noise by minimizing the noise levels that are received by Oakland residents and others in the City. (This policy addresses the reception of noise whereas Policy 2 addresses the generation of noise.)	The project would not locate residents within a noisy environment.
Safety Element		
Policy SAF-1.1	Develop and continue to enforce and carry out regulations and programs to reduce seismic hazards and hazards from seismically triggered phenomena. Prioritize programs in areas of highest seismic risk and seismic vulnerability.	The project would comply with all applicable building codes and all recommendations in the site-specific geotechnical investigations discussed in <i>Section V.F, Soils, Geology, and Seismicity</i> .
Policy SAF-1.3	Continue to enforce ordinances and implement programs that seek specifically to reduce the landslide and erosion hazards. Minimize threat to structures and humans by limiting development in areas subject to landslides or other geologic threat and undertake efforts to limit erosion from new development.	The potential for erosion because of project demolition and construction is addressed in <i>Section V.H, Hydrology and Water Quality</i> . Compliance with the SCAs and grading permit requirements would reduce erosion impacts.

TABLE IV-3 GENERAL PLAN POLICIES

Policy #	Policy	Relationship
Policy SAF-5.2	Minimize the potential risks to human and environmental health and safety associated with past and present use, handling, storage and disposal of hazardous materials. Toxic materials removed as part of cleanup efforts should be disposed of in the least harmful manner so that the impact is not shifted from one vulnerable community to another.	As discussed in <i>Section V.G, Hazards and Hazardous Materials</i> , the project would have a less-than-significant impact as it relates to use, handling, storage, and disposal of hazardous materials with the use of mitigation measures and SCAs.
Environmental Justice Element		
Policy EJ-1.1	Toxic Air Contaminants. Reduce the public’s exposure to toxic air contaminants through appropriate land use and transportation strategies, identified through the LUTE update in Phase 2 of the GPU process, particularly in Environmental Justice Communities and other areas most burdened by air pollution, as identified in Figure EJ-12.	The project is less than 1 mile away from the Rockridge BART Station and located along Broadway, a major transportation corridor, which would facilitate the use of transit, bicycle, and pedestrian travel. Development projects with access to high-quality transit and active transportation options promote the reduction of car dependency and greenhouse gas emissions and thus reducing public exposure to toxic air contaminants. The Project Sponsor would implement the SCAs related to construction and grading to minimize air quality impacts.
Policy EJ-1.13	Emissions from Construction Activities. Require projects to implement construction air pollution and greenhouse gas emissions controls and applicable mitigation strategies for all construction sites to the maximum extent feasible. Refer to Best Construction Practices and Best Available Retrofit Control Technology (BARCT) recommended by BAAQMD.	The potential for construction emissions are fully evaluated in <i>Section V.D, Air Quality</i> . Compliance with the SCAs would reduce construction emissions and require implementation the BARCT technology.
Policy EJ-1.18	Impact Assessment and Mitigation. Continue to use BAAQMD modeling tools and guidance documents as appropriate to identify and mitigate air quality impacts from proposed development projects.	The project’s impact assessment utilized BAAQMD tools and guidance documents, see <i>Section V.D, Air Quality</i> .

^a Nick Luby, Oakland Fire Department, 2021. Personal communication with Urban Planning Partners, June 11.

V. SETTING, IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

This chapter provides the analysis for each environmental topic determined to be potentially significant if the proposed California College of the Arts (CCA) Oakland Campus Redevelopment Project (project) is implemented as identified during the scoping period for this EIR. Sections V.A through V.M of this chapter describe the existing setting, the potential impacts that could result from implementation and buildout of the project, the Standard Conditions of Approval (SCAs), and the mitigation measures designed to reduce the significant impacts of the project to a less-than-significant level.

The following provides an overview of the scope of the analysis included in this chapter, the organization of the sections, and the methods for determining which impacts are significant.

A. ENVIRONMENTAL TOPICS

The following environmental topics are considered in this chapter:

- A. Land Use
- B. Cultural and Historic Resources
- C. Traffic and Transportation
- D. Air Quality
- E. Greenhouse Gas Emissions and Energy
- F. Soils, Geology, and Seismicity
- G. Hazards and Hazardous Materials
- H. Hydrology and Water Quality
- I. Noise and Vibration
- J. Biological Resources
- K. Population and Housing
- L. Aesthetics and Shade and Shadow
- M. Public Services, Utilities, and Recreation

Chapter VI, Effects Found Not to Be Significant or Less Than Significant with Standard Conditions of Approval, includes a brief analysis of each environmental topic for which effects from the project were found to be either not significant or less than significant through the scoping process and

preliminary review. These topics include: Agriculture and Forest Resources; Mineral Resources; Tribal Cultural Resources; and Wildfire.

B. FORMAT OF TOPIC SECTIONS

Each environmental topic section generally includes three main subsections: (1) Setting; (2) Regulatory Setting; and (3) Impacts (construction, operational, and cumulative), SCAs, and Mitigation Measures. Identified significant impacts are numbered and shown in **bold type**, and the corresponding mitigation measures are numbered and indented. Significant impacts and mitigation measures are numbered consecutively within each topic and begin with a shorthand abbreviation for the impact section (e.g., AIR for Air Quality). The following abbreviations are used for individual topics:

AES:	Aesthetics and Shade and Shadow
AIR:	Air Quality
BIO:	Biological Resources
HIST:	Cultural and Historic Resources
GEO:	Soils, Geology, and Seismicity
GHG:	Greenhouse Gas Emissions and Energy
HAZ:	Hazards and Hazardous Materials
HYD:	Hydrology and Water Quality
LU:	Land Use
NOISE:	Noise and Vibration
POP:	Population and Housing
TRANS:	Traffic and Transportation
SERV:	Public Services, Utilities, and Recreation

The following notations are provided after each identified significant impact and mitigation measure:

SU	= Significant and Unavoidable
S	= Significant
LTS	= Less than Significant

These notations indicate the significance of the impact with and without mitigation.

C. SETTING/BASELINE

A description of the physical environmental conditions in the vicinity of the project, including the project site and its vicinity, is provided for each topic considered in this chapter consistent with

the requirements of Section 15125 of the CEQA Guidelines. The Guidelines state that generally the conditions should be those that exist at the time the notice of preparation was published, June 2019 for this project. The existing conditions normally constitutes the “baseline” condition to which changes associated with a project are compared.

For this EIR, the setting sections generally describe the conditions in 2019 when the NOP was issued, and such conditions are the “baseline” condition unless otherwise stated and explained in the subject topical section.

D. DETERMINATION OF SIGNIFICANCE

Under the California Environmental Quality Act (CEQA), a significant effect is defined as a substantial or potentially substantial, adverse change in the environment.¹ Each impact evaluation in this chapter is prefaced by criteria of significance, which are the thresholds for determining whether an impact is significant.

The criteria of significance utilized in this EIR are from the City of Oakland Thresholds/Criteria of Significance Guidelines,² which help clarify and standardize analysis and decision making in the environmental review process and are used as guidance in preparing environmental review documents for projects in Oakland. The City requires the use of these thresholds unless the location of the project or other unique factors warrants the use of different thresholds. The thresholds are intended to implement and supplement provisions in the CEQA Guidelines for determining the significance of environmental effects, including Sections 15064, 15064.5, 15065, 15382, and Appendix G, and to form the basis of the City’s Initial Study and Environmental Review Checklist.

The City thresholds are intended to be used in conjunction with the SCAs (see discussion below), which are incorporated into projects regardless of the determination regarding a project’s environmental impacts.

CEQA requires the analysis of potential adverse effects of the project on the environment. However, CEQA does not require that potential effects of the environment on the project be analyzed or mitigated. Nevertheless, this document includes an analysis of potential effects of the environment on the project to provide information to the public and decision-makers. Where a potential significant effect of the environment on the project is identified, the document, as

¹ Public Resources Code Section 21068.

² City of Oakland, 2023. CEQA Thresholds of Significance Guidelines, September 26, 2023. Available at: <https://cao-94612.s3.us-west-2.amazonaws.com/documents/CEQA-Thresholds-of-Significance-9-26-23.pdf>, accessed December 4, 2023.

appropriate, identifies City SCAs and/or project-specific non-CEQA recommendations to address these issues.

E. CUMULATIVE ANALYSIS CONTEXT

CEQA defines cumulative as “two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts.” Section 15130 of the CEQA Guidelines requires that an EIR evaluate potential environmental impacts when the project’s incremental effect is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. These impacts can result from a combination of the project together with other projects causing related impacts. “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.”³

The methodology used for assessing cumulative impacts typically varies depending on the specific topic being analyzed. For example, the geographic and temporal (time-related) parameters related to a cumulative analysis of air quality impacts are not necessarily the same as those for a cumulative analysis of noise impacts. This is because the geographic area that relates to air quality is much larger and regional in character than the geographic area that could be impacted by potential noise impacts from a proposed project and other cumulative projects/growth. The noise cumulative impacts are more localized than air quality and transportation impacts, which are more regional in nature. Accordingly, the parameters of the respective cumulative analyses in this document are determined by the degree to which impacts from this project are likely to occur in combination with other development projects.

However, as discussed above, the geographic area for evaluating cumulative impacts can vary depending on the specific topic being analyzed. Recognizing this, the cumulative discussions included in Sections V.A through V.M explain the geographic scope of the area affected by each cumulative effect (e.g., watershed or air basin) and drawn on the information in the cumulative growth scenario consistent with the defined geographic area. The geographic area considered for each cumulative impact is described in each respective resource topic and depends upon the impact that is being analyzed. For example, in assessing noise impacts, only development within the vicinity of the project would contribute to a cumulative noise effect; in assessing air quality impacts, on the other hand, all development within the air basin contributes to regional emissions

³ CEQA Guidelines Section 15355(b).

of criteria pollutants, and basin-wide projections of emissions is the best tool for determining the cumulative effect.

F. UNIFORMLY APPLIED DEVELOPMENT STANDARDS AND CONDITIONS OF APPROVAL

As stated previously, the SCAs are incorporated into projects regardless of the environmental determination. As applicable, the SCAs are adopted as requirements of an individual project when approved by the City, and they are designed to (and do) substantially mitigate environmental effects. For the project, all relevant SCAs have been incorporated as part of the project.

In reviewing project applications, the City determines which SCAs are applied, based on zoning district, community plan, and the types of permit/approval required. Depending on the specific characteristics of the project type and/or project site, the City determines which SCAs apply to a specific project; for example, SCAs related to creek protection permits are only applied to projects on creekside properties.

Because these SCAs are mandatory City requirements, the impact analysis assumes that they will be imposed and implemented by the project. If an SCA would reduce a potentially significant impact to less than significant, the impact is determined to be less than significant, and no mitigation is imposed.

The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (e.g., the Oakland Planning and Municipal Codes, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System permit requirements, California Building Code, and Uniform Fire Code), which have been found to substantially mitigate environmental effects. Where peculiar circumstances associated with a project or project site would result in significant environmental impacts despite implementation of the SCAs, the City determines whether feasible mitigation measures exist to reduce the impact to less-than-significant levels.

A. LAND USE

This section describes the existing land use setting in the vicinity of the project site; discusses the State and local regulations and policies related to land use; assesses the potentially significant land use impacts that could result from implementation of the project; and provides, where appropriate, mitigation measures and Standard Conditions of Approval (SCAs) to address those impacts.

A discussion of the project's consistency with relevant land use policies is provided in *Chapter IV, Planning Policy*.

1. Setting

The approximately 3.95-acre project site is located within the City's North Oakland and North Hills planning areas and within the Rockridge neighborhood at 5200 Broadway. The project site is approximately 0.6 miles south of the Rockridge Bay Area Rapid Transit (BART) Station, 0.6 miles south of State Route (SR) 24, 1 mile north of Interstate (I-) 580, and 1.4 miles west of Highway 13. One of the city's major thoroughfares, Broadway, borders the site. Broadway runs north/south through Oakland until it reaches SR 24 and curves east, ending at the Caldecott Tunnel. Figure III-1 in *Chapter III, Project Description*, shows the location of the project site in its regional and local context.

The project site is bounded by Broadway to the west, Clifton Street to the north, a multi-family apartment complex to the east, and the Rockridge Shopping Center access road to the south.

The site is located on a visually prominent and large precipice that is approximately 4 to 25 feet above the elevation of Broadway and adjacent to the Rockridge Shopping Center as shown in Figure V.A-1. There is a dense tree canopy and a concrete retaining wall, called the Broadway Wall that separates the site from the community along the Broadway frontage. The Wall varies in height from approximately 3 feet at its northwest corner to approximately 6 feet at the southwest corner.

The Founder's Hall building protrudes through the tree canopy from the site's southern facing slope.

a. Existing Land Uses within the Project Site

The site is currently not occupied. The most recent major land use on the site was educational, as the land served as the CCA Oakland campus until 2022. The site was developed with a complex of 12 educational-use buildings, ranging between 1 to 3 stories in height (see photos 1 and 2). These educational buildings include classrooms, a sculpture studio, cafeteria, library, art galleries, and other associated facilities. The peak enrollment for the Oakland CCA campus included 750



Source: Emerald Fund, 2022.

Figure V.A-1
Existing CCA Campus Site Slope
CCA Oakland Campus Redevelopment Project EIR

students and 155 staff and faculty. The Irwin Student Center also served as a student dormitory with 17 double rooms that provided housing for up to 34 first-year students.

The campus has significant open spaces for students and faculty, which are publicly accessible, including several art pieces ranging from large murals to sculptures, and a surface parking lot (see photos 3 and 4).



Photo 1- Artwork and educational classrooms within the campus



Photo 2- Entrance to the campus on Broadway



Photo 3- Surface parking lot on the northwest corner of the CCA campus



Photo 4- Open space near the center of the CCA campus

b. Existing Land Uses in the Project Site Vicinity

The Rockridge Neighborhood is a residential and commercial area within the North Oakland/ North Hills planning areas. General land uses in the vicinity include a mix of single- and multi-family homes and commercial uses (including retail and restaurants).

Directly to the north of the project site, existing uses include Clifton Hall, a dormitory previously serving students of the Oakland CCA campus and has been converted to affordable housing (see photo 5) and the upper campus for Oakland Technical High School (see photo 6). Existing uses to the south and southeast include the Rockridge Shopping Center and a vacant lot (currently planned for Phase 2 of the Safeway Redevelopment Project) (see photo 7).

Existing uses to the southwest include the Merrill Gardens at Rockridge senior-living community and Baxter at Broadway apartments along Broadway (both 5 stories in height) and single-family homes behind these newer developments along the residential side streets (see photo 8). To the east of the project site is a 4-story apartment building, the Claremont Country Club, St. Mary Cemetery, and Mountain View Cemetery. Existing uses to the west include 1- to 2-story storefronts and ground-floor retail with second-story residential units (see photo 9).



Photo 5- Clifton Hall just north of the project site at Broadway and Clifton Street



Photo 6- Oakland Technical High School Upper Campus north of the campus on Clifton Street



Photo 7- Vacant lot and Safeway Redevelopment Project south and southeast of the project site



Photo 8- Single-family homes near the project site

The project site is located near several historic resources within a two-block radius, including Oakland Technical High School at 4531 Broadway, Oakland Cremation Association at Howe and Montgomery Streets, St. Mary's Cemetery at 4529 Howe Street, Claremont Country Club at 5295 Broadway Terrace, Meredith-McKinley Store at 5251 Broadway, and the garage at 5291 College Avenue. All of these properties are separated by at least a street length from the project site. A more detailed discussion of historic and cultural resources in the project vicinity are discussed in *Section V.B, Cultural and Historic Resources*.



Photo 9- Commercial buildings west of the project site along Broadway

c. Planned Projects within the Area

There are two projects in the project vicinity that are currently planned:

- **4207 Broadway Project (application submitted):** The project is proposing to merge and redevelop five parcels as one parcel at 4207, 4225, and 4299 Broadway and 316-318 Garnet Street in Oakland with a mixed-use development. The project would involve the demolition of existing structures and the construction of a new 5-story (approximately 64-foot-high), mixed-used property totaling 140,520 gross square feet. The project would include approximately 127 residential units and about 5,397 square feet of ground-floor commercial space for retail and restaurants. Approximately 75 parking spaces are proposed on the ground floor.
- **Safeway Redevelopment Project (Phase 2 anticipated):** The project involves the redevelopment of the existing Rockridge Shopping Center located at the corner of Broadway and Pleasant Valley Avenue, directly south of the proposed project site. This project includes approximately 330,942 square feet of commercial space. As of the publication of this document, phase 1 of the project has been completed and phase 2 construction has yet to begin and the entitlements for the phase 2 of this project have since lapsed; however, for this analysis it was conservatively assumed that construction could still occur. It is also noted that the site is included as a Housing Opportunity Site in the Housing Element and is included in the S-14 Zoning Overlay.

2. Regulatory Setting

The project's compatibility with the Oakland General Plan and other relevant planning policies is discussed in *Chapter IV, Planning Policy*. The project's relationship with relevant policies of the General Plan and other land use planning policies is described in detail in Table IV-1, General Plan Policies.

3. Impacts, Standard Conditions or Approval, and Mitigation Measures

This section describes environmental impacts related to land use that could result from implementation of the project. The section begins with the criteria of significance which establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

Implementation of the project would result in a significant land use impact if it would:

1. Physically divide an established community;
2. Result in a fundamental conflict between adjacent or nearby land uses;
3. 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 result in a physical change in the environment; or
4. Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan.

The fourth criterion is not applicable to the project, as there are no habitat conservation plans or natural community conservation plans in place in the project vicinity.¹

b. Less-than-Significant Land Use Impacts

(1) Physically Divide an Established Community (Criterion 1)

The physical division of an established community typically refers to the construction of a major physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

¹ LSA, 2019. Biological Resource Assessment, California College of the Arts Redevelopment Project, Oakland, Alameda County, California, June 12.

As described above, the project site is currently developed with 12 educational-use buildings and other educational-related facilities, the configuration of which allows for pedestrian access and circulation through and around the site to the adjacent and surrounding communities. The project would result in the demolition of ten of these buildings, relocation of the Carriage House, and preservation/renovation of Macky Hall, all of which would result in the reconfiguration of the site's layout. However, as described in *Chapter III, Project Description*, the project would include several publicly accessible open space areas from Broadway and Clifton Street and would increase walkability through the site. Furthermore, streetscape improvements and street-level activation along Broadway would enhance the pedestrian environment and encourage the movement of people into and through the project site. As such, the redevelopment of the site would modify the pattern by which pedestrian circulation would occur but would not constrain or limit the ability for the community to travel to areas adjacent or around the site when compared to existing conditions.

Moreover, the project would not significantly alter any of the existing vehicular access or circulation patterns in the area, and as such would not constrain or limit the ability for the community to travel to areas adjacent or around the site when compared to existing conditions. Lastly, the project would not involve the construction of any major infrastructure that would otherwise change existing circulation patterns limiting the ability to access nearby communities. Therefore, implementation of the project would not result in the division of a community and would improve the site's current accessibility for pedestrian circulation. For these reasons, impacts related to the division of a community would be less than significant and no SCAs or mitigation measures are required.

(2) Conflict with Adjacent Land Uses (Criterion 2)

Implementation of the project would not result in the development of uses that would be intrinsically incompatible with surrounding land uses (e.g., a power plant, factory, or other noise, air pollution, or hazard-generating land use). The project site is surrounded by land uses including urban residential, multi-family residential, institutional, community commercial, and retail. The mixed-use development would not permanently (or temporarily) interfere with the daily operations of surrounding land uses, including commercial, office, and residential. On the contrary, the project, with its potential mix of residential, retail, open space, and office uses, would be compatible with surrounding land uses. Additionally, it is anticipated that this mix of land uses would serve current residents in the neighborhood and future employees and/or residents of the project.

The proposed General Plan Amendment, which would reclassify the project site to Community Commercial (CC) Land Use, would not be uncharacteristic for the surrounding area, as land is already designated for CC directly south of the project site. Similarly, the proposal to rezone the

project site to CC-2 would not be uncharacteristic for the surrounding area, as land is already zoned for CC-2 directly south of the project site.

Along with the proposed zoning amendment, an amendment to modify the height for the RM-4 portion from a 35-foot Height Area to a 95-foot Height Area designation is also proposed. This change in Height Area along with the proposed buildings would result in development much taller than the surrounding single-family residential and commercial buildings to the north and west of the project site, which range in height from 1 to 2 stories. However, the adjacent and surrounding CC-2 Height Area zones surrounding the project site vary. To the south, the CC-2 zone is 95 feet. To the southwest, the CC-2 zone is 65 feet. Height Areas range from 55 to 65' feet to the north and west.

The introduction of a 95-foot Height Area designation to the area would facilitate development of residential land uses at taller heights and at a greater level of density compared to most of the other surrounding land uses. As previously stated, the area surrounding the project site is mostly dominated by existing single-family homes which are at low development densities but are also interspersed with other taller and higher density multi-family residential land uses in the area. The project proposes 510 residential units on 3.95 acres, equating to a residential density of approximately 129 units/acre. For comparison, a nearby and recently completed project, the Baxter on Broadway at 4901 Broadway (approximately 525 feet to the southwest), contains 130 units on 1.19 acres, equating to approximately 109 units/acre. The MacArthur Transit Village project (approximately 4,440 feet to the southwest) contains an estimated 624 units on 5.08 acres, equating to approximately 123 units/acre. So, while most of the immediate surrounding uses are low in height and density, this is not the sole land use pattern in the area. Therefore, it is not uncharacteristic for this neighborhood to be mixed with other taller and more intense development. Furthermore, the project buildings' height and residential density would contribute to the eclectic character of the area that includes a mix of new and older buildings that vary significantly in height throughout the Rockridge neighborhood as well as other areas near BART stations and outside of Downtown.

Specific physical impacts related to the change in height are discussed in *Section V.L, Aesthetics and Shade and Shadow*.

For these reasons, the project would not conflict with adjacent land uses and would result in a less-than-significant impact and no SCAs or mitigation measures are required.

(3) Conflict with Land Use Policies (Criterion 3)

Conflicts with a general plan do not inherently result in a significant effect on the environment within the context of the California Environmental Quality Act (CEQA). As stated in Section 15358(b) of the CEQA Guidelines, "Effects analyzed under CEQA must be related to a physical

change.” Section 15125(d), Environmental Setting of the CEQA Guidelines, states that “The EIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans.” As such, this information is described in *Chapter IV, Planning Policy* rather than under land use impacts.

Further, City of Oakland CEQA Thresholds of Significance explicitly focus on environmental policies and plans, asking if the project would “conflict with any applicable land use plan, policy, or regulation...adopted for the purpose of avoiding or mitigating an environmental effect.” However, a response in the affirmative does not necessarily indicate the project would have a significant effect, unless a physical change would occur that exceeds significance thresholds. To the extent that physical impacts may result from such conflicts, such physical impacts are analyzed in this EIR.

A policy inconsistency is considered to be a significant adverse environmental impact only when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse physical impact based on the established significance criteria.² Such impacts, if any, are identified and discussed in the applicable topic sections. For example, policies related to the City’s Noise Ordinance are considered in the noise significance criteria and analyzed in the noise impacts.

Potential land use policy conflicts related to various General Plan elements and other guiding land use guidelines are described in detail in *Chapter IV, Planning Policy*. The remainder of this discussion focuses on the project’s potential conflicts related to: 1) the Historic Preservation Element findings for demolition within historic districts, and 2) design review.

Historic Preservation Element and Design Review

The City of Oakland Planning Department staff are working with the Design Review Committee (DRC) to facilitate development of site-specific design guidelines which would be adopted for the project through the existing Planned Unit Development (PUD) process. These guidelines would provide a basis for evaluating the architectural quality and compatibility of the project with the character of the existing California College of Arts & Crafts Area of Primary Importance (API) during review under the requirements of the Demolition Findings, set forth in the City’s Historic Preservation Element. These site-specific design guidelines would “substitute for and supplement some of the existing design review findings for demolition and replacement projects within the historic district on a site-specific and project specific basis.”³ Additionally, one or more variances

² City of Oakland, 2023. CEQA Thresholds of Significance Guidelines, September 26, 2023. Available at: <https://cao-94612.s3.us-west-2.amazonaws.com/documents/CEQA-Thresholds-of-Significance-9-26-23.pdf>, accessed December 4, 2023.

³ Oakland City Planning Commission, Staff Report: March 24, 2021, Case File Number PLN 20141, 3.

(OMC Chapter 17.148) may be required to allow the proposed demolition within a historic district subject to the site-specific guidelines of the PUD. The approval of the PUD, including the site-specific design guidelines and any necessary variances are considered part of the project approvals and the project could not move forward without those actions to ensure consistency with land use regulations.

While the project would result in a significant and unavoidable cultural impact from the loss of the eligibility of the CCA historic district, as discussed in *Section V.B Cultural and Historic Resources*, with the approval of the PUD and site-specific guidelines, and potential variances to demolition criteria, the project would not fundamentally conflict with any land use policies adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, land use impacts related to the project's consistency with land use policies would be less than significant.

Please see *Chapter IV, Planning Policy*, for a discussion of the project's relationship with land use policy documents. A brief summary is provided below.

General Plan Policy

The General Plan Land Use designation for the project site is Institutional. As described in *Chapter IV, Planning Policy*, the project would not be consistent with the Institutional designation.

However, as discussed in *Chapter IV, Planning Policy*, the project proposes to reclassify the site to Community Commercial Land Use (CC) which would require approval of a General Plan Amendment. Redesignating the site to CC would allow residential independent of an institutional use but would continue to allow institutional land use as permitted in the underlying zoning.

It would also allow for residential density up to 165 units per acre. The CC designation would decrease the maximum allowed non-residential floor area ratio from 8.0 to 5.0. As described in *Chapter IV, Planning Policy*, the General Plan Amendment would be a change in policy to allow residential land use, independent of an institutional use, but this change is consistent with other land use policies related to increasing housing throughout the city and development intensity along commercial corridors.

Zoning

The zoning of the project site is Neighborhood Commercial – Zone 1 (CN-1) and Mixed Housing Type Residential – Zone 4 (RM-4). As described in *Chapter IV, Planning Policy*, the project would not be consistent with either the CN-1 or RM-4 Zones.

However, the project proposes a rezoning to Community Commercial – Zone 2 (CC-2), which would require approval of a zoning amendment. As described in *Chapter IV, Planning Policy*, the rezoning is a policy change that would allow greater density and height on the RM zoned portion

of the site, but this change would be consistent with applicable land use policies when implemented through a quality design consistent with design guidelines.

The Project consistency with the proposed General Plan Amendment and Zoning Amendment processes do not represent significant land use policy impacts.

c. Significant Land Use Impacts

Implementation of the project would not result in any significant land use impacts.

d. Cumulative Land Use Impacts

The geographic area considered for the land use cumulative analysis includes the area in close proximity to the project site in North Oakland and North Hills and the greater Downtown Oakland area. This area was defined because it includes the project site, the immediately surrounding neighborhood, and the larger City context for the project.

Development of the project combined with cumulative development would not result in significant cumulative impacts related to land use. Future development in the area is anticipated under the City's recently adopted Housing Element for the Broadway Corridor including the Ridge site (Safeway Center) and 4207 Broadway project.

The Phase I General Plan Update and Development Standards Amendments adopted in October 2023 added additional height and density within the CN- and C-2 zones to implement current Housing Element policy. Height areas adjacent to the project site are increased from 45 feet to 65 feet on Broadway and Lower College Avenue. On College Avenue north of Clifton Street heights are increased from 35 feet to 55 feet. On the Ridge site abutting the project, height is increased from 60 feet to 95 feet. In addition, an S-14 Overlay Zone is applied within this corridor that increases new permit streamlining incentives for residential projects and requires a minimum density of 75 percent of the identified feasible capacity for sites. Future development will be guided by the S-14 Overlay. The project site is mapped in the Overlay and the proposed height changes, rezoning, and project capacity are consistent with this land use policy.

The project is not anticipated to physically divide an established community. The area is already developed in a medium density residential pattern that is interspersed with nodes of higher intensity land use and served by an established neighborhood-focused business corridor. The urban street and block pattern is established. Development will occur as infill responds to adopted density and height increases that create new residential development capacity within the framework of an established neighborhood. Future development in the area would not significantly modify or constrain mobility to adjacent and surrounding communities and would not introduce infrastructure such as a highway or a bridge. The existing development pattern

already reflects natural features such as the slopes prominent in the area. In addition, the area is well connected with transit both within the local community and larger city.

Conflict with Land Use Policies (Criterion 3). As described throughout this section, the project is not consistent with existing land use policies, the General Plan Land Use designation, zoning regulations and development standards. However, the conflict results from differences in height and density rather than land use and the project includes GPA and zone change to address. The project does not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating a physical environmental effect. Cumulative development in the area will likely continue as infill, implementing the City's Housing Element. The Housing Element was evaluated in the City's General Plan Update Phase 1 EIR and found to be less than significant. Given that EIR evaluated a much more significant scope of change related to land use and development density and intensity, the project together with other cumulative development would not result in any significant cumulative impacts related to consistency with planning policies.

B. CULTURAL AND HISTORIC RESOURCES

This section describes the existing cultural and historic resources setting at the Oakland California College of the Arts (CCA)¹ campus, which includes the 12 buildings and associated landscape features within the 3.95-acre parcel southeast of the intersection of Clifton Street and Broadway; discusses the relevant local, State, and national regulatory considerations; evaluates potentially significant impacts to cultural and historic resources as a result of project implementation; and provides, where appropriate, mitigation measures and Standard Conditions of Approval (SCA) to address those impacts. Tribal Cultural Resources are analyzed in *Chapter VI, Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval*.

Cultural resources are sites, buildings, structures, objects, and districts that may have traditional or cultural value based on their historical significance. Cultural resources include, for example, archaeological sites, historic roadways, landscapes, and buildings of architectural significance; they can be divided into the following subsets pursuant to CEQA: historical, archaeological, and paleontological resources.

For a cultural resource to be considered a historical resource under CEQA, it must be listed, or determined eligible for listing, in the California Register of Historical Resources (California Register); included in a local register of historical resources as defined by the Public Resources Code (PRC); or determined by the lead agency to be historically significant.² Unique archaeological resources are also defined by the PRC and can include archaeological sites (an archaeological site can also be identified as a historical resource).³

Under CEQA, paleontological resources are a subset of cultural resources. They include fossilized plants and animals, as well as other evidence of past life such as trace fossils and tracks. Ancient marine sediments may contain invertebrate fossils from snails, clam and oyster shells, sponges, and protozoa, and vertebrate fossils such as fish, whale, and sea lion bones. Terrestrial

¹ Note that the name of the campus has changed over the years. In 1922 when it was first established it was California School of Arts and Crafts. In 1936, the name was changed to the California College of Arts and Crafts (CCAC). In 2003, the name was changed to California College of the Arts (CCA). This document primarily uses CCA but does use CCAC when referencing the historic district and Area of Primary Importance. In any case the CCA and CCAC acronyms are occasionally used interchangeably.

² California Code of Regulations Title 14, Chapter 3, Section 15064.5. Available at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf, accessed December 4, 2023. The terms "historic" and "historical" are both used throughout this chapter in referring to resources. "Historical" refers to those resources which meet the criteria as historical resources for the purposes of CEQA, as this is the terminology used in CEQA regulations. When not referring to this specific regulatory category, "historic" is used.

³ Public Resource Code 21083.2. Available at: <http://ohp.parks.ca.gov/pages/1054/files/public%20resources%20code.pdf>, accessed December 4, 2023.

sediments may contain fossils from vertebrate land mammals such as mammoth, camel, saber tooth cat, horse, and bison.

Historical resources within the proposed project site consist of buildings and landscape features which contribute to two overlapping historic districts whose boundaries are not coterminous (Figure V.B-1). The Treadwell Estate Landmark, which is City of Oakland Landmark No. 12, is also listed in the National Register of Historic Places (National Register) and consists of two buildings constructed between 1879 and 1881, the Treadwell House (also known as Macky Hall) and the Carriage House, as well as an 80-foot-wide corridor intended to maintain the view of Macky Hall from Broadway and College Avenue, and landscape features associated with the estate's residential use into the early decades of the twentieth century. Due to heavy growth of mature trees and shrubs, Macky Hall is not currently visible from Broadway and College Avenue through this corridor. The California College of Arts & Crafts Area of Primary Importance (CCAC API) includes the two Treadwell Estate Landmark buildings, which were repurposed for use by the school, as well as 10 buildings constructed for use by the CCAC between 1922 and 1992 and landscape features associated with the site's use as an arts education institution. The CCAC API is also eligible for listing in the California Register. Each of the buildings and landscape features is described in detail in Page & Turnbull's 2019 Historic Resource Evaluation for the CCA Oakland campus, included as Appendix B-1, and summarized in Section 1.c. below.

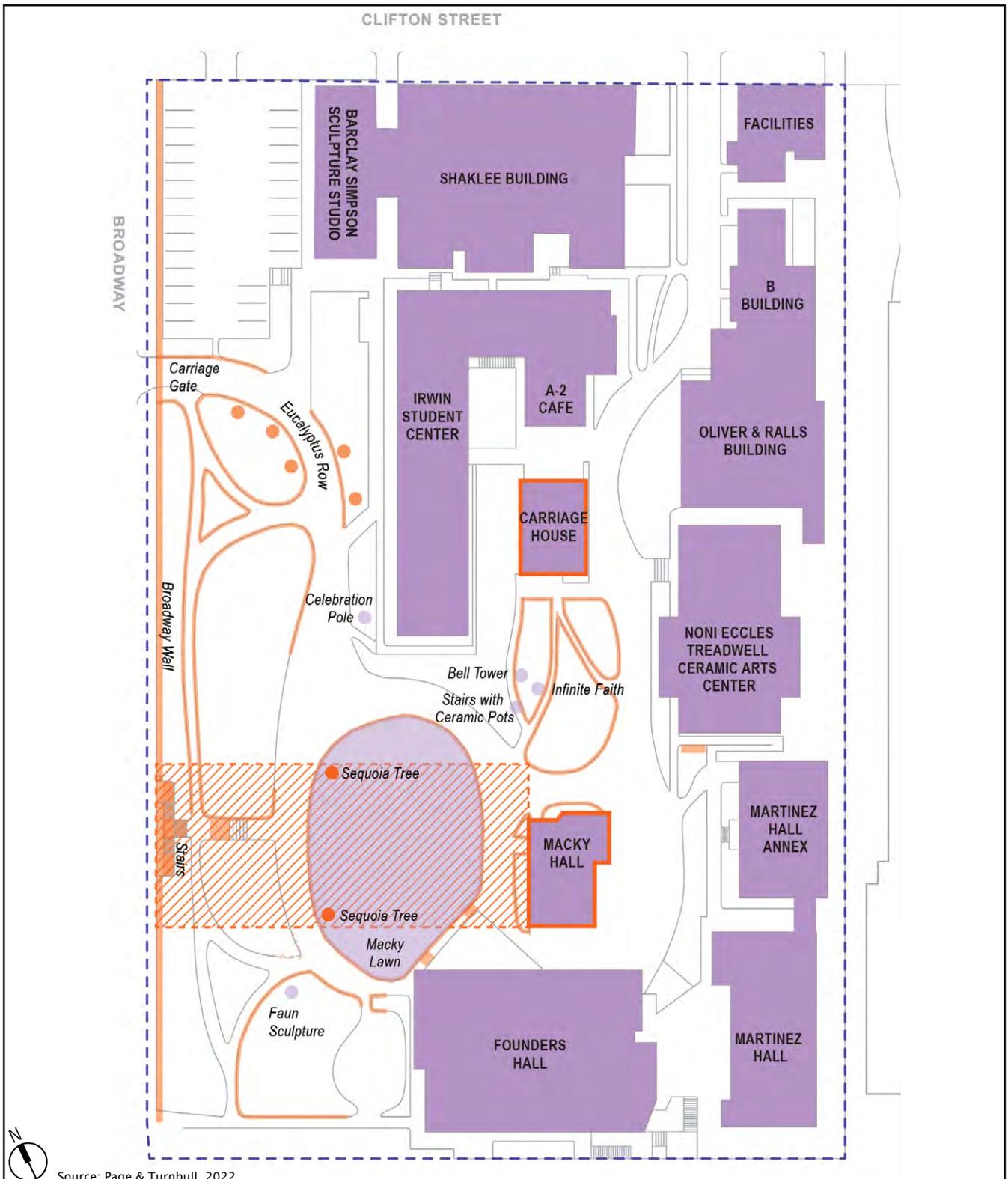
1. Setting

This section discusses the historical context of the project area and region, and describes cultural resources identified at the project site and their significance under CEQA. Information for this subsection was drawn from: (1) background research conducted by Page & Turnbull staff; (2) a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) (NWIC File No. 18-1270, February 1, 2019); and (3) a Historic Resource Evaluation report for the California College of the Arts prepared by Page & Turnbull, dated November 14, 2019 (Appendix B-1).

The following sections include: (a) a summary of research and analytic methods; (b) an overview of the project area's historical context; (c) regulatory setting; and (d) a description of existing cultural resources within the project site.

a. Methods

Background research for this analysis included a records search, literature review, and communication with the Native American Heritage Commission (NAHC) and local historical organizations. This research was conducted to identify previously recorded cultural resources and previously completed cultural resource studies within and adjacent to the project site.



Source: Page & Turnbull, 2022.

- Treadwell Estate Landmark Building
- Treadwell Estate Landmark Landscape Feature
- Treadwell Estate Landmark View Corridor
- CCAC API Building
- CCAC API Landscape Feature
- CCAC API Boundary

Figure V.B-1

Historical Resources within the Project Site

(1) Records Research

Page & Turnbull requested that staff of the NWIC conduct a records search of the CCA campus and a ¼-mile radius surrounding the campus (NWIC No. 18-1270). The NWIC is the official State repository for cultural resource data, records, and studies for Alameda County. The NWIC search results were provided to Page & Turnbull on February 1, 2019. Page & Turnbull contacted the NAHC on January 7, 2019 to request that NAHC staff conduct a Sacred Lands File Search for the project area and provide a contact list of Native American groups and individuals who may have knowledge regarding traditional cultural resources and archaeological resources within or adjacent to the project site. Gayle Totton of the NAHC responded to this request on January 8, 2019.

In addition, Page & Turnbull staff reviewed the following sources for information regarding cultural resources in and adjacent to the project area:

- California Inventory of Historic Resources (California Department of Parks and Recreation 1976);
- California Historical Resources Online Listing, including California Historical Landmarks and Points of Interest (California OHP 2019);⁴
- Directory of Properties in the Historic Property Data File for Alameda County (California OHP, April 5, 2012);
- City of Oakland GIS Planning and Zoning Map (includes locations of Heritage Properties, Designated Historic Districts, Potential Designated Historic Properties, Landmarks, Areas of Primary Importance, and Areas of Secondary Importance) (City of Oakland, ITD 2019).⁵

(2) Literature Review

Page & Turnbull staff completed a Historic Resource Evaluation for the CCA property in November 2019 (Appendix B-1). Page & Turnbull conducted research at the Oakland History Room at the Oakland Public Library, the San Francisco Public Library, the Oakland Planning and Building Department, and the Bancroft Library at the University of California, Berkeley. Page & Turnbull also consulted various online sources, including Calisphere, Newspapers.com, and Ancestry.com. Key primary sources that were consulted include historical newspapers, historical maps, and historical photographs, many of which were obtained from the CCA Libraries Special Collections, California School of Arts and Crafts Archives. Page & Turnbull also reviewed existing Oakland Cultural Heritage Survey documentation; the Oakland Landmark Report for Treadwell

⁴ California Office of Historic Preservation (OHP), 2019. California Historical Resources. Available at: <http://ohp.parks.ca.gov/ListedResources/>, accessed December 4, 2023.

⁵ City of Oakland ITD, 2019. Oakland Planning and Zoning Map. Available at: <http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=3676148ea4924fc7b75e7350903c7224>, accessed December 4, 2023.

Hall (LM 75-221), listed in 1975; and the National Register nomination form for Treadwell Mansion and Carriage House (NPS-77000286), listed in 1977.

(3) Site Visit

On July 5, 2019, Page & Turnbull architectural historians visited the property, and recorded existing buildings and built environment features within the project site and immediate vicinity with photographs and field notes.

b. Historical Context

(1) Area Known as Oakland

The prehistoric occupation of the San Francisco Bay Area is generally understood according to cultural sequences developed by David A. Fredrickson in 1974 and refined by Randall Milliken in 2007.⁶ Each of the two main periods, the Archaic Period and Emergent Period, is subdivided into several sub-periods characterized by Milliken et al. as follows:

Archaic

- Early Holocene Lower Archaic (8000-3500 calibrated radiocarbon (cal) B.C.): Sites rarely encountered, contain evidence of mobile foraging subsistence pattern including milling slabs and hand stones, large wide-stemmed and leaf-shaped projectile points.
- Middle Archaic (3500-500 cal B.C.): Increased sedentism inferred from new ground stone technologies and appearance of cut shell beads in mortuary contexts.
- Initial Upper Archaic (500 cal B.C. – cal A.D. 430): Differentiated by changes in shell bead morphology indicate symbolic shifts.
- Late Upper Archaic (cal A.D. 430-1050): Differentiated by changes in burial orientation and position, as well as new *Olivella* bead morphologies and *Haliotis* ornament types.

Emergent (includes Augustine Pattern)

- Lower Emergent (cal A.D. 1050-1550): Increased sedentism and social stratification indicated by complexity and density of wealth-indicating ornamental objects. Appearance of arrow-sized projectile points in deposits dating from after cal A.D. 1250.
- Terminal Late (Upper Emergent) (cal A.D. 1550-historic): Characterized by regional changes in bead morphology and advances in harpoon technology.

⁶ Fredrickson, David A., 1974. "Cultural Diversity in Early Central California: A View from the North Coast Ranges" in *The Journal of California Anthropology* Vol. 1, No. 1, pp. 41-53. Available at: <http://www.jstor.org/stable/25748313>. Milliken, Randall, et al., 2007. Punctuated Culture Change in the San Francisco Bay Area. In *California Prehistory*, edited by Terry L. Jones and Kathryn A. Klar, pp. 99-124. Rowman and Littlefield, Lanham, MD.

The earliest periods represented in East Bay archaeological sites include Middle Archaic Period deposits at the West Berkeley (CA-ALA-307) and Ellis Landing (CA-CCO-296) shellmounds.

Emergent Period deposits were ancestral to the Ohlone residents. Ohlone people in California, whose territory extended from the San Francisco Bay Area south into Monterey County, spoke several related dialects within the Utian-language family speaking members of the larger Penutian language group.

Members of the Huchiun Ohlone were the earliest documented human inhabitants of the Oakland area, with settlements along the banks of Temescal creek dating from the sixteenth century. A prehistoric Ohlone village is thought to have existed on the banks of Temescal Creek, around 51st Street and Telegraph Avenue.⁷

(2) The City of Oakland

In 1772, a small exploration party from the Spanish garrison at Monterey, led by Don Pedro Fages, paused in their travels on a high hill, believed to have been the current site of the CCA campus.⁸ Despite Father Juan Crespi's description recorded in his journal of the beauty of this site, the exploration party opted to travel. In 1820, the Spanish government granted 44,000 acres to Luis Maria Peralta upon his retirement from the military.⁹ Peralta's grant extended from the shore of San Francisco Bay to the crest of the Oakland hills, and from San Leandro Creek to "El Cerrito," or the little hill (most likely Albany Hill). Peralta later divided the ranch among his four sons, with what became Central and North Oakland, Emeryville, Rockridge, and Piedmont falling to Vicente Peralta. The area that became Oakland was then known as Encinal (meaning Oak Grove in Spanish). Luis Maria Peralta used the land as a cattle ranch, which he sub-divided and bequeathed to his four sons in 1842. In 1836, on land granted to Vicente Peralta from his father, Vincente built an adobe house on a parcel now bounded by Telegraph, 55th Street, Vicente Way, and State Route (SR) 24 in what is currently the Temescal neighborhood.¹⁰ By 1853, Peralta had sold or surrendered most of his land to squatters lured to the Bay Area by the promises of the 1849 gold rush.

⁷ City of Oakland, 1994. Historic Preservation Element of the Oakland General Plan. Adopted March 8. Available at: <https://oaklandca.s3.us-west-1.amazonaws.com/oakca1/groups/ceda/documents/webcontent/oak035235.pdf>, accessed December 4, 2023.

⁸ Historic-period context is summarized from Page & Turnbull's 2019 Historic Resource Evaluation for the CCA campus, included as Appendix B-1.

⁹ Mae Chan Frey, Julie Harris, Kate Madden Yee, and Jeff Norman. 1998. Temescal Album: History of a Neighborhood, p. 6. Shared Ground, Oakland.

¹⁰ Mae Chan Frey, Julie Harris, Kate Madden Yee, and Jeff Norman. 1998. Temescal Album: History of a Neighborhood, p. 9. Shared Ground, Oakland.

The 1849 Gold Rush that dramatically influenced San Francisco's development also brought fortune-seekers to Oakland. Miners, lumbermen, businessmen, bankers, speculators, and opportunists settled across the bay in what was then known as Contra Costa, or "the other coast." In 1850, three East Coast men arrived in Contra Costa: Horace W. Carpentier, Edson Adams, and Andrew J. Moon. Each man leased 160 acres of land from Vicente Peralta and opened the area to squatters. The town of Oakland was incorporated on March 25, 1852. Oakland saw rapid growth and improvement after transportation connections were established with other communities. Ferry service to San Francisco began in 1854, and the small settlements of San Antonio and Clinton east of Lake Merritt were connected with Oakland by a bridge built in 1856. Commercial and industrial businesses were established near the wharves, and the Central Pacific Railroad ran through downtown Oakland by 1863.

In 1868, Oakland was chosen as the western terminus for the Transcontinental Railroad. Beginning in 1869, the train brought tourists and workers to California and made Oakland a major port city and manufacturing center.¹¹ The area of West Oakland became a shipping hub for western U.S. factories and a processing and manufacturing center for raw commodities such as agricultural products and lumber.

As Oakland became an increasingly popular industrial core, residential and commercial communities expanded within the city limits. In 1873, Oakland became the county seat of Alameda County.¹² By 1880, the city's population rose to 34,555, more than 20 times what it had been in 1860.¹³ Many of the new residents were San Francisco commuters drawn by Oakland's relatively low density and the ferry service across the bay. Promotional materials advertised Oakland's "world-renowned" climate, the prosperity of its citizens, its paved streets, and extensive streetcar lines.¹⁴ It was home to several colleges, including the College of California (the precursor of the University of California, Berkeley), Mills Seminary (later Mills College), and St. Mary's College, located at 30th and Broadway.

The City expanded by annexing existing settlements and developing new districts.¹⁵ Clinton, San Antonio, and the small town of Lynn (or Brooklyn) were annexed in 1872, pushing Oakland's eastern city limits out to 36th Street.¹⁶ The small Temescal community, located in north Oakland, expanded in the 1860s with the installation of a telegraph line down present-day Telegraph Avenue and the establishment of a streetcar line to the University of California, Berkeley.

¹¹ Lois Rather, 1972. *Oakland's Image: A History of Oakland, California*, pp. 53-54. The Rather Press, Oakland.

¹² City of Oakland, 1994. *Historic Preservation Element of the Oakland General Plan*. Adopted March 8. Available at: <https://oaklandca.s3.us-west-1.amazonaws.com/oakca1/groups/ceda/documents/webcontent/oak035235.pdf>, accessed December 4, 2023.

¹³ Beth Bagwell. *Oakland, The Story of a City*, p. 59. Oakland Heritage Alliance, Oakland.

¹⁴ Rather, *Oakland's Image: A History of Oakland, California*, p. 63.

¹⁵ Bagwell. *Oakland, The Story of a City*, p. 59.

¹⁶ City of Oakland Historic Preservation Element, pp. 1-5.

Neighborhoods north of Lake Merritt were annexed in 1891, and Temescal, Golden Gate, and other north Oakland neighborhoods were annexed in 1897.¹⁷ By 1900, Oakland's population numbered almost 67,000.

The 1906 earthquake and fire displaced thousands of San Francisco residents to the East Bay for temporary and permanent housing. Oakland continued to grow geographically, increasing to nearly its present size by 1909, with the annexation of the hills area, Fruitvale, Melrose, Elmhurst, and the area south to San Leandro. With those additions, the city's area increased from 22.9 to 60.25 square miles. The city experienced a surge of commercial and civic development in the downtown area after the earthquake as well, including construction of a new city hall, which was the first in the United States designed as a skyscraper. In 1910, the City of Oakland assumed control of its waterfront, which previously had been held by private entities. The change of ownership prompted the expansion of the Port of Oakland.¹⁸ During World War I, Oakland's shipyards provided a "fleet of steel and concrete ships that...within the short space of a year put the Oakland estuary in the national limelight."¹⁹ By 1918, at least 50,000 people were employed by the shipyards.

The 1920s saw continuing prosperity in Oakland.²⁰ Civic works abounded, including the installation of a new lighting system and procurement of land for an airport. Development slowed during the Great Depression, but Oakland grew into a major shipbuilding center during World War II.²¹ The city's population expanded with wartime workers, including many African Americans who migrated from the southern states seeking employment. The Bay Bridge, which opened in 1936, eased the commute between Oakland and San Francisco. In 1945, the city's population was 405,301.

The post-World War II emphasis on the automobile led to increased suburban development and new freeways to reach outlying areas.²² While freeway construction and redevelopment enticed some businesses and residents away from the city center, in many cases businesses and residents were forced to relocate as the historic commercial and residential fabric of downtown and West Oakland was replaced and disconnected by growing freeway systems. Increased economic and racial segregation were byproducts of this transportation and suburban

¹⁷ City of Oakland Historic Preservation Element, pp. 1-7.

¹⁸ City of Oakland Historic Preservation Element, pp. 1-7.

¹⁹ Florence B. Crocker, 1925. *Who Made Oakland?* Clyde Dalton, Oakland. Quoted in Rather, *Oakland's Image: A History of Oakland, California*, p. 87.

²⁰ Rather, *Oakland's Image: A History of Oakland, California*, p. 89.

²¹ City of Oakland Historic Preservation Element, pp. 1-9.

²² City of Oakland Historic Preservation Element, pp. 1-9.

development pattern, and through the 1960s and 1970s Oakland experienced infrastructure decline associated with entrenched poverty, deindustrialization, and a weak urban tax base.²³

A tight real estate market in San Francisco in the early 1980s sparked new development and preservation projects in Oakland, especially downtown.²⁴ Homebuyers began seriously considering Oakland neighborhoods, many of which retained strong local character.²⁵ The 1989 Loma Prieta earthquake damaged many of Oakland's older building stock, but the city's population has remained relatively steady throughout the 1990s and 2000s and was estimated to be approximately 429,000 in 2018.²⁶

(3) The Rockridge Neighborhood

The neighborhood of Rockridge is named for outcroppings of rock at the northern end of the long shutter ridge formed by the Hayward Fault, which encloses the linear valley in which the upper portion of Broadway and the CCA campus are situated. This landscape influenced the neighborhood's early economic development, as one of the area's largest employers was the Oakland Paving Company's quarry, which opened in 1870 at the site of the current Rockridge Shopping Center at Broadway and Pleasant Valley Avenue. The metamorphosed sandstone with seams of lime carbonate, called "blue rock," was used for macadam, concrete, and gutter rock. In the first decade of the twentieth century, from 60 to 80 quarrymen were employed at a time, many of whom were newly arrived Italian immigrants who lived in Rockridge and Temescal.²⁷ The quarry operated well into the 1950s, after which time the western portion of the quarry was filled and developed as the Rockridge Shopping Center, and the east portion was turned into a reservoir for the Claremont Country Club.

Consistent with its industrial and rural nature, early Rockridge was generally a working-class community of carpenters, farmers, and laborers that was still sparsely developed by residential communities when the Sanborn Fire Insurance Company produced maps of the area in 1911. The Key Route System provided rail service between Oakland and San Francisco via a railcar ferry starting in 1903. This transportation system was a motivating factor in residential development in other areas of Oakland, but its routes skirted the perimeters of Rockridge. The neighborhood nearest the former quarry began to develop in earnest through the 1920s, as interurban electric

²³ Robert O. Self, 2003. *American Babylon: Race and the Struggle for Postwar Oakland*. Princeton University Press, Princeton, NJ.

²⁴ Bagwell, *Oakland, The Story of a City*, pp. 260-262.

²⁵ Bagwell, *Oakland, The Story of a City*, p. 263.

²⁶ United States Census Bureau. Available at: <https://www.census.gov/quickfacts/oaklandcitycalifornia>, accessed December 4, 2023.

²⁷ Oakland Wiki, 2019. "Bilger Quarry." Available at: https://localwiki.org/oakland/Bilger_Quarry, accessed December 4, 2023.

railways such as the Sacramento Northern Railway provided this neighborhood a convenient connection to ferry terminals with service to San Francisco.

In 1958, transportation authorities approved plans for a freeway, called the Grove-Shafter Freeway or SR 24, intended to connect Contra Costa County with Interstate 880. The community fought against the plans, which required the demolition of many residential blocks in Temescal and Rockridge and disrupted commercial districts on Grove (now Martin Luther King Jr. Way), Telegraph Avenue, and College Avenue. Despite resistance, the first phase of the Grove-Shafter Freeway opened in 1969.²⁸ The construction of the Grove-Shafter Freeway altered the scale and the layout of many streets in Rockridge. Residents living in the area, once known as “Little Italy” because of the large number of Italian immigrants, saw the decline of the neighborhood’s human scale into the 1970s due to the separation of the neighborhood caused by the freeway. In the mid- to late 1970s some storefronts on College Avenue were boarded up as businesses lost their neighborhood clientele.

In more recent decades, proximity to the BART station which opened in 1973, and economic growth across the Bay Area have bolstered Rockridge as a thriving residential and commercial area.

(4) Project Site

The Hale and Treadwell Families

In 1879, Vicente Peralta sold the site now occupied by CCA to William Elmer Hale (1842-1900) for a reported cost of \$500.²⁹ Hale was a native of New Hampshire, descendent of Revolutionary War hero Nathan Hale and Senator John Parker Hale, and a noted opponent of slavery who was instrumental in the formation of the Republican Party. William Hale came to the West Coast to seek fortune in mining. Between 1879 and 1881, Hale appears to have contracted architect Clinton Day to design and build a house on the property. The 3-story house was historically known as the Hale House, later the Treadwell Mansion, and is now known as Macky Hall. Hale sold the property in 1884 to Ross E. Browne, and ownership quickly changed several times over the following five years until it was purchased in 1889 by gold and coal mining investor and industrialist James Treadwell, Esq.³⁰

Remaining landscape from the Treadwells’ period of occupation includes the pathways around the property, lined with Carnegie bricks. In circa 1905, the family constructed a concrete wall along Broadway, scored to look like stone, with a stairway and cast-iron gate aligned with the

²⁸ Jeff Norman, 2006. *Temescal Legacies: Narratives of Change from a North Oakland Neighborhood*. Shared Ground, Oakland.

²⁹ Annalee Allen, n.d. “House on a Hill: The Hale-Treadwell House at CCAC,” p. 2.

³⁰ Annalee Allen, n.d. “House on a Hill: The Hale-Treadwell House at CCAC,” p. 4.

front porch of the home, and a second entrance with a cast iron gate further north for carriages. Landscaping, including a palm row (no longer remaining), eucalyptus row (partially remaining), and other tree plantings, occurred during this time, creating the groundwork for a lushly forested lot in future years.³¹

After his death in 1916, James Treadwell's widow, Louisa, sister-in-law, Freda, son, George, and daughter-in-law, Dorothy, lived at the house at 5212 Broadway until 1922.³²

The California College of the Arts³³

In 1922, German-born cabinet maker and former president of the California Guild of Arts and Crafts, Frederick H. Meyer, acquired the subject property for \$60,000 with the intention of using the site as the new home for the California School of Arts and Crafts.³⁴ Founded by Meyer in Berkeley in 1907 as the School of the California Guild of Arts and Crafts, the school's focus was to offer education grounded in the ideology of the Arts and Crafts movement. In 1908 the school changed its name to The California School of Arts and Crafts.

1920s: The student population of the California School of Arts and Crafts moved from its Berkeley location to the new Oakland campus in 1926. At this time, the school was one of only four degree-granting art programs in the country, the others being located in Boston, Pittsburgh, and Chicago.³⁵

When Meyer purchased the Oakland property to expand his school, it included 4 acres of rough, overgrown land and the Treadwell estate buildings, which included a 3-story Queen Anne-style mansion, carriage house, and barn. Supported by the labor of the school's students, who received discounted tuition in exchange for their efforts, Meyer cleared the gnarled site, improving on some existing landscape features while removing others that encroached on his vision for future construction. During the site improvements of the 1920s, under the direction of Meyer, it appears that Carnegie bricks associated with the Treadwell estate were, in some cases, preserved as edging for vehicle and pedestrian paths, and, in other cases, reused for various landscape features throughout the southern portion of campus. Despite grander plans for institutional buildings, the campus developed during this first decade as a series of small 1- and 2-story buildings, the largest of which, built prior to 1930, was the Craft Building (B Building). These buildings were designed with an architectural unity, all in a simplified Mission Revival style

³¹ Annalee Allen, n.d. "House on a Hill: The Hale-Treadwell House at CCAC," p. 4.

³² Polk Husted Directory Co., 1922. Oakland-Berkeley-Alameda City Directory, p. 1414. Polk Husted Directory Co., Oakland.

³³ Additional detail regarding the history of CCA is provided in the Historic Resource Evaluation, dated November 14, 2019, included as Appendix B-1.

³⁴ Annalee Allen, n.d. "House on a Hill: The Hale-Treadwell House at CCAC," p. 6.

³⁵ "New Group of Buildings for Arts School." The Oakland Tribune, April 4, 1926.

with smooth stucco cladding, flat roofs, and stepped parapets. Throughout his tenure at the school, after his retirement in 1944, and until his death in January 1961, Meyer and his family lived on the third floor of the Treadwell mansion.³⁶

1930s: Increased industrialization in Oakland began to make demands on the school in the 1930s, marking an era during which the practical root of the educational model Frederick Meyer espoused would become increasingly relevant. The school's applied arts programs were seen to improve Oakland's ability to compete in the increasingly industrialized economic climate of the era. Classes in design, illustration, commercial design, photography, printmaking, and interior design led students to careers as factory designers, commercial artists, art teachers, and set and costume designers in the emerging motion picture industry in Los Angeles.³⁷ At the close of 1931, the California School of Arts and Crafts was recognized as one of only eight industrial art schools in the United States, and one which had established a national reputation for its design programs.³⁸ In 1936, Frederick Meyer changed the longstanding name of his school from the California School of Arts and Crafts to the California College of Arts and Crafts.

1940s: World War II affected enrollment at CCAC almost immediately, with the fall enrollment numbers dropping from 202 students in 1941 to 109 students in 1942. Coursework at CCAC also reflected the new needs of the war, with increasingly popular courses in photography informing a new course in the design and application of industrial camouflage.³⁹ Edward Spencer Macky (commonly called Spencer Macky) succeeded Frederick Meyer as the president of CCAC when Meyer stepped down in 1944. Macky served as school president at the CCAC from 1944 to 1954.⁴⁰ By 1946, to serve the swollen post-war enrollment, the college acquired several former Women's Army Corps (WAC) barracks buildings from the U. S. Government.⁴¹ Formerly located in Berkeley, the buildings were transferred to the CCAC campus at no cost, and were renovated to serve as classrooms, studios, and the campus's first cafeteria. None of these utilitarian post-war buildings remain t on campus.

1950s: Though the desire to construct a residential dormitory on campus had first been voiced by Frederick Meyer when he drew a master plan for the campus in the 1920s, through the school's first decades students from outside the Bay Area lived in college-approved apartments and rooming houses in the Rockridge neighborhood.⁴² After the 1954 retirement of Spencer

³⁶ California College of the Arts, 2019. "Key Historical Milestones." Available at: <https://www.cca.edu/about/>, accessed December 4, 2023.

³⁷ "California College of Arts and Crafts College Enrollments, 1907-present." Unpublished research provided by CCA Libraries Special Collections.

³⁸ "California College of Arts and Crafts College Enrollments, 1907-present." Unpublished research provided by CCA Libraries Special Collections.

³⁹ "College of Arts Renews Course." *The Oakland Tribune*, December 28, 1941.

⁴⁰ Gene Haley, ed., 1937. *California Art Research* (WPA Project 2874), p. 73. Works Progress Administration, San Francisco.

⁴¹ "Art College's Facilities Grow," *The Oakland Tribune*, November 20, 1946.

⁴² "\$290,000 Loan Ok'd for College Dorm." *The Oakland Tribune*, April 30, 1958.

Macky as CCAC President, and the short tenures of Dr. Daniel Defenbacher and Joseph Danysh in that role, Harry X. Ford was appointed acting president in 1959 and president in 1960, a position which he held for the next 24 years. Irwin Hall (now known as Irwin Student Center), CCAC's first on-campus dormitory, was completed in 1959 as the first project in Harry Ford's 10-year plan for expanding the campus' ability to accommodate a growing student population. This plan, which initially included the construction of a second residence hall, a new library, and the replacement of the World War II-era barracks buildings with larger buildings, was enacted, in varying forms and to varying degrees, in the following decade.⁴³

1960s: At the beginning of the 1960s, the CCAC campus included a mixture of buildings of varying ages, styles, sizes, and contemporary usefulness. The original Treadwell mansion, known by this time as Macky Hall in honor of Spencer Macky, had been added to several times. The other buildings from the Treadwell era, the Carriage House and the barn, also had large additions. The woodworking studio (Facilities Building) and the Crafts Building (B Building) had been added to, and Guild Hall was flanked by the barracks buildings that had been installed on the campus in 1946. Irwin Hall was the largest building on campus; the remainder of the approximately 15 other buildings were smaller barracks buildings or cabins built by Meyer in the 1920s, turned into lockers or storage. Circulation through the campus still reflected a time when the small winding paths needed only to accommodate horse-drawn carriages; the haphazard placement of smaller buildings further constricted the potential for vehicular through-traffic. In 1967, construction began on two major buildings on the CCAC campus: Martinez Hall and Founders Hall. Following the recommendations of the development program designed by the architecture and planning firm of DeMars and Reay, the two new buildings addressed the campus's insufficient studio, library, classroom, and auditorium space. The buildings, also designed by DeMars and Reay, were located at the southern perimeter of campus and replaced several small studio and classroom buildings.

1970s: The 1970s began with a period of tense relations between students and those in leadership positions on campus. After four students were killed by the National Guard at Kent State University in Ohio in 1970, students at CCAC protested by halting class attendance, and the Students for a Democratic Society organization began promoting even more radical responses. In the recollection of college president Harry Ford, the situation was resolved by collaboration between students and faculty in the production of a series of anti-war posters, as well as poetry and essays that were placed in a permanent collection on campus.⁴⁴ The Martinez Hall Annex, a modest, utilitarian building was constructed in 1970 to house the photography department. Between 1973 and 1979, two buildings, the Noni Eccles Treadwell Ceramic Arts

⁴³ "\$290,000 Loan Ok'd for College Dorm." *The Oakland Tribune*, April 30, 1958.

⁴⁴ Eve Staccati-Tanowitz, 2007. "International Aperture: A Conversation with Harry Ford." *Glance*, Winter 2007.

Center and the Raleigh and Claire Shaklee Building, were completed on campus as part of the Project 73 master plan developed by the architecture and planning firm of Wong and Brocchini.

1980s: In the 1980s, the CCAC campus underwent several physical changes as another period of renovation and construction included the removal of additions to Macky Hall and construction of new studio space in the Oliver Art Center and Ralls Painting Studio (Oliver and Ralls Building). In 1984, Harry Ford retired from his role as college president, having led the school through the major facility changes of the 1960s and 1970s. He was briefly replaced by Thomas Schwartzburg before Neil J. Hoffman was appointed president in 1985.⁴⁵ A newly acquired architecture program, as well as the design program, moved to leased space in San Francisco in 1987, marking the beginning of the college's expansion into that city.

1990s: In the 1990s, physical development on the college's Oakland campus was limited to the construction in 1992 of the Barclay Simpson Sculpture Studio, named in honor of school trustee Barclay Simpson. Larger changes were focused on the creation of a permanent second campus for the college in San Francisco, which opened in 1999.

2000s: In the first decade of the twenty-first century, Michael S. Roth, formerly the associate director of the Getty Research Institute, became the school's eighth president. Physical expansion in Oakland included the construction in 2002 of Clifton Hall, a residential dormitory on the north side of Clifton Street, outside of the bounds of the historic campus site. In 2003, with the intention of honoring the school's ever-widening breadth of programs, and in recognition that the distinction between art and craft as Frederick Meyers understood it—the difference between fine and applied artmaking—had become largely obsolete, the school's Board of Trustees voted unanimously to change the name to California College of the Arts (CCA).

CCA in 2016 announced a plan to unify its campuses in San Francisco and in 2022 entirely vacated its Oakland location.

c. Existing Conditions⁴⁶

The project site is located on a rectangular 3.95-acre parcel bounded on the west by Broadway, on the north by Clifton Street, on the east by multi-unit residential housing, and on the south by the Rockridge Shopping Center. The parcel is at the terminus of a long gradual rise along both College Avenue and Broadway, and topography to the north and east rises higher to the steep terrain of the Oakland Hills. The western border with Broadway is marked by a concrete

⁴⁵ California College of the Arts, 2019. "Key Historical Milestones." Available at: <https://www.cca.edu/about/>, accessed December 4, 2023.

⁴⁶ Existing conditions described herein are those which existed at the time of Notice of Preparation for the Environmental Impact Report, June 21, 2019, unless otherwise specified.

retaining wall, which includes a double stair and a vehicular entry. The northern border includes two vehicular entry points from Clifton Street.

(1) Built Environment of the CCA Campus

The buildings and landscape elements within the project site are described below in chronological order of construction or installation. Building locations are depicted in Figure V.B-2. Landscape element locations are depicted in Figure V.B-3.

Buildings

Macky Hall (ca. 1879-1881): The oldest building on campus, attributed to architect Clinton Day and constructed for William Hale and his family (formerly known as Treadwell Hall or Treadwell Mansion). The 3-story wood-frame Queen Anne style building with Stick Eastlake detail is clad with horizontal wood channel drop siding, is fenestrated with double-hung wood-sash windows with ogee lugs and wide wood surrounds, and features a complex multiple-gabled roofline typical of its style. The building was used as a single-family residence until 1922, after which it was modified to accommodate combined residential and classroom use. It most recently housed administrative offices.



Macky Hall

Carriage House (ca. 1879-1881): Constructed as an ancillary building to William Hale's residence (Macky Hall). The 2-story, wood-frame building has been moved multiple times from its original location east of Macky Hall. Clad with horizontal wood channel drop siding and board and batten siding, the building is complementary to Macky Hall with simple Queen Anne and Stick Eastlake style elements. The building was used as a carriage house until 1922, after which it was modified to accommodate classrooms and arts studios. The Carriage House most recently accommodated classrooms and art studio space.

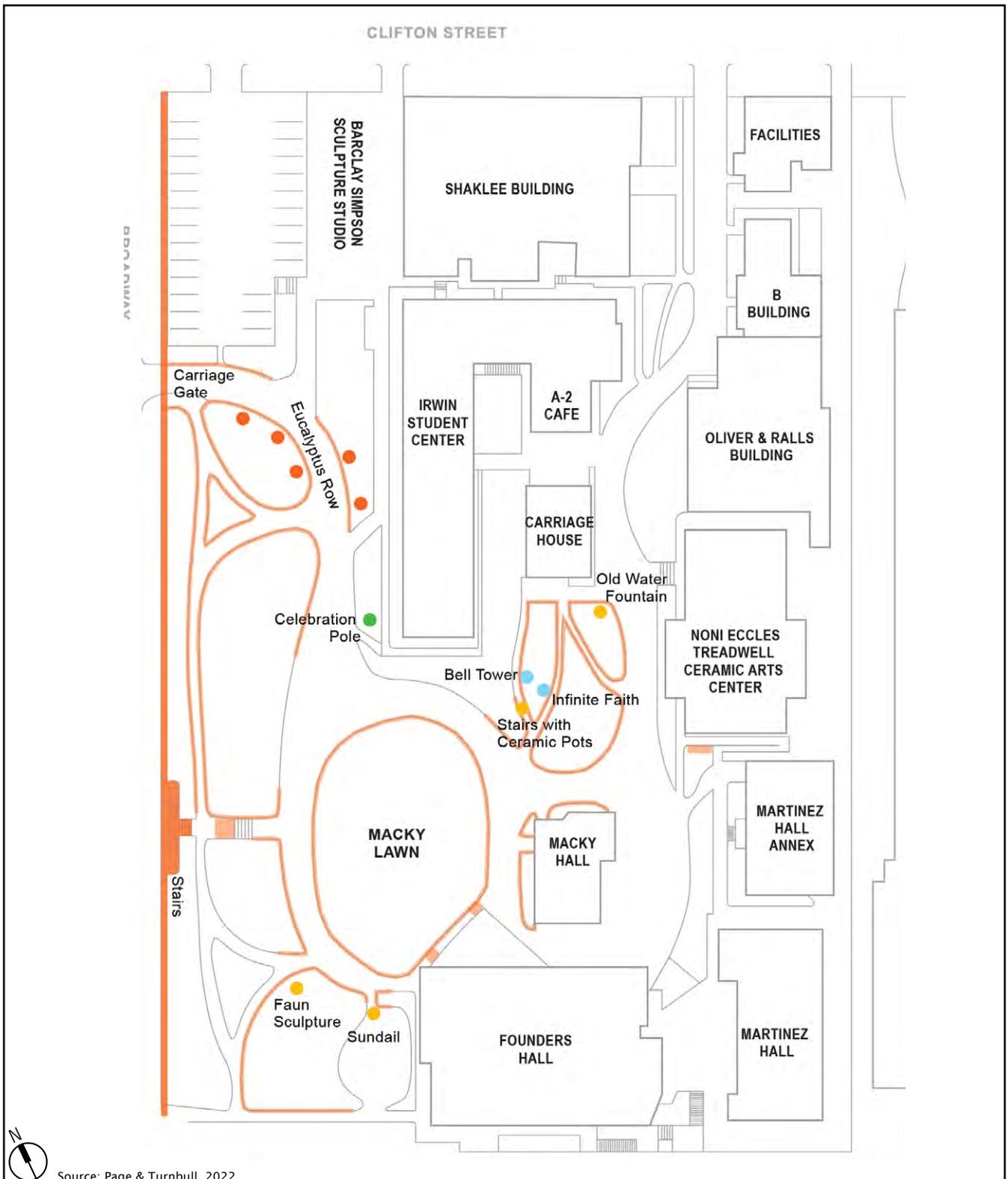


Carriage House



- Early Estate Era, c. 1880-1921
- Early CCAC Era, 1922-1944
- Post-WWII CCAC Era, 1945-1964
- CCAC Continued Development, 1965-1992

Figure V.B-2
Eras of Building Construction



Source: Page & Turnbull, 2022.

- Early Estate Era, c. 1880-1921
- Early CCAC Era, 1922-1944
- Post-WWII CCAC Era, 1945-1964
- CCAC Continued Development, 1965-1992
- Broadway Wall (Early Estate Era, c. 1905)
- Carnegie Bricks (Early Estate Era)

Figure V.B-3
Landscape Features

Facilities Building (ca. 1922-1924): Built based on Frederick Meyer’s design, the Facilities Building is the oldest remaining building on the project site that was built specifically for use by the school. The 1- and 2-story over raised basement, wood-frame building has a rectangular plan, stucco cladding, and flat roof. The building was constructed to serve as a woodworking studio, and later housed the school’s buildings and grounds facilities office



Facilities Building

B Building (ca. 1926): Built based on Frederick Meyer’s design, this was the second building constructed for use by the college. The 2-story over raised basement building has a rectangular plan, stucco cladding, and flat roof. The original purpose of the B Building was to house a metal shop and craft classrooms. It later housed classroom space.



B Building

Irwin Student Center (Irwin Hall) and A-2 Café (1959, 1974): Irwin Hall was completed in 1959 as the campus’ first dormitory, likely based on the design by the architectural firm of Blanchard and Maher. The addition housing the A-2 Café was constructed at the east side of Irwin Hall in 1974 based on plans by architects Worley Wong and Ronald Brocchini. The 1- and 2-story building has an L-shaped plan with its longer, north-south wing parallel to the hill slope. It is clad in stucco and wood board and batten siding, and has a complex roofline with low-pitched gable, hipped, and flat portions. The first floor of Irwin Hall, later known as the Irwin Student Center, served as student residences. A student service center occupied the second floor.



Irwin Student Building

Martinez Hall (1967): Designed by architectural firm DeMars & Reay, Martinez Hall housed painting and printmaking studios. The 2-story Third Bay Tradition style building has a rectangular plan and box-like massing with shed-roof canopies and projections, vertical flush rustic wood siding, and a steeply-pitched four-part sawtooth roof with glazed, north-facing vertical surfaces. A mural wall extends across both stories on a portion of the building's west façade.



Martinez Hall

Founders Hall (1968): Designed by DeMars & Reay, Founders Hall was built for and served as the school's library and auditorium, with gallery space. The 2-story concrete building has stepped cubic massing, exposed metal structural elements, and recessed windows characteristic of its Brutalist style. The roof slopes down slightly toward its south end. A ca. 1978 addition included an enclosed space at the third story of the southwest portion of the building.



Founders Hall

Martinez Hall Annex (1970): This 2-story, rectangular-plan building is clad with standing-seam metal siding and has multiple shallow-pitched shed rooflines. The building housed classrooms and the college's photography department.



Martinez Hall Annex

Noni Eccles Treadwell Ceramic Arts Center (1973):

The college's ceramics studio was designed by architects Worley Wong and Ronald Brocchini. The 2-story building has a generally I-shaped footprint and is clad in striated unglazed terra cotta stack bond blocks with a concrete belt course and cornice. West-, south-, and east-facing shed-roof elements are clad in red standing-seam metal.



Noni Eccles Treadwell Ceramic Arts Center

Raleigh and Claire Shaklee Building (1979): Designed by architects Worley Wong and Ronald Brocchini, this building served its original use as a sculpture, glass, and metal arts studio. The 2-story building with partially exposed basement is clad in stucco and features metal-frame windows and a generally flat roof with projecting shed-roofed elements. Mosaic tilework adorns a wall north of the east façade staircase.



Raleigh and Claire Shaklee Building

Oliver Art Center and Ralls Painting Studio (Oliver and Ralls Building) (1989): This L-shaped building designed by architects George Miers & Associates, housed studios, classrooms, and gallery space. The 2-story, stucco-clad building has a flat roof and metal-frame glazed entry vestibule. It abuts the south façade of the B Building.



Oliver Art Center and Ralls Painting Studio

Barclay Simpson Sculpture Studio (1992): Designed by architect Jim Jennings, the 2-story concrete, steel frame, and glass block sculpture studio features a prominent, exposed steel chimney extending from ground level above the height of the north façade. The building housed studio space for large-scale glass and metal sculpture.



Barclay Simpson Sculpture Studio

Landscape Elements

Broadway Wall and Stairs (ca. 1905): Constructed in circa 1905 for the Treadwell family at the west perimeter of the project site. The wall is textured concrete, and increases in height to nearly 2 stories at its southern end as it conforms to the site slope. A vehicular driveway near the north end of the wall is framed by concrete pilasters and a modern metal archway.



Broadway Wall and Stairs

Eucalyptus Row (pre-1922): Likely planted for the Treadwell family in the early 1900s along the vehicular path connecting the Broadway entrance with Macky Hall.



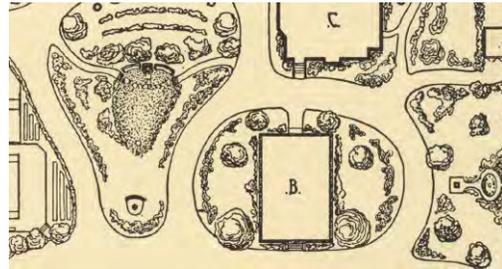
Eucalyptus Row

Carnegie Bricks (pre-1922): Bricks stamped with the word "CARNEGIE" used to line pathways, roads, and other landscape features in the southern and western portions of the campus near Macky Hall. Initially installed for the Treadwell family, many of these brick alignments may have been moved during the 1920s establishment of the college at the project site.



Carnegie Bricks

Macky Lawn (unknown): An oval shaped grass lawn west of Macky Hall, which includes several coast redwoods. The perimeter of the lawn is lined with Carnegie bricks. No evidence has confirmed if the lawn existed during the Treadwell era. Macky Lawn is indicated in a 1922 plan, maps from 1950 and the 1960s, and in photographs from the 1980s.



Macky Lawn

Stairs with Ceramic Pots (unknown): A set of stairs leads from the road by Macky Hall down toward the Carriage House with masonry walls and round insets with ceramic pots. Some pots are missing. The origin of the stairs and pots is unknown, but appears to date from the Early CCAC era.



Stairs with Ceramic Pots

Faun Sculpture (1926): This bust of a half-human, half-goat male rendered in stone atop a tapered stone pedestal was created by Hazel Z. Weller for a sculpture class at the college. It is located west of Founders Hall.



Faun Sculpture

Infinite Faith Sculpture (1959): A monolithic stone sculpture created by Tsutomu Hiroi, originally installed east of Irwin Hall. The sculpture was moved in 1978 to a location near the southeast end of Irwin Hall.



Infinite Faith Sculpture

Bell Tower (ca. 1960): An irregular, trapezoidal wood tower housing a bronze bell near its top is installed on a slope south of Irwin Hall. The bell is believed to date to the 1920s campus, and was moved to the current location and mounting around the time of the construction of Irwin Hall.



Bell Tower

Celebration Pole (1982): This 35-foot-tall redwood carving created by Georganna Malloff was installed to commemorate the 75th anniversary of the college. The Celebration Pole is located west of Irwin Hall, along the vehicle access road.



Celebration Pole

Sequoia Trees (unknown): Two sequoia trees planted to the northwest of Macky Hall at the southeast side of the Macky Lawn were likely planted as part of the landscaping associated with the building during its use by the Treadwell family. These two sequoia trees were approved for removal by the City on June 14, 2019, with Oakland Public Works Park & Tree Division Tree Removal Permit Waivers stating that the trees were dead. The trees were subsequently removed in July 2019.



Sequoia Trees

(2) Historical Resources in the CCA Campus

Treadwell Estate Landmark (LM 75-221)

Most recently known as Macky Hall, the ca. 1879-1881 residence formerly known as Treadwell Hall or the Treadwell Mansion, and the Carriage House, together with two sequoia trees (removed with tree removal permits in July 2019), a portion of the Broadway Wall and Stairs, and an 80-foot-wide corridor extending westward from Macky Hall to the Broadway right-of-way intended to maintain the view of the building from Broadway and College Avenue, were designated as a City of Oakland Historic Landmark No. 12 in August 1975 (LM 75-221, Ordinance 9195). The property was found significant for its architecture, its association with the Treadwell family, and its role as the campus of the California College of Arts and Crafts (now CCA). The landmark boundaries were described in 1975 documentation as follows:

The property within an area described by a line around the perimeter of the subject structure and carriage house at a distance of fifteen feet from the foundation line and the property within a corridor measuring forty feet on each side of a line running perpendicular to the south-easterly line of Broadway and extending from the center of the main entrance of Treadwell Hall to said southeasterly line of Broadway. The eighty foot corridor is intended to maintain the view of Treadwell Hall from Broadway and College Avenue and to preserve the stairway within the wall running along Broadway and the two large sequoia gigantea located in front of Treadwell Hall. It is understood that the carriage house will soon be moved to its permanent location on campus and at that time its site will automatically transfer.⁴⁷

⁴⁷ Oakland Landmarks Preservation Advisory Board, Landmarks Designation, Case File LM 75-221, June 27, 1975, pp. 10-11.

Macky Hall and the Carriage House were listed on the National Register in July 1977 (NPS-77000286). The National Register Nomination Form does not note specific landscape features as contributing features, but does note that bricks incised with the Carnegie name are located on the campus, and that the campus is “richly landscaped much in the style of early Victorian estates.”⁴⁸ These buildings were found significant for their architectural style and for their association with education.

In 1986, the OCHS assigned Macky Hall a rating of A1+, the Carriage House a rating of B1+, and the Broadway Wall and Stairs and two sequoias (removed) each a rating of C1+. The 2019 Historic Resource Evaluation found that the full length of the Broadway Wall, the Eucalyptus Row, and Carnegie Bricks installed as landscape features also appear to be contributors to the Treadwell Estate Landmark.

California College of Arts & Crafts Area of Primary Importance

In 1986, based on findings of the Oakland Cultural Heritage Survey (OCHS), the City of Oakland assigned the status of API to the entirety of the parcel occupied by the CCAC, based on a reconnaissance level survey which included buildings constructed for and used by the college. The 1986 survey map prepared by OCHS staff and/or volunteers identified six contributors to the CCAC API, including four contributors to the Treadwell Estate Landmark designated in 1975 (Macky Hall, the Carriage House, the Broadway Wall & Stairs, and the Giant Sequoias), and the Facilities Building and B Building.

Page & Turnbull’s 2019 Historic Resource Evaluation (Appendix B-1) evaluated the CCAC API as well as all buildings and landscape features within the subject parcel for significance as individual resources and district contributors. The evaluation found the CCAC API to be significant as a historic district under California Register Criterion 1 (Event) as one of the earliest institutions to offer a unique applied arts education curriculum on the West Coast and which produced graduates, including a very high percentage of women, who entered into professional art careers in the Bay Area and beyond. In addition, the campus buildings represent a physical embodiment of the school’s commitment to contemporary themes in architecture and design, as classrooms and studios were housed in buildings that went beyond utilitarian institutional needs. The period of significance for Criterion 1 (Event) is 1922 to 1992.

In addition to the resources previously found significant as part of the Treadwell Estate Landmark, ten CCAC buildings within the project site, as shown in Figure V.B-1, were evaluated according to the criteria of the California Register and City of Oakland Thresholds of Significance

⁴⁸ Harry X. Ford, preparer, “National Register of Historic Places Inventory—Nomination Form, Treadwell Mansion and Carriage House,” August 25, 1976 (NPS-77000286, listed July 15, 1977), pp. 7-2 and 8-2.

Guidelines to determine their status as historical resources under CEQA. Four buildings were found to be both contributors to the CCAC API and individually eligible for listing in the California Register: Founders Hall, Martinez Hall, the Noni Eccles Treadwell Ceramic Arts Center, and the Barclay Simpson Sculpture Studio. Six additional CCAC buildings and six associated landscape features—Macky Lawn, stairs with ceramic pots, faun sculpture, *Infinite Faith* sculpture, Bell Tower, and *Celebration Pole*—date to the period of significance and retain sufficient integrity to contribute to the historic district. The results of the evaluations are summarized in Table V.B-1 and the following paragraphs. A more detailed evaluation is presented in the 2019 Historic Resource Evaluation, dated November 14, 2019 (Appendix B-1).

TABLE V.B-1 CALIFORNIA COLLEGE OF ARTS & CRAFTS API CONTRIBUTORS

Contributing Building	Year of Completion	1986 OCHS Preliminary Rating	2019 Historic Resource Evaluation Rating
Macky Hall*	c. 1879-1881	A1+	Not reevaluated
Carriage House*	c. 1879-1881	B1+	Not reevaluated
Facilities	c. 1922-1924	D1+	B1+
B Building	c. 1926	D1+	B1+
Irwin Student Center, A-2 Café	1959, 1974	F1-	C1+
Founders Hall**	1968	F1-	B1+
Martinez Hall**	1968	F1-	A1+
Martinez Hall Annex	1970	Not rated.	C1+
Noni Eccles Treadwell Ceramic Arts Center**	1973	F1-	A1+
Raleigh and Claire Shaklee Building	1979	F1-	C1+
Oliver & Ralls Building	1989	Not rated	C1+
Barclay Simpson Sculpture Studio**	1992	Not rated	A1+

* Building is also a contributor to the Treadwell Estate Landmark.

** Building is also individually eligible for listing in the California Register.

Source: Page & Turnbull, 2019.

Other character-defining site features of the CCAC API include the following:

- Spatial relationships between contributing buildings;
- Siting of contributing buildings within the sloped topography of the site, including clustering of buildings on the eastern side of the site;
- A meandering, informal network of circulation routes through campus, with primarily pedestrian access;

- Vehicular ingress and egress routes limited to the northwest portion of the property at the Broadway gate and Clifton Avenue driveways; and
- Orientation of purpose-built contributing buildings inward toward the center of campus, away from public streets.

CCAC API Contributors Individually Eligible for the California Register

- **Founders Hall:** In 1986, the OCHS assigned Founders Hall a preliminary rating of F1 through a reconnaissance survey, indicating that it was less than 50 years old when it was evaluated (built in 1968), located in an API, but not a contributor to that API. The 2019 Historic Resource Evaluation found Founders Hall to be individually significant under California Register Criterion 3 (Architecture) as a strong representative example of a Brutalist design, the work of master architects DeMars and Reay, and for possessing high artistic value. The period of significance for Founders Hall is 1968, its year of completion. The building retains integrity sufficient to convey its historic significance. Therefore, Founders Hall is eligible for individual listing in the California Register. In addition, it is a contributor to the California Register-eligible CCAC API as a representative of campus development through the 1960s. Founders Hall represents the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.
- **Martinez Hall:** In 1986, the OCHS assigned Martinez Hall a preliminary rating of F1- through a reconnaissance survey, indicating that it was less than 50 years old when it was evaluated, located in an API, but not a contributor to that API. The 2019 Historic Resource Evaluation found Martinez Hall to be individually significant under California Register Criterion 3 (Architecture) as a strong representative example of the Third Bay Tradition design as applied to an institutional building, designed by master architects DeMars and Reay, and possessing high artistic value. The period of significance for Martinez Hall is 1968, its year of completion. The building retains integrity sufficient to convey its historic significance. Therefore, Martinez Hall is eligible for individual listing in the California Register. In addition, it is a contributor to the California Register-eligible CCAC API as a representative of campus development through the 1960s. Martinez Hall represents the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.
- **Noni Eccles Treadwell Ceramic Arts Center:** In 1986, the OCHS assigned the Noni Eccles Treadwell Ceramic Arts Center a preliminary rating of F1- through a reconnaissance survey, indicating that it was less than 50 years old when it was evaluated, located in an API, but not a contributor to that API. The 2019 Historic Resource Evaluation found the Noni Eccles Treadwell Ceramic Arts Center to be individually significant under California Register Criterion 3 (Architecture) as a unique representation of Third Bay Tradition design as applied

to an institutional building with high artistic value. The period of significance is 1973, the building's year of completion. The building retains integrity sufficient to convey its historic significance. Therefore, the Noni Eccles Treadwell Ceramic Arts Center is eligible for individual listing in the California Register. In addition, it is a contributor to the California Register-eligible CCAC API as a representative of the campus' development efforts through the 1970s. It provides an example of the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.

- **Barclay Simpson Sculpture Studio:** The Barclay Simpson Sculpture Studio was not yet constructed at the time of the 1986 OCHS evaluation, and was therefore not assigned a preliminary rating. The 2019 Historic Resource Evaluation found the Barclay Simpson Sculpture Studio to be individually eligible for the California Register under Criterion 3 (architecture) for possessing high artistic value; and for embodying the distinctive characteristics of New Modernist design that was being developed and explored throughout the late 1980s and early twentieth century. The Barclay Simpson Sculpture Studio retains all seven aspects of integrity. It is also a contributor to the CCAC API as a late example of the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.

CCA API Contributors Not Individually Eligible for Designation in the California Register

- **Facilities Building:** In 1986, the OCHS assigned the Facilities Building a preliminary rating of D1+ through a reconnaissance survey, indicating that it is a building of minor importance, in an API, and is a contributor to that API. The 2019 Historic Resource Evaluation did not find the Facilities Building to be individually eligible for the California Register under any criteria. The building retains sufficient integrity to convey its historic association with the CCA campus, and is a contributor to the CCAC API as the earliest purpose-built campus building.
- **B Building:** In 1986, the OCHS assigned the B Building a preliminary rating of D1+ through a reconnaissance survey, indicating that it is a building of minor importance, in an API, and is a contributor to that API. The 2019 Historic Resource Evaluation did not find the B Building to be individually eligible for the California Register under any criteria. The building retains sufficient integrity to convey its historic association with the CCA campus, and it is a contributor to the CCAC API as one of two buildings remaining from the early development of the campus.
- **Irwin Student Center:** In 1986, the OCHS assigned the Irwin Student Center a preliminary rating of F1- through a reconnaissance survey, indicating that it was less than 50 years old when it was evaluated, located in an API, but not a contributor to that API. The 2019 Historic Resource Evaluation did not find the Irwin Student Center to be individually eligible for the

California Register under any criteria. While alterations and additions to the building have diminished the building's integrity of design, as well as its integrity of setting, materials, and association, the Irwin Student Center, which includes the A2 Café, retains sufficient integrity to convey its respective original uses as a college dormitory and student dining facility. It is a contributor to the CCAC API.

- **Martinez Hall Annex:** In 1986, the OCHS did not assign a rating to Martinez Hall Annex. Martinez Hall Annex, built in 1970, had been constructed at the time of the reconnaissance survey, so the reason for not assigning a rating is unclear. The 2019 Historic Resource Evaluation did not find the Martinez Hall Annex to be individually eligible for the California Register under any criteria. The building retains sufficient integrity to convey its historic association with the CCA campus, and is a contributor to the CCAC API as a building dating to the district's period of significance and which is associated with the campus' expansion of student facilities through the late twentieth century.
- **Raleigh & Claire Shaklee Building:** In 1986, the OCHS assigned the Raleigh & Claire Shaklee Building (Shaklee Building) a preliminary rating of F1- through a reconnaissance survey, indicating that it was less than 50 years old when it was last evaluated, located in an API, and not a contributor to that API. The 2019 Historic Resource Evaluation did not find the Shaklee Building to be individually eligible for the California Register under any criteria. The Shaklee Building retains sufficient integrity to convey its historic association with the CCA campus. It is a contributor to the California Register-eligible CCAC API, as a building constructed during the district's period of significance and related to the campus' development efforts through the 1970s.
- **Oliver Art Center & Ralls Painting Studio:** In 1986, the OCHS assigned the Oliver Art Center & Ralls Painting Studio (Oliver & Ralls Building) a preliminary rating of F1- through a reconnaissance survey, indicating that it was less than 50 years old when it was last evaluated, located in an API, and not a contributor to that API. The 2019 Historic Resource Evaluation did not find the Oliver & Ralls Building to be individually eligible for the California Register under any criteria. The Oliver & Ralls Building retains sufficient integrity to convey its historic association with the CCA campus. It is a contributor to the California Register-eligible CCAC API as it dates to the district's period of significance and represents the campus' focus on arts education and practice.

(3) Adjacent Historical Resources

Page & Turnbull reviewed the results of the NWIC Records Search and the City of Oakland's Planning and Zoning Map to identify previously recorded historical resources within a ¼-mile radius of the project site. This review identified all properties which meet the City of Oakland

Thresholds of Significance Guidelines for historical resources under CEQA.⁴⁹ There are no S-7 or S-20 Designated Historic Districts or Heritage Properties located within this radius.⁵⁰ There are twelve historic resources within the ¼-mile radius, which are listed in Table V.B-2 by designation category.

TABLE V.B-2 PREVIOUSLY RECORDED HISTORICAL RESOURCES WITHIN A ¼-MILE RADIUS

Resource Name	Location	Description	Designation
Oakland Technical High School	4351 Broadway (APN 13-1106-1)	1913-1914 high school building	Landmark Oakland Technical High School API Local Register OCHS A+
Oakland Cremation Association	Howe and Montgomery Streets (APNs 13-1129-33 and 13-1129-34)	1902-1903 mortuary complex	Oakland Cremation Association API Local Register OCHS B+1+
St. Mary's Cemetery	4529 Howe Street (APN 48A-7002-1)	Cemetery established 1893	Mountain View Cemetery API Local Register OCHS B-1+
Claremont Country Club	5295 Broadway Terrace (APN 48A-7021-4-7)	1928 country club complex	Local Register OCHS A3 OHP HP Data File 3S
5448 Broadway	5448 Broadway (APN 48A-7039-30)	1916 single-family residence	Local Register OCHS B2+
5500 Broadway	5500 Broadway (APN 48A-7039-33)	1916 single-family residence	Local Register OCHS B2+
269 Mather Street	269 Mather Street (APN 13-1110-50)	c. 1900 single-family residence	Local Register OCHS B+2+
Meredith-McKinley Store	5251 Broadway (APN 14-1248-14)	1914 commercial building	OHP HP Data File: 5S2 OCHS C3 (PDHP)
Myers Store Building	5279-5283 Broadway (APN 14-1248-12)	1923 commercial Building	OHP HP Data File: 5S2 OCHS: Ec3
Garage	5291 College Avenue (APN 14-1249-14-1)	1915 automotive garage	OHP HP Data File: 5S2 OCHS: Dc3 (PDHP)
Maschip & Treadwell Tech Garage	4400 Broadway (APN 13-1108-26)	1916 commercial building	OHP HP Data File: 5S2 OCHS: Dc3 (PDHP)
Gray-Pex Ice Cream Building	4800 Broadway (APN 13-1135-9)	1925 commercial building	OHP HP Data File: 5S2 OCHS: C3 (PDHP)

Source: Page & Turnbull, 2019.

⁴⁹ Potential Designated Heritage Properties (PDHPs) within ¼ mile which have OCHS ratings of C or lower have not been included in this list. According to the 2013 thresholds, PDHPs which "have an existing rating of "A" or "B" or are located within an Area of Primary Importance" are included in the Local Register and are thus historical resources under CEQA. The majority of PDHPs within a ¼-mile of the CCA parcel are rated C or lower, and are not within APIs.

⁵⁰ Officially designated Preservation Districts are also called S-7 and S-20 Zones. They are areas or neighborhoods that are recognized for the same values as individual Landmarks, and they are nominated and designated in the same way, usually with active neighborhood participation.

(4) Archaeological Resources

Background research for this topic included a NWIC records search, literature review, and consultation with the Native American Heritage Commission (NAHC). This research was conducted to identify previously recorded archaeological resources or archaeological studies within and adjacent to the project site. There are no previously recorded resources within the project site. One previously recorded archaeological resource is located within a ½-mile radius of the project site: P-01-010992, a prehistoric site containing shell fragments. No diagnostic artifacts or human remains are recorded in association with this site.

2. Regulatory Setting

This subsection discusses the pertinent federal, State, and local regulations related to cultural and historic resources.

a. Federal Regulations

(1) National Register of Historic Places

The National Register of Historic Places is the nation’s most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, State, or local level. Typically, resources over fifty years of age are eligible for listing in the National Register if they meet any one of the four criteria of significance and if they sufficiently retain historic integrity. However, resources under 50 years of age can be determined eligible if it can be demonstrated that they are of “exceptional importance,” or if they are contributors to a potential historic district.

National Register criteria are defined in depth in National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation. There are four basic criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National Register. These criteria are:

- Criterion A: Properties associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Properties associated with the lives of persons significant in our past;
- Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and

Criterion D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be considered significant on a national, State, or local level to American history, architecture, archaeology, engineering, and culture. Once a resource has been identified as being potentially eligible for listing in the National Register, its historic integrity must be evaluated. The National Register recognizes seven aspects or qualities that, in various combinations, define integrity. These aspects of integrity are location, design, setting, materials, workmanship, feeling and association. To be determined eligible for listing, these aspects must closely relate to the resource's significance and must be intact.

(2) Secretary of the Interior's Standards for the Treatment of Historic Properties

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings provides standards and guidance for reviewing proposed work on historic properties, and are used by federal agencies in evaluating projects involving such properties.⁵¹ They have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The *Standards for the Treatment of Historic Properties* are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Projects that comply with the Standards for the Treatment of Historic Properties benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource.⁵² Projects that *do not* comply with the Standards for the Treatment of Historic Properties may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

The Secretary of the Interior offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

- **Preservation:** The Standards for Preservation "require retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time."

⁵¹ Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, (U.S. Department of the Interior National Park Service Technical Preservation Services, Washington, D.C.: 2017), accessed December 4, 2023, <https://www.nps.gov/orgs/1739/upload/treatment-guidelines-2017-part2-reconstruction-restoration.pdf>.

⁵² CEQA Guidelines subsection 15064.5(b)(3).

- **Rehabilitation:** The Standards for Rehabilitation “acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.”
- **Restoration:** The Standards for Restoration “allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods.”
- **Reconstruction:** The Standards for Reconstruction “establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes.”⁵³

Typically, one set of standards is chosen for a project based on the project scope. In this case, the project scope is seeking to move, alter, and add to historic buildings. Therefore, the Standards for Rehabilitation are applied.

- **Rehabilitation Standard 1:** A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- **Rehabilitation Standard 2:** The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.
- **Rehabilitation Standard 3:** Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.
- **Rehabilitation Standard 4:** Changes to a property that have acquired significance in their own right will be retained and preserved.
- **Rehabilitation Standard 5:** Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- **Rehabilitation Standard 6:** Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

⁵³ Grimmer, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, accessed December 4, 2023.

- **Rehabilitation Standard 7:** Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- **Rehabilitation Standard 8:** Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- **Rehabilitation Standard 9:** New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.
- **Rehabilitation Standard 10:** New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

b. State Regulations

(1) California Register of Historical Resources

The California Register of Historical Resources is an inventory of significant architectural, archaeological, and historical resources in the State of California. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. The four following evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register:

- Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2: Associated with the lives of persons important in our past.
- Criterion 3: Embodying the distinctive characteristics of a type, period, region, or method of construction, or representing the work of an important creative individual, or possessing high artistic values.
- Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to being significant under one or more of these criteria, a resource must retain enough of its historic character and appearance to be recognizable as a historical resource and be able to convey the reasons for its significance (CCR Title 14 Section 4852(c)). According to California Office of Historic Preservation Technical Bulletin No. 6, "In order to understand the

historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.”⁵⁴

(2) California Historical Resource Status Codes

Properties listed or under review by the State of California Office of Historic Preservation (OHP) are assigned California Historical Resource Status Codes (CHRS) of “1” to “7” in order to establish a baseline record of their historical significance. Properties with a Status Code of “1” are listed in the National or California Registers. Properties with a Status Code of “2” have been formally determined eligible for listing in the National or California Registers. Properties with a Status Code of “3” or “4” appear to be eligible for listing in either Register through survey evaluation. Properties with a Status Code of “5” are typically locally significant or of contextual importance. A rating of “6” indicates that the property has been found ineligible for listing in any Register and a rating of “7” indicates that the property has not yet been evaluated or needs to be reevaluated.

(3) California Health and Safety Code: Human Remains

The California Health and Safety Code Section 7050.5 states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner’s authority. If the human remains are of Native American origin, the Alameda County Coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

(4) California Public Resources Code Section 5097.5: Cultural and Paleontological Resources

California PRC Section 5097.5 provides for the protection of cultural and paleontological resources. This PRC section prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any lands under the jurisdiction of State or local authorities.

⁵⁴ California Office of Historic Preservation, Technical Assistance Bulletin No. 6: California Register and National Register: A Comparison (Sacramento: California Office of State Publishing, 2011), p. 3.

c. Local Regulations

(1) City of Oakland Landmarks

City of Oakland Historic Landmarks, designated by City Council according to Oakland Planning Code Section 17.136.070, are the most prominent historic properties in the city. They may be designated for historical, cultural, educational, architectural, aesthetic, or environmental value. They are nominated by their owners, the City, or the public and are designated after public hearings by the Landmarks Board, Planning Commission, and City Council.

Projects proposing alterations or new construction at designated Landmark properties are subject to the regular design review criteria specified in Oakland Planning Code Section 17.136.050, as well as additional criteria described in Section 17.136.070(C):

- C. Regular Design Review Criteria. Proposals involving designated landmarks that require Regular design review approval may be granted only upon determination that the proposal conforms to the Regular design review criteria set forth in Section 17.136.050 and to the additional criteria set forth below in Subdivisions 1, 2 and 3 or to one or both of the criteria set forth in Subdivision 4:
 1. That the proposal will not adversely affect the exterior features of the designated landmark nor, when subject to control as specified in the designating ordinance for a publicly-owned landmark, its major interior architectural features;
 2. That the proposal will not adversely affect the special character, interest, or value of the landmark and its site, as viewed both in themselves and in their setting;
 3. That the proposal conforms with the Design Guidelines for Landmarks and Preservation Districts as adopted by the City Planning Commission and, as applicable for certain federally related projects, with the Secretary of the Interior's Standards for the Treatment of Historic Properties;
 4. If the proposal does not conform to the criteria set forth in Subdivisions 1, 2 and 3:
 - That the designated landmark or portion thereof is in such condition that it is not architecturally feasible to preserve or restore it, or
 - That, considering the economic feasibility of alternatives to the proposal, and balancing the interest of the public in protecting the designated landmark or portion thereof, and the interest of the owner of the landmark site in the utilization thereof, approval is required by considerations of equity.

(2) Oakland Cultural Heritage Survey

The OCHS was established in 1981. The categories, ratings, and guidelines for interpretation that are used by the OCHS closely parallel those presented in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, Section IV, "How to Identify the Type of

Significance of a Property;" and Section V, "How to Determine if a Property has Integrity." The evaluation criteria and methods are described in Appendix C of the Oakland General Plan Historic Preservation Element.⁵⁵ The system uses letters A to F to rate individual properties. In general, A and B ratings indicate outstanding or especially fine landmark-quality buildings, C ratings are given to superior or visually important examples, D ratings are for buildings of minor importance, E ratings indicate that the building is of no particular interest, and F or * ratings are for buildings that are less than 45 years old or that have been modernized.

Individual properties can have dual ("existing" and "contingency") ratings if they have been remodeled. Contingency ratings are noted in lowercase letters.

District status is indicated by number: 1 indicates that the building is in an Area of Primary Importance (API) or California Register / National Register quality district; 2 indicates that the building is in an Area of Secondary Importance (ASI) or district of local interest; and 3 indicates that the property is not located in a district. For properties in districts, "+" indicates contributors, "-" indicates noncontributors, and "*" potential contributors.

The OCHS was a reconnaissance level survey, and findings may be updated based on additional information about historic context and property integrity found through intensive surveying.

(3) City of Oakland Guidance on Historical Resources⁵⁶

Per the City of Oakland's October 28, 2013 Thresholds of Significance Guidelines, an historical resource under CEQA is a resource that meets any of the following criteria:

1. A resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources;
2. A resource included in Oakland's Local Register of historical resources, unless the preponderance of evidence demonstrates that it is not historically or culturally significant;⁵⁷

⁵⁵ City of Oakland, 1994. "Appendix C: Oakland Cultural Heritage Survey Evaluation Methods, September 30, 1993," Historic Preservation Element of the Oakland General Plan. Adopted March 8, 1994. Available at: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/GeneralPlan/DOWD009018>, accessed December 4, 2023..

⁵⁶ City of Oakland, 2023. CEQA Thresholds of Significance Guidelines, September 26, 2023. Available at: <https://cao-94612.s3.us-west-2.amazonaws.com/documents/CEQA-Thresholds-of-Significance-9-26-23.pdf>, accessed December 4, 2023.

⁵⁷ The City of Oakland's Local Register includes all designated historic properties (Landmarks, Heritage Properties, Study List Properties, Preservation Districts, and S-7 and S-20 Preservation Combining Zone Properties) as well as all Potential Designated Historic Properties that have an existing rating of "A" or "B" or are located within an API.

3. A resource identified as significant (e.g., rated 1-5) in a historical resource survey recorded on Department of Parks and Recreation Form 523, unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
4. Meets the criteria for listing on the California Register of Historical Resources; or
5. A resource that is determined by the Oakland City Council to be historically or culturally significant even though it does not meet the other four criteria listed above.

(4) City of Oakland Historic Preservation Element Policies

The Oakland City Council enacted the Historic Preservation Element (HPE) in 1994.⁵⁸ The HPE presents goals, policies, and objectives that guide historic preservation efforts in Oakland. It defines the criteria for legal significance that must be met by a resource before it is listed in Oakland's local register of historical resources and would therefore be considered a historical resource under CEQA.

Historical Resources

The HPE establishes the following relevant policies and action with respect to historical resources under CEQA:

Objective 2: Preservation Incentives and Regulations. Objective 2 establishes policies and procedures for enhancing the economic feasibility of historic preservation for property owners, balancing preservation priorities with other needs, and providing a reliable and predictable degree of protection for historic properties.

Policy 2.4: Landmark and Preservation District Regulations Regulatory provisions are established under this policy to require findings to be made prior to permitting the demolitions or removals; and alterations or new construction involving landmarks or preservation districts.

Objective 3: Historic Preservation and Ongoing City Activities. Objective 3 establishes the administrative procedures necessary to preserve historical resources during the completion of Oakland projects.

Policy 3.1: Avoid or Minimize Adverse Historic Preservation Impacts Related to Discretionary City Actions. The City will make all reasonable efforts to avoid or minimize adverse effects on the Character-Defining Elements of existing or Potential Designated Historic Properties which could result from private or public projects requiring discretionary actions.

⁵⁸ City of Oakland, 1994. Historic Preservation Element of the Oakland General Plan. Adopted March 8. Available at: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/GeneralPlan/DOWD009018>, accessed December 4, 2023.

Policy 3.4: City Acquisition of Historic Preservation Where Necessary. Where all other means of preservation have been exhausted, the City will consider acquiring, by eminent domain if necessary, existing or Potential Designated Historic Properties.

Policy 3.5: Historic Preservation and Discretionary Permit Approvals. For any project involving the complete demolition of Heritage Properties or Potential Designated Historic Properties requiring discretionary City permits, the City will make a finding that: 1) the design quality of the proposed project is at least equal to that of the original structure and is compatible with the character of the neighborhood; or 2) the public benefits of the proposed project outweigh the benefit of retaining the original structure; or 3) the existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.

Policy 3.7: Property Relocation Rather than Demolition. As a condition of approval for all discretionary projects involving demolition of existing or Potential Designated Historic Properties, the City will normally require that reasonable efforts be made to relocate the properties to an acceptable site.

Policy 3.8: Definition of "Local Register of Historical Resources" and "Historic Preservation Significant Effects" for Environmental Review Purposes. For purposes of environmental review under the California Environmental Quality Act, the following properties will constitute the City of Oakland's Local Register of Historical Resources.⁵⁹

- 1) All Designated Historic Properties, and
- 2) Those Potential Designated Historic Properties that have an existing rating of "A" or "B" or are located within an API.

The Local Register of Historical Resources will also include the following designated properties: Oakland Landmarks, S-7 Preservation Combining Zone properties, and Preservation Study List properties. Complete demolition of a Historical Resource will normally be considered a significant effect that cannot be mitigated to a level less than significant and will, in most cases, require preparation of an Environmental Impact Report. A proposed addition or alteration to a Historical Resource that has the potential to disqualify a property from Landmark or Preservation District eligibility or may have substantial adverse effects on the property's Character-Defining Elements will normally, unless adequately mitigated, be considered to have a significant effect. Possible mitigation measures are suggested in Action 3.8.1.

Action 3.8.1: Include Historic Preservation Impacts in City's Environmental Review Regulations.

Include Policy 3.8's definitions of "Local Register of Historical Resources" and historic preservation "significant effect" in the City's Environmental Review Regulations.

⁵⁹ Any property listed on the California Register of Historical Resources or officially determined to be eligible for listing on the California Register of Historical Resources is also considered a "Historical Resource" pursuant to Section 21084.1 of the California Environmental Quality Act.

Amend the Regulations to include specific measures that may be considered to mitigate significant effects to a Historical Resource. Measures appropriate to mitigate significant effects to a Historical Resource may include one or more of the following measures depending on the extent of the proposed addition or alteration.⁶⁰

- 1) Modification of the project design to avoid adversely affecting the character defining elements of the property.
- 2) Relocation of the affected Historical Resource to a location consistent with its historical or architectural character.

If the above measures are not feasible, then other measures may be considered including, but not limited to the following:

- 1) Modification of the project design to include restoration of the remaining historic character of the property.
- 2) Modification of the project design to incorporate or replicate elements of the building's original architectural design.
- 3) Salvage and preservation of significant features and materials of the structure in a local museum or within the new project.
- 4) Measures to protect the Historical Resource from effects of on-site or other construction activities.
- 5) Documentation in a Historic American Buildings Survey report or other appropriate format: photographs, oral history, video, etc.
- 6) Placement of a plaque, commemorative, marker, or artistic or interpretive display on the site providing information on the historical significance of the resource.
- 7) Contribution to a Façade Improvement Fund, the Historic Preservation Revolving Loan Fund, the Oakland Cultural Heritage Survey, or other program appropriate to the character or the resource.

Archaeological Resources

The HPE includes other policies that seek to encourage the preservation of Oakland's significant historical resources within the context of balanced development and growth. Although the HPE focuses primarily on built environment resources, prehistoric and historical archaeological resources are considered under the following policy:

⁶⁰ Per the provisions of the California Environmental Quality Act, determination of whether mitigations are adequate to reduce a significant effect to a Historical Resource to a level less than significant will be determined by the lead agency on a case-by-case basis.

Policy 4.1: Archaeological Resources. To protect significant archaeological resources, the City will take special measures for discretionary projects involving ground disturbances located in archaeologically sensitive areas.

Construction and other ground disturbance activities can damage or destroy archaeological sites. Oakland and most other communities have generally relied on environmental review to protect them. If it is believed that a project or activity could damage significant archaeological resources, mitigation measures are typically incorporated into the project as part of the environmental review process. Archaeological resources can be either "prehistoric" or "historic." Prehistoric archaeological resources in Oakland are sites and artifacts associated with Oakland's original aboriginal inhabitants, while historic archaeological resources relate to the early and mid-nineteenth century Spanish-Mexican period, the subsequent early phases of pioneer settlement, and development of early ethnic and social groups and industry.

Policy 4.1 seeks to protect both known and undiscovered archaeological sites by requiring archaeological protection procedures for discretionary ground disturbance activities located in archaeologically sensitive areas. These procedures will include:

- 1) Mapping areas possessing high prehistoric or historic archaeological potential.
- 2) Archival studies for new development or other activities involving ground disturbance within areas of high archaeological potential. The archival studies and later site-specific investigations listed in steps (c)-(e) would be performed only for ground disturbance activities. If an archival study determines that resources may still exist, step (c) would be taken.
- 3) Determination of whether the ground disturbance activity could damage archaeological materials.
- 4) Surface reconnaissance by archeologist. This step would only be necessary if, as determined by step (c), the proposed development involves ground disturbance to the depth of any possible remaining archaeological materials.
- 5) Subsequent actions. If the results of the surface reconnaissance were positive, several options would be available. One option would be to have an archeologist observe the project excavation with authority to stop work for the conduct of further investigations if archaeological materials appear. Another option would be to perform limited archaeological excavations prior to construction to determine more conclusively whether archaeological materials are present.

(5) Oakland Standard Conditions of Approval

The SCAs relevant to cultural resources for the current project are listed below. These SCAs will be adopted as requirements of the project if approved by the City.

SCA-HIST-1: Archaeological and Paleontological Resources – Discovery During Construction (#36)

Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work

within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.

In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.

In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified 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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-HIST-2: Human Remains – Discovery During Construction (#38)

Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative

plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-HIST-3: Property Relocation (#39)

Requirement: 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:

- 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;
- 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;
- c. Maintaining the signs and advertising in place for a minimum of 90 days; and
- 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning (including Oakland Cultural Resource Survey)

Monitoring/Inspection: N/A

SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#75)

Requirement: The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage Macky Hall, the Carriage House, and Broadway Wall and Stairs. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.

When Required: Prior to construction

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

(6) City of Oakland Regulations for Demolition of Designated Historic Properties and Potentially Designated Historic Properties

Section 17.136.075 of the City of Oakland Planning Code defines the following design review procedures for removal or demolition of certain categories of historic resources. As the project site is coincident with a City of Oakland API, the regulations described below in subsections B and C are specifically relevant.

With the exception of structures declared to be a public nuisance by the Building Official or City Council, Regular Design Review of the demolition or removal of a Designated Historic Property (DHP) or Potentially Designated Historic Property (PDHP) shall only be approved after the Regular Design Review of a replacement project at the subject site has been approved; however, demolition of nuisance structures must still undergo Regular Design Review for demolition as required by this Chapter.

Regular Design Review approval for the demolition or removal of any Landmark, Heritage Property, structure rated "A" or "B" by the Oakland Cultural Heritage Survey, and structure on the City's Preservation Study List that are not in an S-7 or S-20 Zone, or Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the Regular design review criteria, all other applicable design review criteria, and the following additional criteria:

1. The applicant demonstrates that: a) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generate such return, or b) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this finding, a hazard constitutes a threat to health and safety that is not immediate;
2. If a replacement facility is required by Subsection 17.136.075.A., the design quality of the replacement facility is equal or superior to that of the existing facility; and
3. It is economically, functionally architecturally, or structurally infeasible to incorporate the historic structure into the proposed development.

Regular Design Review Approval for the demolition or removal of any structure in the CIX-1A Zone, or an S-7 or S-20 Zone, or an Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and the following additional criteria:

For the demolition of structures in the CIX-1A Zone; or contributors to an S-7 Zone, S-20 Zone, or API:

- a. The applicant demonstrates that: i) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generates such return, or ii) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this criterion, a hazard constitutes a threat to health and safety that is not immediate; and
 - b. It is economically, functionally, architecturally, or structurally infeasible to incorporate the historic structure, or existing structure in the CIX-1A Zone, into the proposed development.
2. For the demolition of noncontributors to an S-7 Zone, S-20 Zone, or API: The existing structure is either: i) seriously deteriorated or a hazard; or ii) the existing design is

undistinguished and does not warrant retention. For this finding, a hazard constitutes a threat to health and safety that is not immediate;

3. For the demolition of any structure in an S-7 Zone, S-20 Zone, or API:
 - a. The design quality of the replacement structure is equal/superior to that of the existing structure; and
 - b. The design of the replacement project is compatible with the character of the district, and there is no erosion of design quality at the replacement project site and in the surrounding area. This includes, but is not necessarily limited to, the following additional findings:

The replacement project is compatible with the district in terms of massing, siting, rhythm, composition, patterns of openings, quality of material, and intensity of detailing;

New street frontage includes forms that reflect the widths and rhythm of the façades on the street and entrances that reflect the patterns on the street;

The replacement project provides high visual interest that either reflects the level and quality of visual interest of the district contributors or otherwise enhances the visual interest of the district;

If the design contrasts the new to the historic character, the replacement project enriches the historic character of the district;

The replacement project is consistent with the visual cohesiveness of the district. For the purpose of this item, visual cohesiveness is the architectural character, the sum of all visual aspects, features, and materials that defines the district. A new structure contributes to the visual cohesiveness of a district if it relates to the design characteristics of a historic district. New construction may do so by drawing upon some basic building features, such as the way in which a building is located on its site, the manner in which it relates to the street, its basic mass, form, direction or orientation (horizontal vs. vertical), recesses and projections, quality of materials, patterns of openings and level of detailing. When a combination of some of these design variables are arranged in a new building to relate to those seen traditionally in the area, but integral to the design and character of the proposed new construction, visual cohesiveness results; and

The replacement project will not cause the district to lose its current historic status.

Regular Design Review Approval for the demolition or removal of any structure rated "C" by the Oakland Cultural Heritage Survey or contributes to an Area of Secondary Importance (ASI) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and to either: 1., 2., or 3., below:

1. The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood; or

2. The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure and the proposed replacement project is compatible with the character of the neighborhood; or
3. The existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.

For proposals that have received Design Review approval pursuant to this Section, the issuance of a demolition permit for any structure or portion thereof may be postponed by the Director of City Planning for a period not to exceed one hundred twenty (120) days from the date of application for such permit. The Director may do so upon determination that the structure or portion thereof is listed as a Local Register Property, or is on a study list of facilities under serious study by the Landmarks Preservation Advisory Board, the City Planning Commission, or the Director, for possible landmark designation under Section 17.136.070 or for other appropriate action to preserve it. During the period of postponement, the Board, the Commission, or the Director shall explore means for preserving or restoring the structure or portion thereof. However, demolition may not be postponed under this Section if, after notice to the Director of City Planning, the Building Services Department, the Housing Conservation Division, their respective appeals boards, or the City Council determines that immediate demolition is necessary to protect the public health or safety. Any determination made by the Director of City Planning under this Section may be appealed pursuant to the administrative appeal procedure in Chapter 17.132.

(7) Site-Specific Design Guidelines

City of Oakland Planning Department staff are working with the Design Review Committee (DRC) to facilitate development of site-specific design guidelines which would be adopted for the proposed project through the existing Planned Unit Development (PUD) process. The project as proposed would not be consistent with the Demolition Findings. The Project Sponsor has elected to pursue a variance (OMC Chapter 17.148) to allow for demolition of 10 of the 12 contributing buildings to the CCAC API, removal of two contributing landscape features to the CCAC API and Treadwell Estate Landmark, and alteration of four contributing landscape features to the CCAC API. The site-specific guidelines would provide a basis for evaluating the architectural quality and compatibility of the proposed project with the character of the existing California College of Arts & Crafts API during review under the requirements of the Demolition Findings and Variance Findings described above. These site-specific design guidelines would “substitute for and supplement some of the existing design review findings for demolition and replacement projects within the historic district on a site-specific and project specific basis.”⁶¹

⁶¹ Oakland City Planning Commission, Staff Report: March 24, 2021, Case File Number PLN 20141, 3.

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section analyzes impacts related to cultural and historical resources that could result from implementation of the project and identifies City of Oakland SCAs, and/or mitigation measures to address the impacts.

As described in *Chapter III, Project Description*, the proposed development includes construction of two new perimeter residential buildings up to 10 stories in height, ranging in height from 63 feet to approximately 95 feet, to provide up to 510 residential units and 268 parking spaces. The development would include 16,495 square feet of office space comprised of 7,760 square feet in Macky Hall, 2,875 square feet in the Carriage House, and 6,300 square feet on the ground floor of a new building along Broadway (Building A). The square footage for Macky Hall and the Carriage House would be retained.

Construction of the two residential buildings (A and B) would require demolition of the following buildings and features:

- Facilities Building (ca. 1922-1924, Contributor to CCAC API): To be demolished to facilitate the construction of Building B.
- B Building (ca. 1926, Contributor to CCAC API): To be demolished to facilitate construction of the new Building B.
- Irwin Student Center (1959, Contributor to CCAC API): To be demolished to facilitate construction of Building A.
- Martinez Building (1967, Individually California Register Eligible, Contributor to CCAC API): To be demolished to facilitate construction of Building B.
- Founders Hall (1968, Individually California Register Eligible, Contributor to CCAC API): To be demolished to facilitate relocation of the Carriage House and construction of new landscape features.
- Martinez Annex (1970, Contributor to CCAC API): To be demolished to facilitate construction of Building B.
- Noni Eccles Treadwell Ceramic Arts Center (1973, Individually California Register Eligible, Contributor to CCAC API): To be demolished to facilitate construction of Building B.
- Raleigh and Claire Shaklee Building (1979, Contributor to CCAC API): To be demolished to facilitate construction of Building A.
- Oliver and Ralls Building (1989, Contributor to CCAC API): To be demolished to facilitate construction of Building B.

- Barclay Simpson Sculpture Studio (1992, Individually California Register Eligible, Contributor to CCAC API): To be demolished to facilitate construction of Building A.
- Eucalyptus Row (pre-1922, Contributor to Treadwell Estate Landmark): To be removed to facilitate construction of Building A.
- Carnegie Bricks (pre-1922, Contributor to Treadwell Estate Landmark), Stairs with Ceramic Pots (Contributor to CCAC API), and Macky Lawn (Contributor to CCAC API): To be removed or altered to facilitate construction of Building A, Entry Plaza, Event Space, Glade, and Sculpture Garden pathways.

The project includes the rehabilitation and alteration for reuse of the following buildings and landscape features:

- Macky Hall (ca. 1879-1881, Contributor to Treadwell Estate Landmark and CCAC API): Rehabilitated according to the *Secretary of the Interior's Standards*, with building system, structural, and accessibility upgrades. The exterior will be maintained and repaired, and exterior character-defining features will be retained.
- Carriage House (ca. 1879-1881, Contributor to Treadwell Estate Landmark and CCAC API): Relocated approximately 240 feet to the south of its current location, and rotated 90 degrees, to facilitate construction of Building A, and rehabilitated according to the *Secretary of the Interior's Standards*, with building system, structural, and accessibility upgrades.
- Broadway Wall and Stairs (ca. 1905, Contributor to Treadwell Estate Landmark): The 472-foot-long wall, including the entry staircase, would be retained.
- Landscape Elements (various dates of construction, Contributors to CCAC API): The faun sculpture, *Infinite Faith* sculpture, Bell Tower, and *Celebration Pole* would be preserved in a sculpture garden.

This subsection first lists the criteria by which significance is determined, followed by a discussion of impacts.

a. Significance Criteria

The City of Oakland criteria of historic significance establish the following thresholds for determining whether an impact is significant. Implementation of the project would result in a significant impact on cultural and historical resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Specifically, substantial adverse changes include physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be "materially impaired." The significance of a historical resource is "materially impaired" when a project

demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources or local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code; demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.⁶² In the City of Oakland, a historical resource is a property that is listed in or determined eligible for listing in the CRHR; a resource listed in Oakland's Local Register of Historical Resources, unless the preponderance of evidence demonstrates that it is not historically or culturally significant; a resource identified as significant (e.g., rated 1–5) in a historical resource survey recorded on Department of Parks and Recreation 523 Series forms, unless the preponderance of evidence demonstrates that it is not historically or culturally significant; or a resource that is determined by the Oakland City Council to be historically or culturally significant.

2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
4. Disturb any human remains, including those interred outside of formal cemeteries.

b. Analysis and Findings

(1) Historical Resources (Criterion 1)

Treadwell Estate Landmark

The proposed residential development at the project site includes rehabilitation of and alterations to contributors to the Treadwell Estate Landmark. These include rehabilitation of Macky Hall; relocation and rehabilitation of the Carriage House; retention of the Broadway Wall and Stairs, retention of the 80-foot-wide corridor intended to maintain the view of Macky Hall from Broadway and College Avenue, and removal of the Eucalyptus Row and Carnegie Brick landscape features. Two new adjacent residential buildings, contemporary in their style and material palette, are proposed to be up to 10 stories in height (up to 95 feet) and located adjacent to and immediately north of the Treadwell Estate Landmark. Discussion of the proposed project relative to the Special Regulations for Designated Landmarks, Oakland

⁶² CEQA Guidelines, 2016. American Council of Engineering Companies, Sacramento, California.

Planning Code Section 17.136.070(C), is also provided in *Section V.L, Aesthetics and Shade and Shadow*.

The potential impacts to the Treadwell Estate Landmark, as a historical resource, are considered in two contexts:

1. Impacts associated with proposed construction of the new residential complex adjacent to the Treadwell Estate Landmark are discussed in the Less-Than-Significant Historical Resources Impacts section.
2. Impacts associated with (a) rehabilitation of Macky Hall, the Carriage House, and Broadway Wall and Stairs; (b) relocation of the Carriage House; and (c) full or partial removal of landscape features are discussed in the Significant Historical Resources Impacts section.

In the Cultural Resources Technical Report (Technical Report) prepared by Page & Turnbull (Appendix B-2), the *Secretary of the Interior's Standards for Rehabilitation* analysis for the project, with respect to the Treadwell Estate Landmark, does not separate the discussion of impacts caused by the removal of landscape elements from the discussion of impacts caused by construction of proposed new buildings. The following discussion considers these as separate impacts due to the different natures of the impact-causing activities, different levels of impact, and different appropriate types of mitigation. However, the discussion here presents the same overall findings as those reached through analysis in the Technical Report.

Less-than-Significant Historical Resources Impacts

New construction for the project at the subject parcel, within which the Treadwell Estate Landmark is located, would include two new residential buildings, new landscaping and pedestrian circulation routes, a glade, sculpture garden, and public in the sloping open space west of Macky Hall and the relocated Carriage house. The new residential buildings, proposed to be between 8 and 10 stories in height (approximately 80 to 95 feet at their tallest) and designed in a modern architectural vocabulary, would be substantially taller than and stylistically incompatible with the 3-story Macky Hall and 2-story Carriage House. The Treadwell Estate Landmark's existing setting includes CCA campus buildings of a variety of predominantly modern architectural styles, constructed ca. 1922 to 1992 around Macky Hall and the Carriage House. While all of the existing buildings, at 2 to 3 stories in height, are smaller than the proposed new construction, they are nonetheless stylistically very different from the Stick-Eastlake appearance of the Treadwell Estate Landmark buildings, featuring expansive concrete, glass, and metal surfaces. The incompatibility of the proposed new construction, therefore, is more a matter of scale and massing than of design characteristics. That the Treadwell Estate Landmark attained and has retained its status as a City of Oakland Landmark and National Register-listed resource within this setting demonstrates that the close proximity of modern buildings does not necessarily diminish its ability to convey its significance.

To provide a visual distinction between the historic Treadwell Estate buildings and new construction, the proposed new buildings would be set back to the north and east from Macky Hall and the relocated Carriage House. The southwest portion of the site would not have any new buildings. The siting of the new buildings would allow Macky Hall (the Treadwell Mansion) to remain visible from Broadway and College Avenue by avoiding construction of new buildings within the 80-foot-wide corridor specified as part of landmark resolution LM 75-221, passed in 1975. The Treadwell Estate Landmark would remain legible as a separate, historic complex within the new development. The park-like setting of the buildings' immediate surroundings would be reminiscent of their original setting in a landscaped, late-nineteenth century estate. Additionally, SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration Sensitive Activities (#75) will be implemented to monitor and reduce vibration impacts caused by new construction activities on Macky Hall, the Carriage House, and the Broadway Wall and Stairs. The impact of the construction of the new residential buildings and proposed site features on the Treadwell Estate is less than significant.

Significant Historical Resources Impacts

The proposed residential development at the project site includes rehabilitation and alterations to contributors to the Treadwell Estate Landmark. Proposed activities include rehabilitation of Macky Hall; relocation and rehabilitation of the Carriage House; retention and rehabilitation of the Broadway Wall and Stairs, retention of the 80-foot-wide corridor intended to retain the view of Macky Hall from Broadway and College Avenue, and removal of the Eucalyptus Row and Carnegie Brick landscape features. Two new adjacent residential buildings, contemporary in their style and material palette, are proposed to be up to 10 stories in height (up to 95 feet).

As discussed above, the impact on historical resources of construction of the new residential buildings on the Treadwell Estate Landmark would be less than significant. However, the impact of the rehabilitation of Macky Hall, the Carriage House, and Broadway Wall and Stairs; relocation of the Carriage House; and full or partial removal of landscape features, would be significant as described below. The analysis used to reach these findings is presented in detail in the Technical Report prepared by Page & Turnbull (Appendix B-2).

Impact HIST-1a: The project's rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs has the potential to affect the integrity of the Treadwell Estate Landmark. (S)

As discussed in Technical Report prepared by Page & Turnbull (Appendix B-2), the project includes minimal changes to character-defining features and materials at the exterior of Macky Hall and the Carriage House so that treatment of those buildings would meet the *Secretary of the Interior's Standards*. For example, the project would retain the buildings' character-defining mass, scale, size, proportions, cladding, roof configurations, fenestration, porches, and

architectural ornament. However, the project's Plan Set (September 9, 2020) and California College of Arts Oakland Campus Redevelopment Plan: Amendment to Environmental Application Plan Set (May 15, 2020) do not provide sufficient detail to make a determination about *Secretary of the Interior's Standards for Rehabilitation* compliance relative to the proposed rehabilitation treatments of Macky Hall, the Carriage House, and the Broadway Wall and Stairs at this time.

Implementation of Mitigation Measure HIST-1a would reduce the potential for the proposed rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs to diminish the Treadwell Estate Landmark's integrity and eligibility for listing at the local, state, and national levels. Additionally, SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration Sensitive Activities (#75) will be implemented to monitor and reduce vibration impacts caused by rehabilitation activities at Macky Hall, the Carriage House, and the Broadway Wall and Stairs.

With the implementation of SCA-NOI-7 and Mitigation Measure HIST-1a, Impact HIST-1a will be reduced to less than significant (CEQA Guidelines Section 15064.5(b)(3)).

Mitigation Measure HIST-1a: A rehabilitation plan for Macky Hall, the Carriage House, and the Broadway Wall and Stairs shall be prepared, and shall include narrative descriptions, plans, elevations, and section drawings, as needed, of each resource. The rehabilitation plan shall be consistent with the standards outlined in the following documents:

- The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, with specific reference to the *Secretary of the Interior's Standards for Rehabilitation*.
- The City of Oakland's 1994. *Historic Preservation Element of the Oakland General Plan*.

The rehabilitation plan shall be prepared by a qualified consultant who meets the Secretary of the Interior's Professional Qualification Standards for Historic Architecture. It shall be submitted for review and approval by the Director of the Planning & Building Department or their designee, prior to issuance of any demolition or construction-related site permit, whichever occurs first. (LTS)

Impact HIST-1b: The project's relocation of the Carriage House has the potential to affect the integrity of the Treadwell Estate Landmark. (S)

The Carriage House has been moved several times in the past, including prior to the listing of the Treadwell Estate on the National Register. The proposed new location and orientation of the Carriage House, to the southeast of Macky Hall would create a spatial relationship between the two buildings that would be more similar to the spatial relationship they had during the Treadwell Estate era, when the Carriage House was set near but slightly east of the mansion.

However, the planned relocation of a historic building always presents the potential for damage to historic features and materials, and the plans for relocation at this time are not sufficiently developed to determine their compliance with the Secretary of the Interior's Standards for Rehabilitation.

Implementation of Mitigation Measure HIST-1b would reduce the potential for the relocation of the Carriage House to diminish the Treadwell Estate's integrity and eligibility for listing at the local, state, and national levels. Additionally, SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration Sensitive Activities (#75) will be implemented to monitor and reduce vibration impacts caused by relocation activities to Macky Hall, the Carriage House, and the Broadway Wall and Stairs.

With the incorporation of SCA-NOI-7 and Mitigation Measure HIST-1b, Impact HIST-1b will be reduced to less-than-significant (CEQA Guidelines Section 15064.5(b)(3)).

Mitigation Measure HIST-1b: A relocation plan for the Carriage House shall be prepared that shall include narrative descriptions, plans, elevation, and section drawings, as needed, of the Carriage House. The plan shall define procedures for protection of the historic buildings during relocation, relocation methods, and procedures for repair to inadvertent damage caused during the relocation process. The relocation plan shall be consistent with the standards outlined in the following documents:

- The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, with specific reference to the *Secretary of the Interior's Standards for Rehabilitation*.
- City of Oakland's 1994. *Historic Preservation Element of the Oakland General Plan*.

The relocation plan shall be prepared by a qualified consultant who meets the Secretary of the Interior's Professional Qualification Standards for Historic Architecture. It shall be submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any construction-related site permit. (LTS)

Impact HIST-1c: The project's full or partial removal of landscape features has the potential to affect the integrity of the Treadwell Estate Landmark. (S)

Loss of the Eucalyptus Row and Carnegie Bricks would impact the overall integrity of the Treadwell Estate Landmark by removing features which contribute to its character as a nineteenth-century residential estate. The Treadwell Estate Landmark's two historic buildings, the Broadway Wall and Stairs, and the 80-foot-wide corridor intended to preserve the view of Macky Hall from Broadway and College Avenue would be retained. Proposed new buildings would be set back to the north and east from the historic Macky Hall and Carriage House.

Proposed landscaping between Macky Hall and the Broadway Wall and Stairs would include a glade and sculpture garden traversed by pedestrian paths, and existing mature trees at the south side of the vegetated slope overlooking the Broadway Wall and Stairs. This would allow the Treadwell Estate Landmark's contributors to continue to exist in a park-like setting at the southwest portion of the site. While removal of some landscape features would result in the loss of existing elements of the property related to its early use, the retained buildings and the Broadway Wall and Stairs would remain legible as a late nineteenth-century property. The activities included in HIST-1c would therefore not necessarily impact the integrity of the Treadwell Estate Landmark to an extent that its eligibility for listing as an Oakland Landmark, in the California Register, or the National Register would be compromised.

Documentation of the Treadwell Estate Landmark's historic landscape features prior to removal of any features by project activities would provide a lasting record of these landscape elements and their existing configuration. While documentation alone is typically not considered sufficient to mitigate significant impacts to historical resources, this approach would be adequate for the removed landscape features at the Treadwell Estate Landmark because the site features central to its designation at the local and national levels would remain intact and visible through implementation of the proposed project. Page & Turnbull's 2019 Historic Resource Evaluation for the CCA Campus recommends inclusion of the Eucalyptus row and Carnegie bricks as part of the Treadwell Estate as a historical resource. However, the 1975 Oakland Landmark Designation for the Treadwell Estate Landmark did not include the Eucalyptus Row and Carnegie bricks as part of the listed resource. The landscape features included in the designation only include the portion of the Broadway Wall and Stairs which contains the stairs and the two sequoia trees removed in July 2019. Further, the National Register nomination for the property, prepared in 1976, notes the landscaped grounds and use of Carnegie bricks along walkways in its description of the resource, but includes only Macky Hall and the Carriage House, and a 15-foot buffer around each of these two buildings, in its map of the designated property. As such, the removal of the Eucalyptus Row and Carnegie bricks would not significantly impact the integrity and eligibility of the property as an Oakland Landmark or National Register-listed historic property, as it is currently defined in the documentation associated with these designations.

Implementation of Mitigation Measure HIST-1c would reduce the effect of Impact HIST-1c on the historic resource to less than significant.

Mitigation Measure HIST-1c: Historic American Landscape Survey (HALS)-Type Documentation of Treadwell Estate landscape features—Eucalyptus Row, Carnegie Bricks, and Sequoia trees. To reduce the impact on historical resources, prior to issuance of any demolition, grading, or construction permits for the site, the Project Sponsor shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards

for History or Architectural History to prepare written and photographic documentation of the Treadwell Estate landscape features.

The documentation for the Treadwell Estate landscape features shall be prepared based on the National Park Service's Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) Guidelines. The documentation shall include the following:

- **Drawings:** An existing conditions sketch site plan shall be produced depicting the current configuration and spatial relationships of the contributing Treadwell Estate buildings and landscape features, including the locations of the two contributing sequoia trees removed in 2019. The existing conditions site plan shall be prepared by a professional who meets the Secretary of the Interior's Professional Qualification Standards for Historic Landscape Architecture or Historic Architecture, and be reviewed by the professional retained to prepare the written history.
- **Photographs:** Standard large-format or digital photography shall be used. If large-format photography is undertaken, it shall follow the HABS/HAER/HALS Photography Guidelines (November 2011; updated June 2015). If digital photography is used, it shall follow the National Park Service's National Register Photo Policy Factsheet (June 2013), including ink and paper combinations for printing photographs that have a permanency rating of approximately 115 years. Digital photographs shall be taken in uncompressed .TIF file format. The size of each image shall be 1600x1200 pixels at 300 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label. Photograph views for the dataset shall include:
 - Overall views of each landscape feature from multiple vantage points;
 - Detail views of landscape features as relevant (i.e., typical stamped lettering on Carnegie bricks, etc.); and
 - Contextual views of the landscape features in relationship to the site and Treadwell Estate buildings (Macky Hall and Carriage House).

All views shall be referenced on a photographic key. This photograph key shall be on a site plan of the property and shall show the photograph number with an arrow indicating the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset.

- **Written History:** A historical report shall be prepared, providing a property description, including locations and historic photographs, as available of Treadwell Estate era landscape features, and summarizing the history of the Treadwell Estate and its historical significance. Photographs and descriptions should include Treadwell Hall, the Carriage House, the Broadway Wall and Stairs, a sample of the Carnegie bricks, and the

sequoia trees. Documentation shall adhere to National Park Service standards for “short form” HALS documentation (updated July 2018).

The documentation shall be prepared by a consultant meeting the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History, and submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Copies of the photographs and report, with existing conditions site plan, shall be given to the Oakland Planning Department and Oakland Cultural Heritage Survey, and to publicly accessible repositories including the Oakland Public Library, Bancroft Library at the University of California, Berkeley, the California Historical Society, and CCA Library Special Collections, which are invested in archiving the history of Oakland and CCA. This measure would create a collection of reference materials that would be available to the public and inform future research. (LTS)

CCAC API

As discussed above, the CCA Oakland campus, including 12 buildings and 6 landscape features, are considered historical resources under CEQA. An intensive survey evaluation was completed by Page & Turnbull in November 2019, and the CCA Oakland campus was found eligible for listing as a historic district in the California Register and National Register with a period of significance of 1922-1992 for its role as an early and long-operating dedicated arts college in California. The 12 remaining buildings on the project site were determined to be contributors to the CCAC API, along with six contributing landscape features and other site characteristics. Four buildings—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio—were additionally found to be individually eligible for listing in the California Register under Criterion 3 (Architecture) for embodying distinctive characteristics of the Third Bay Tradition, Brutalist, and New Modernist architectural styles.

Significant Historical Resources Impacts

The project involves the demolition of 10 historic buildings: Facilities Building, B Building, Irwin Student Center (including A-2 Café Addition), Founders Hall, Martinez Hall, Martinez Hall Annex, Noni Eccles Treadwell Ceramic Arts Center, Raleigh and Claire Shaklee Building, Oliver and Ralls Building, and Barclay Simpson Sculpture Center. It additionally proposes the rehabilitation of Macky Hall and the rehabilitation and relocation of the Carriage House. Demolition of Martinez Hall would involve the removal of the large, highly visible mural space on the west façade of Martinez Hall, which has featured artworks by CCA artists in rotation. Impacts to landscape features which contribute to the CCAC API include alteration of the Macky Lawn; removal of the Stairs with Ceramic Pots; and the relocation and rehabilitation of four sculptural features—the faun sculpture, *Infinite Faith* sculpture, Bell Tower, and *Celebration Pole*. Other character-

defining site features identified in the 2019 Historic Resource Evaluation which would be removed or altered through the proposed demolition of buildings and landscape features include: the spatial relationships between contributing buildings; the orientation of purpose-built contributing buildings inward toward the center of campus; the siting of contributing buildings within the sloped topography of the site, including clustering of buildings on the eastern side of the site; and the meandering, informal network of circulation routes through campus, with primarily pedestrian access.⁶³

Impact HIST-2: The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. Demolition of 10 of the 12 contributing buildings and alteration of six contributing landscape features in the CCAC API would adversely impact the district such that it would no longer be able to convey its significance, resulting in a substantial adverse change to the historical resource. The numerous demolitions would result in the loss of eligibility of the CCAC Historic district for listing in the California Register and National Register. (S)

City of Oakland Planning Department staff and the Design Review Committee (DRC) are facilitating development of site-specific design guidelines as part of the Planned Unit Development (PUD) process. These guidelines will provide a basis for evaluating the architectural quality of the proposed project and its compatibility with the character of the existing California College of Arts & Crafts API, and will be used during review under the required Demolition Findings. The retained buildings and features of the Treadwell Estate Landmark would remain eligible for the California Register and National Register of Historic Places separately from the campus. However, the API as it exists now would lose its historic status due to the significant adverse impact of the proposed demolitions and the project as designed would not meet the required Demolition Finding specified in Oakland Planning Code Section 17.136.075(C)3(B)vi.

Mitigation Measure HIST-2: The following measures shall be incorporated to reduce this impact:

HIST-2a: Historic American Landscape Survey (HALS)-Type Documentation. To reduce the adverse effect on historical resources, prior to issuance of any demolition, grading, or construction permits for the site, the Project Sponsor shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for History or Architectural History to prepare written and photographic documentation of the California Register- and National Register-eligible CCAC API, inclusive of contributing buildings and

⁶³ Page & Turnbull, *California College of the Arts Oakland Campus, 5212 Broadway, Historic Resource Evaluation* (San Francisco: Prepared for the Oakland Planning & Building Department, 2019), p. 176.

landscape features. It should be noted that Mitigation Measure HIST-2a addresses impacts to the CCAC API, whereas Mitigation Measure HIST-1a addresses impacts to the Treadwell Estate-era landscape features; therefore, the focus of this documentation is on the site, buildings, and landscape features that contribute to the CCAC API within its period of significance.

The documentation for the CCAC API shall be prepared based on the National Park Service's Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) Historical Report Guidelines. The documentation shall include the following:

- **Drawings:** Efforts should be made to locate original drawings and/or site plans of the district during its period of significance. If located, these drawings should be photographed or scanned at high resolution, reproduced, and included in the dataset. In addition, an existing conditions site plan shall be produced depicting the current configuration and spatial relationships of the contributing buildings and landscape features. The existing conditions site plan shall be prepared by a professional who meets the Secretary of the Interior's Professional Qualification Standards for Architecture or Historic Architecture and be reviewed by the professional retained to prepare the written history.
- **Photographs:** Standard large-format or digital photography shall be used. If large-format photography is undertaken, it shall follow the HABS/HAER/HALS Photography Guidelines (November 2011; updated June 2015). If digital photography is used, it shall follow the National Park Service's National Register Photo Policy Factsheet (June 2013), including ink and paper combinations for printing photographs that have a permanency rating of approximately 115 years. Digital photographs shall be taken in uncompressed .TIF file format. The size of each image shall be 1600x1200 pixels at 300 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label. Photograph views for the dataset shall include:
 - Views of each exterior side of the 10 buildings and six landscape features that contribute to the CCAC API;
 - Oblique views of buildings, landscape features, and vegetation; and
 - Contextual views.

All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicating the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset.

- **Written History:** A HALS historical report shall be prepared, providing a property description and summarizing the history of the district and its historical significance, and briefly describe each contributing building and landscape feature. Documentation shall adhere to National Park Service standards for “short form” HABS/HALS documentation, and shall include the 2019 Historic Resource Evaluation report as an appendix.

The documentation shall be prepared by a consultant meeting the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History and submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Copies of the photographs, drawings, and report shall be given to the Oakland Planning Department and Oakland Cultural Heritage Survey (OCHS), and to publicly accessible repositories including the Oakland Public Library, Bancroft Library at the University of California, Berkeley, the California Historical Society, and CCA Library Special Collections, which are invested in archiving the history of Oakland and the CCA. This measure would create a collection of reference materials that would be available to the public and inform future research.

HIST-2b: Commemoration and Public Interpretation. The Project Sponsor shall prepare a permanent exhibit/display, in coordination with an experienced interpretation/exhibit designer, of the history of the CCA, including but not limited to historic and current condition photographs, interpretive text, drawings, and interactive media. The interpretive display will be placed in a suitable publicly accessible space(s) at the project site in Oakland.

Design sketches, exhibit text, and narrative descriptions shall be prepared by a consultant meeting the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History, and submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Planning & Building Department staff shall inspect the installed interpretive display to confirm its adherence to mitigation measure requirements prior to issuance of a Certificate of Occupancy.

HIST-2c: Outdoor Art. To reinforce the history of the site as a location for arts education and practice, the Project Sponsor shall establish a permanent outdoor art installation at the project site of comparable dimensions (approximately 20 feet by 20 feet) and visibility to that present at the west façade of Martinez Hall. This mitigation measure is intended to be implemented separately from, and in addition to compliance with City of Oakland Municipal Code Chapter 15.78. Acceptable options may include sculptures, or a large surface featuring temporary installations of large-scale artwork(s) produced by students pursuing studies in art practice at East Bay post-secondary or post-secondary educational institutions, such as

the Oakland School for the Arts, the University of California, Berkeley, and California State University, East Bay, or at CCA, now based in San Francisco.

Design sketches and narrative descriptions prepared by the artist(s) shall be submitted for review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Planning & Building Department staff will review the proposed size and location of the artwork to confirm adherence to this measure. The design and content of the proposed artwork will not be subject to review. Planning & Building Department staff shall inspect the installed artwork to confirm its adherence to mitigation measure requirements prior to issuance of a Certificate of Occupancy.

HIST-2d: Prior to approval of demolition permits, the Project Sponsor shall contribute to the City's Façade Improvement Program (FIP) in the manner and amounts described below. Funds collected should be reserved for historic resources with (i) historically significant landscapes or (ii) educational functions or (iii) of the architectural styles of the CCAC API (Arts & Crafts, Brutalist, or Third Bay Tradition) for a period of 2 years.

- By directing that the funds be used in historic resources with (i) historically significant landscapes or (ii) educational functions or (iii) of the architectural styles of the CCAC API (Arts & Crafts, Brutalist, or Third Bay Tradition), the mitigation will have a direct effect on the similar historic resource types in the City of Oakland, which face similar threats of demolition or incompatible alteration and will require oversight by a Planner familiar with Historic Preservation. The mitigation measure is devised to reflect this and provide more specificity regarding the process for use of the funds. The amount of the contribution required to be paid by the Project Sponsor under this mitigation measure shall be based on three factors:
 - Total linear feet of public-facing facades (FACTOR A). This recognizes that all portions of the building that can be seen by the public have the potential to communicate the historical significance of the building. Larger buildings, corner buildings, locations within a park, all dictate how much of the historic resource is visible to the public and provides a public benefit. Identification of the public-facing facades is consistent with the past application of FIP contribution mitigation measures. This mitigation measure defines public facing façade to include all portions of the building facades visible to the public to account for buildings that may be visible, but not fronting a street.
 - Bureau of Building Construction Valuation fee schedule (FACTOR B). The Bureau of Building Construction Valuation fee schedule (PBD Rate) is used by the City to determine the cost of permits for building construction. It is regularly updated, is routinely applied for permitting, and is commonly referenced. Incorporation of this schedule into the FIP contribution calculation ties the mitigation for demolition of

the building to a factor representing a portion of the building’s replacement cost. While the loss of a historic resource cannot be fully captured in this assessment because many materials and historical connections cannot be replicated, it does provide a way to quantify that loss through application of a fee schedule that takes into consideration the historical use, construction type, and location of the historical resource. This fee schedule is also regularly updated to account for inflation and other changes in building construction valuation and therefore represents a current basis for the calculation.

- Historical Status multiplier (FACTOR C). For the purposes of CEQA, the City considers buildings listed in, or eligible for listing in the National Register of Historic Places and/or the California Register of Historical Resources, as well as buildings that qualify for “A” or “B” status on the Oakland Cultural Heritage Survey, or that are contributors to an Area of Primary Importance (API) as historic resources. Impacts that would cause a substantial adverse change in the significance of a historic resource would be considered significant and would require mitigation such as application of this mitigation measure. Because some buildings may qualify as CEQA historic resources both as individuals and as contributors to a historic district or API, Factor C, as shown in Table V.B-3, allows for application of a base multiplier as well as additional multipliers to account for these multiple CEQA triggers.

TABLE V.B-3 FACTOR C DETERMINATION FOR PROPOSED DEMOLITION OF CEQA RESOURCES

First Factor	Other Additional Factors for Contributing Buildings		Factor C Total
CEQA Resource	NR/CR/Local (A or B)	Local (C or D)/ASI	
2.00	0.25	0.15	Sum of all Applicable Valuations

Source: City of Oakland, 2022.

For the project, this amounts to a sum of the above calculation for each impacted CEQA historic resource:

- The total linear feet of public facing facade for the impacted building (Factor A).
- Multiplied by the PBD Rate (Factor B).
- Multiplied by 2 for being a contributor to an API (Base Factor).
- Multiplied by 0.25 for each building designated as an individual Historical Resource under CEQA (Additional Factor, if applicable).

For purposes of this mitigation, the total length of public facing facades and the associated calculation of FIP contribution is shown in Table V.B-4.

TABLE V.B-4 FAÇADE IMPROVEMENT PROGRAM (FIP) MITIGATION CALCULATIONS

Building	Factor A					Factor B \$288.00**	Factor C CEQA Multiplier	FIP Contribution
	Public Facing Façade Linear Dimensions*							
	North	East	South	West	Total			
Macky Hall*								
Carriage House*								
Broadway Wall*								
Eucalyptus Row*+					0	\$ 0	2.00	\$ 103,680
Founders Hall	134	50			184	\$ 52,992	2.25	\$ 119,232
Martinez Hall				100	100	\$ 28,800	2.25	\$ 64,800
Martinez Annex				61	61	\$ 17,568	2.00	\$ 35,136
Treadwell Ceramic Arts			55	100	155	\$ 44,640	2.25	\$ 100,440
Building B				76	76	\$ 21,888	2.00	\$ 43,776
Ralls Studio	75			60	135	\$ 38,880	2.00	\$ 77,760
Facilities	25			45	70	\$ 20,160	2.00	\$ 40,320
Shaklee	120	76			196	\$ 56,448	2.00	\$ 112,896
Simpson	28		28	82	138	\$ 39,744	2.25	\$ 89,424
Irwin Student Center		166	118	166	450	\$ 129,600	2.00	\$ 259,200
Total								\$942,984

Assumes relatively planar facades, measurements taken from Google Earth.
17.04.090 Valuation based on current PBD Construction Valuation fee schedule.

*Contributor to Treadwell API.

+Landscape Element, not subject to façade calculation.

Source: City of Oakland, 2023.

The FIP contribution required hereunder shall be payable upon issuance of the first demolition permit for the project. Funds collected under this mitigation shall be designated for the repair or improvement of façades for historic resources with (i) historically significant landscapes or (ii) educational functions or (iii) of the architectural styles of the CCAC API (Arts & Crafts, Brutalist, or Third Bay Tradition) with oversight by a Planner familiar with Historic Preservation for a 2-year period. After that time, all remaining funds shall be eligible for citywide FIP expenditures. All rehabilitation efforts or façade improvements under the FIP shall be undertaken using the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Daily administration of the FIP shall be overseen by Economic Workforce and Development, with final oversight and approval by a Planner familiar with Historic Preservation.

In addition to the described Mitigation Measures, SCA-HIST-3, Property Relocation (#39) should be implemented as described above to provide the opportunity for relocation of

contributing buildings in the CCAC API. Although implementation of Mitigation Measures HIST-2a, HIST-2b, HIST-2c, HIST-2d, and SCA-HIST-3 would reduce the level of impact to historical resources as a result of the project, this impact cannot be mitigated to a less-than-significant level, and the impact after mitigation would remain significant and unavoidable. (SU)

Individually Eligible CCA Buildings

As discussed above, the CCA Oakland campus includes four buildings—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio—that were found to be individually eligible for listing in the California Register under Criterion 3 (Architecture) for embodying distinctive characteristics of the Third Bay Tradition, Brutalist, and New Modernist architectural styles. Therefore, they are considered historic resources under CEQA.

Impact HIST-3: Four of the 10 buildings proposed to be demolished—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio—are individually eligible for listing in the California Register and as Oakland Landmarks. Demolition of these four buildings would render them ineligible for listing in the California Register or as Oakland Landmarks. (S)

Implementation of SCA-HIST-3: Property Relocation (#39), has the potential to reduce the impacts to one or more of the four individually eligible CCA buildings—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio—to a less-than-significant level; however, relocation is not guaranteed for one or more of the four individually eligible buildings, and their integrity of location, feeling, and association would be diminished if relocated. Therefore, the project still has the potential for a significant unavoidable adverse impact.

Mitigation Measure HIST-3: To reduce the adverse effect on historical resources, the Project Sponsor shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the four buildings found individually eligible for listing in the California Register under Criterion 3 (Architecture)—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio. It should be noted that Mitigation Measure HIST-3 addresses impacts to the four individually eligible CCA buildings, whereas the HALS-type HIST-2a addresses impacts to the CCAC API; therefore, the focus of this HALS-type documentation is of the four individual buildings, rather than the overall site and landscape.

The documentation for each individually eligible property shall be prepared based on the National Park Service's Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) Historical Report Guidelines. The documentation will include the following:

- **Drawings:** Efforts should be made to locate original construction drawings or plans of each individually eligible building during their period of significance. If located, these drawings should be photographed or scanned at high resolution, reproduced, and included in the dataset. If construction drawings or plans cannot be located, as-built drawings shall be produced of the four individually eligible buildings proposed for demolition. The as-built drawings shall be prepared by a professional who meets the Secretary of the Interior's Professional Qualification Standards for Architecture or Historic Architecture and be reviewed by the professional retained to prepare the written history.
- **Photographs:** Standard large-format or digital photography shall be used. If large-format photography is undertaken, it shall follow the HABS/HAER/HALS Photography Guidelines (November 2011; updated June 2015). If digital photography is used, it shall follow the National Park Service's National Register Photo Policy Factsheet (June 2013), including ink and paper combinations for printing photographs that have a permanency rating of approximately 115 years. Digital photographs shall be taken in uncompressed TIF file format. The size of each image shall be 1600x1200 pixels at 300 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label. Photograph views for the dataset shall include:
 - Views of each side of each building and interior views, where possible;
 - Oblique views of buildings;
 - Detail views of character-defining features; and
 - Contextual views.

All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicating the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset.

- **Written History:** A historical report shall be prepared for each of the four buildings, summarizing the history of the buildings, property description, and historical significance. Documentation shall adhere to National Park Service standards for "outline form" HABS documentation.

The documentation shall be prepared by a consultant meeting the Secretary of the Interior's Professional Qualifications Standards for History or Architectural History and submitted for

review and approval by the Director of the Planning & Building Department or their designee prior to issuance of any demolition, grading, or construction permits for the site. Copies of the drawings, photographs, and report for each of the four individually eligible buildings shall be given to the Oakland Planning Department and Oakland Cultural Heritage Survey (OCHS), and to publicly-accessible repositories such as the Oakland Public Library, Bancroft Library at the University of California, Berkeley, the California Historical Society, and CCA Library Special Collections, which are invested in archiving the history of Oakland and the CCA. This measure would create a collection of reference materials that would be available to the public and inform future research. (SU)

Although implementation of Mitigation Measure HIST-3 and SCA-HIST-3 would reduce the level of impact to historical resources as a result of the project, this impact cannot be mitigated to a less-than-significant level, and the impact after mitigation would remain significant and unavoidable.

(2) Archaeological Resources (Criterion 2)

The project would have a significant impact on the environment if it would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Background research indicated that there are no prehistoric or historical archaeological deposits recorded within the project site. Documentary records indicate residential development within the project site and vicinity by 1880, however, and there is potential for associated intact deposits to be present beneath landscaping, buildings, paved surfaces, and fill material. Construction activities, including post-demolition site preparation, have the potential to cause a substantial adverse change in the significance of archaeological resources. Prehistoric-period subsurface archaeological deposits that may be affected by project activities include black-gray soils containing marine shell and bone artifacts and subsistence debris, culturally flaked stone artifacts and debris (i.e., obsidian and chert), heat/fire-affected rock, grinding implements (e.g., mortars and pestles), and human remains. Subsurface historic-period deposits that may be affected by project activities include those associated with the residential use of the site by the Hale and Treadwell families between ca. 1880 and 1922, when the site was purchased by the CCAC. The deposits may include historical trash scatters dating from the late 19th and early 20th centuries and hollow-fill features such as foundations or wells containing historical glass and ceramics.

Implementation of SCA-HIST-1: Archaeological and Paleontological Resources – Discovery During Construction (#36), would be adequate to decrease the potential for adverse material change of archaeological resources during construction, and would therefore reduce any potential impacts to a less-than-significant level.

(3) Paleontological Resources (Criterion 3)

The project would have a significant effect on the environment if it would destroy a unique paleontological resource or site or unique geological feature. Paleontological resources include fossilized remains or traces of organisms including plants, vertebrates (animals with backbones), invertebrates (e.g., starfish, clams, ammonites, and marine coral), and microscopic plants and animals (microfossils), including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources as they represent a limited, non-renewable resource and once destroyed, cannot be replaced. The Society of Vertebrate Paleontology (SVP) has established guidelines for the identification, assessment, and mitigation of adverse impacts on non-renewable paleontological resources. The SVP has helped define the value of paleontological resources and, in particular, states that significant paleontological resources are fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 years).⁶⁴

The potential to disturb paleontological resources during project construction depends on the types of geologic units (and their fossil-bearing characteristics) that would be encountered.

The Preliminary Geotechnical Study⁶⁵ indicate the site is underlain by Cretaceous-age Franciscan Complex sedimentary (Kfs) and volcanic (Kfv) rocks and that the soil overlying bedrock consists of fill at localized areas overlying native colluvium and residual soil. The project would involve excavation to depths that extend into the bedrock. The results of a geophysical survey (i.e., a seismic refraction survey) indicate the site is underlain by soil overlying the shallow Franciscan bedrock.

The project site has been previously developed with buildings. As part of the previous development activities, the soils underlying the site were disturbed by excavation and grading. Most of the ground-disturbing activities proposed by the project would occur in areas that have been already developed. Due to the highly disturbed nature of the surficial fill soils, they are not considered paleontologically sensitive.

A records search of early Cretaceous-age paleontological localities in the University of California Museum of Paleontology database identified plants and invertebrates that do not have a

⁶⁴ Society of Vertebrate Paleontology (SVP), 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.

⁶⁵ Rockridge Geotechnical, 2019. Preliminary Geotechnical Study, July 26.

specified locality name.⁶⁶ However, several fossil localities are known in Franciscan sedimentary rocks interbedded with volcanic rocks⁶⁷ and therefore, the Franciscan bedrock underlying the project site could be paleontologically sensitive.

If paleontological resources are encountered during construction, potential impacts would be reduced through documentation, evaluation, and assessment of the significance of the finding under CEQA Guidelines Section 15064.5 by a qualified paleontologist. If the finding is determined to be significant and avoidance is not feasible, the qualified paleontologist will prepare and implement an excavation plan for the resource. Resources that would otherwise be destroyed or lost would be recovered and their scientific value assessed by a qualified paleontologist. With implementation of SCA-HIST-1: Archaeological and Paleontological Resources – Discovery During Construction (#36) any potential impacts to paleontological resources would be reduced to a less-than-significant level.

(4) Human Remains (Criterion 4)

The project would have a significant impact on the environment if it would result in the disturbance of human remains, including those interred outside of formal cemeteries. While no human remains are documented to be located within the project site, the potential exists for such remains to be present beneath landscaping, buildings, paved surfaces, and fill material. Construction activities, including post-demolition site preparation, have the potential to cause a substantial adverse change in the significance of buried human remains.

Implementation of SCA-HIST-2: Human Remains – Discovery During Construction (#38) would reduce any potential impacts to a less-than-significant level.

c. Cumulative Cultural and Historic Resources Impacts

The geographic area considered for the cultural and paleontological resources cumulative analysis is the City of Oakland. Construction activities associated with the project and past, present existing, pending and reasonably foreseeable future projects could result in significant impacts to archaeological, historic and paleontological resources, and human remains. However, like the project, past, present and future projects have or would be subject to the City's Standard Conditions of Approval designed to protect cultural and paleontological resources. The conditions of approval also include provisions to ensure the discovery of human remains is

⁶⁶ University of California Museum of Paleontology, 2019. Collections Database, Locality Search. Available at: <https://ucmpdb.berkeley.edu/loc.html>, accessed December 4, 2023.

⁶⁷ Bailey E.H., et al., 1964. Franciscan and Related Rocks, and Their Significance in the Geology of Western California.

reported to the proper authorities. As such, projects within the immediate vicinity and those with the potential to impact Late Modern architectural resources citywide are considered.

(1) Recent and Proposed Projects in the Immediate Vicinity of the Project Site

No recent or other proposed projects in the immediate vicinity would, when combined with the project, contribute to a cumulative impact to cultural and historic resources either on the site or nearby.

Two mixed-use and office development projects are proposed in the vicinity, including the 4207 Broadway Project and Safeway Redevelopment Phase 2 Project. Through CEQA review, neither was found to have direct or cumulative impacts on historical resources.

- 4207 Broadway Project: The project merged and redeveloped five parcels as one parcel at 4207, 4225, and 4299 Broadway and 316-318 Garnet Street in Oakland with a mixed-use development. It involved the demolition of existing structures and the construction of a new five-story (approximately 64-foot high), mixed-used property totaling 140,520 gross square feet. The project includes approximately 127 residential units and about 5,397 square feet of ground-floor commercial space for retail and restaurants. Approximately 75 parking spaces are on the ground floor. The project did not include the demolition of or alteration to historical resources.⁶⁸ The 4207 Broadway Project is several blocks south of the CCA campus, and would not have any direct impact on the setting of the historic resources at the project site.
- Safeway Redevelopment Project: This two-phase project involves the redevelopment of the existing Rockridge Shopping Center located at the corner of Broadway and Pleasant Valley Avenue. This project includes approximately 330,942 square feet of commercial space located immediately south and east of the California College of the Arts Redevelopment Plan site. The proposed project does not include the demolition of or alteration to historical resources, and was found through CEQA review not to impact historical resources individually or cumulatively.⁶⁹ The project site has previously featured a large-scale commercial shopping center and parking lot. Due to the relative locations and elevations of the CCA campus and Safeway Redevelopment Project site, the height, massing, and style of

⁶⁸ Page & Turnbull, *4225 Broadway: Historic Resource Evaluation, Part 1* (San Francisco: Prepared for Urban Planning Partners, February 5, 2019); Page & Turnbull, *4299 Broadway: Historic Resource Evaluation, Part 1* (San Francisco: Prepared for Urban Planning Partners, February 5, 2019); City of Oakland ITD, 2019. Oakland Planning and Zoning Map. Electronic Resource at <http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=3676148ea4924fc7b75e7350903c7224>, accessed December 4, 2023.

⁶⁹ Lamphier Gregory, Safeway Redevelopment Project, Broadway at Pleasant Avenue, Draft Environmental Impact Report, SCH No. 2009062097 (Oakland: Prepared for the City of Oakland, January 2013), pp. 4.4-18 to 4.4-20.

the Safeway Redevelopment Project does not appear to have any substantial impact on the setting of the historic resources at the CCA campus.

In combination with the CCA Oakland Campus Redevelopment Project, neither the 4207 Broadway Project nor the Safeway Redevelopment project would contribute to a cumulative impact to historic resources in the vicinity of the proposed project.

In addition to these two projects, two sequoia trees, which had died, were removed in July 2019 with a permit from the City of Oakland Tree Services Division. These two trees contributed to the significance of the Treadwell Estate and their removal impacts the setting and materials of the historic resource. However, the removal of the dead sequoia trees did not render the historic resource ineligible for listing on local, state, or national registers, nor does the removal of the trees in combination with the project, so long as Mitigation Measure HIST-1c is implemented. Therefore, no cumulative impacts have been identified in relation to the removal of the two sequoia trees.

(2) Recent and Proposed Projects With Impacts to Late Modern Architectural Resources.

The project would involve demolition of one significant example of Brutalist architecture, Founders Hall, and two significant examples of Third Bay Tradition architecture, Martinez Hall and the Noni Eccles Treadwell Ceramic Arts Center.

Founders Hall, designed by Vernon DeMars & Donald Reay and completed in 1968, features typical elements of Brutalist architecture, including concrete construction, top-heavy massing, and deep-set window openings. Its sloping glass awning reaches toward the adjacent Third Bay Tradition building, Martinez Hall, also designed by DeMars & Reay and completed in 1968. Martinez Hall provides a strong example of the Third Bay Tradition as applied to an institutional building, with vertical rustic flush wood siding, shed roofs at the second story balcony, a shed roof at the canopy at the primary façade, a sense of tipped verticality, box-like central massing, and large flush skylight windows with minimal sashes. In addition to their distinctive architectural style, Founders Hall and Martinez Hall at the CCA Oakland Campus are rare examples of DeMars and Reay's work located in Oakland.⁷⁰

The Noni Eccles Treadwell Ceramic Arts Center, designed by Worley Wong and Ronald Brocchini and completed in 1973, is also a significant example of Third Bay Tradition style, with shed roofs with clerestory windows, expansive glazing, and cantilevered massing.

⁷⁰ The buildings at CCA are the only Oakland project attributed to DeMars & Reay in the Vernon DeMars project list in the records of the UC Berkeley Environmental Design Archives (http://archives.ced.berkeley.edu/uploads/DeMars_project_index_Final.xls).

Brutalism and the Third Bay Tradition in and around Oakland

Built predominantly in the 1960s and 1970s, Brutalist buildings in the San Francisco Bay Area were typically constructed as commercial, institutional, or civic buildings, though some examples of large residential towers exist. Prominent extant examples of Brutalist buildings, or those displaying brutalist characteristics, in the East Bay include:

- Wurster Hall, home of the University of California, Berkeley College of Environmental Design (built 1960-1967), designed by DeMars and Reay with architects Joseph Esherick and Donald Olsen;
- The University of California, Berkeley Student Center complex (built 1960-1969), designed by DeMars and Reay with architects Hardison & Komatsu and S. Aidala, and landscape architect Lawrence Halprin. This complex included four buildings: Zellerbach Hall, Eshleman Hall (non-extant), the Martin Luther King Jr. Student Union building, and the Cesar E. Chavez Student Center building, framing a sunken plaza;
- Newman Hall – Holy Spirit Parish, Berkeley (1962-1963), designed by Mario J. Ciampi & Associates;
- The Oakland Coliseum and Arena, designed by architectural firm SOM in 1966;
- The West Oakland USPS Distribution Center (built ca. 1967-1969), designed by Stone, Marraccini and Patterson (SMP);
- The Oakland Museum of California (built 1968), designed by Kevin Roche and John Dinkeloo; and
- The Berkeley Art Museum (built 1970), designed by Mario J. Ciampi.

In addition to these noteworthy architectural examples, a number of commercial and institutional buildings in Oakland, such as the ca. 1972 Kaiser Permanente office tower at 3505 Broadway, display Brutalist characteristics. A full survey of these resources is beyond the scope of this EIR.

Third Bay Tradition architecture in Oakland and surrounding East Bay cities is predominantly represented by residential buildings, both multi-unit complexes and single-family homes. As such, examples tend to be less prominently placed than examples of Brutalist civic or institutional architecture.

When the Oakland Cultural Heritage Survey began assigning ratings to buildings in the city during the 1980s and 1990s, buildings constructed during the height of Brutalist architecture in the 1960s and 1970s were barely two decades old and were, for the most part, not rated. The City of Oakland does not currently have surveys, context statements, or evaluation criteria specific to late modern architectural styles such as Brutalism and Third Bay Tradition.

Relevant Recent and Proposed Projects

To evaluate the potential cumulative impact of the proposed project to Oakland's existing Brutalist and Third Bay Tradition buildings, Page & Turnbull reviewed projects listed in the City of Oakland Major Development Projects List and Current Environmental Review (CEQA/EIR) Documents (2011-2021). For each project reviewed, the previous existing site(s)/building(s) were viewed using online "street view" services with imagery dating as far back as 2008 to identify architectural style. The following Brutalist or Brutalist-influenced buildings, structures, and systems have been, or would be impacted by recent projects or projects currently undergoing review in Oakland:

1750 Broadway (Bank of Tokyo, ca. 1973): The 3-story concrete Brutalist bank building at 1750 Broadway was designed by the architectural firm of Van Bourg and Nakamura, and constructed in 1972-1973 as an East Bay branch for the Bank of Tokyo. During 2018 review of a proposed project that would demolish the building, ESA found that the building, not yet 50 years old, was not age-eligible for evaluation as a historical resource under CEQA and lacked sufficient significance for consideration under "Criterion G" as defined by the National Park Service for evaluation of properties less than 50 years of age.⁷¹ ESA therefore found that demolition of the building as part of the proposed 1750 Broadway Project would "not cause a substantial adverse change in the significance of a historical resource."⁷²



1750 Broadway

⁷¹ ESA, "Appendix D: 1750 Broadway Historical Context," in 1750 Broadway Project CEQA Checklist / Exemption Report (San Francisco: Prepared for the City of Oakland, February 2019), p. D-8.

⁷² ESA, 1750 Broadway Project CEQA Checklist / Exemption Report (San Francisco: Prepared for the City of Oakland, February 2019), p. 71.

5132 Telegraph Avenue (American Savings and Loan Association, ca. 1966): In 2016, a vacant 2-story bank building 5132 Telegraph Avenue, constructed in 1966 as a branch of the American Savings and Loan Association, was demolished to facilitate use of the parcel for urban agricultural activities. The 1966 bank building's concrete construction, top-heavy massing with a deep roof overhang, and geometric regularity displayed strong elements of Brutalist and New Formalist style. The parcel was subsequently developed as part of the larger 5110 Telegraph mixed-use project.⁷³ The demolition of the building does not appear to have been evaluated for its potential to impact historical resources.



5132 Telegraph Avenue

2100 Telegraph Avenue (Telegraph Plaza Public Parking Garage, ca. 1977): A two-level parking garage completed ca. 1977 and attributed to architects Van Bourg and Nakamura is within the project site for the proposed Eastline Project at 2100 Telegraph Avenue. While a utilitarian structure, this garage displays typical elements of Brutalist design, particularly at the textured, unfinished concrete corner towers. The Historic Resource Analysis prepared for the Eastline Project EIR did not find the building eligible for listing in the California Register under any criteria.⁷⁴ Thus, its demolition would not impact historical resources under CEQA.



2100 Telegraph Avenue

⁷³ LSA, 5110 Telegraph Avenue Project: CEQA Analysis. (Berkeley: Prepared for the City of Oakland, April 2016)

⁷⁴ Urban Planning Partners, Inc. "Appendix B: Historic Resource Analysis," Eastline Project – 2100 Telegraph EIR (Oakland: Prepared for the City of Oakland, December 2017), p. B-42.

Oakland Coliseum and Arena (1966): Monumental in scale and symmetry, Skidmore ,Owings & Merrill’s award-winning design for the 1966 Oakland Coliseum displays distinct Brutalist elements. The 2017 Draft Coliseum Area Specific Plan EIR discusses the possibility of demolition of the Oakland Coliseum and Arena as part of implementation of the proposed plan. As contributors to the Coliseum Complex Area of Primary Importance, the two buildings are historical resources for the purposes of CEQA. As such, demolition of these buildings could cause a substantial adverse change in the significance of a historical resource, an impact identified by the Draft EIR as significant and unavoidable.⁷⁵



Oakland Coliseum and Arena

BART System: The BART system, completed in the early 1970s, is on the cusp of reaching the 50-year threshold for age eligibility for California Register evaluation. Reviews of recent and current projects, such as proposed developments at the West Oakland and Lake Merritt stations, have not generally identified BART stations or facilities in Oakland as potential historical resources due to their age ineligibility. Oakland’s BART stations have been, and will continue to be, nodes of development with the accelerated pace of housing development and the desirability of transit-oriented projects in recent years. Many of these stations, and the structures supporting BART operations, while not individually distinctive, display characteristics of the Brutalist style, and reflect the larger planning vision that informed construction of the system as a whole. Two current projects are planned at or immediately adjacent to BART stations:



BART System

- The setting of the 1973 West Oakland BART station, whose angular concrete form is a simple expression of Brutalist style, will be altered as part of the Mandela Station at West Oakland BART Development.
- The surface buildings and structures of the 1972 Lake Merritt BART Station, currently experienced more as a landscaped concrete plaza than a typical building, would be redeveloped as part of the proposed Lake Merritt BART Transit Oriented Development project.⁷⁶

⁷⁵ Lamphier-Gregory, Coliseum Area Specific Plan Draft Environmental Impact Report (Oakland: Prepared for the City of Oakland, August 2013), p. 4-4-27.

⁷⁶ Oakland City Planning Commission, Staff Report Re: Case Files PLN20038, PLN20038-ER01, PLN20108, April 14, 2021.

2044 Franklin Street (Security National Bank, ca. 1966): While this simple 2-story brick bank building lacks the concrete construction typical of the Brutalist architecture, its vertically oriented, deep set slot openings and blocky massing refer to the style. The building would be demolished as part of the proposed 2044 Franklin Street Mixed-Use Project. CEQA analysis of the proposed project, prepared in 2017, states that the existing building “does not meet the criteria for listing in the California Register of Historical Resources, nor is it a resource previously identified in Oakland’s Local Register of Historic Resources,” and is thus not a historical resource under CEQA.⁷⁷ A planned project proposes to demolish 2044 Franklin Street for construction of a new multi-story mixed-use building.



2044 Franklin Street

No Third Bay Tradition buildings were identified at the locations of projects listed in the City of Oakland Major Development Projects List and Current Environmental Review (CEQA/EIR) Documents (2011-2021).

Of the five built environment resources listed above, only the Oakland Coliseum and Arena have been identified as historical resources for the purposes of CEQA. Relatively few examples of Brutalism or other late modern architectural styles in Oakland have been evaluated as historical resources due to their relatively recent ages. Buildings exemplifying the architectural styles of the 1960s through early 1980s have only recently become, or are soon to become, age-eligible for evaluation. With development pressure in recent years in response to the need for increased housing density in Oakland, many small-scale commercial and institutional buildings within the city’s downtown and transit-oriented neighborhoods, including those with Late Modern architectural characteristics, will likely be identified as sites for development opportunity. In their 2019 Historic Building Typology Study prepared for the Downtown Oakland Specific Plan, Architecture + History, LLC and Watson Heritage Consulting identified Post-World War II Small-Scale Commercial Buildings dating between 1940 and 1970 as rare and Bank Branch Buildings/Regional Bank Offices as very rare in the downtown area, both with a high threat level for demolition.⁷⁸

⁷⁷ Lamphier-Gregory. 2044 Franklin St. Mixed-Use Project: CEQA Analysis (Oakland: Prepared for the City of Oakland, November 8, 2017).

⁷⁸ Architecture + History, LLC and Watson Heritage Consulting, *Downtown Oakland Specific Plan Historic Building Typology Study* (Oakland: Prepared for Dover Kohl & Partners, Urban Planning Partners, and the City of Oakland, August 2019), pp. 40, 50.

Impact HIST-4: To facilitate construction of the project, three significant examples of Late Modern architecture would be demolished: Founders Hall, a 1968 Brutalist building designed by DeMars & Reay; Martinez Hall, a 1968 Third Bay Tradition building designed by DeMars & Reay; and the Noni Eccles Treadwell Ceramic Arts Center, a 1973 Third Bay Tradition building designed by Worley Wong and Ronald Brocchini. Implementation of the project, as designed, combined with cumulative development citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute to a significant and unavoidable adverse cumulative impact to Oakland's Late Modern architectural resources. (S)

Mitigation Measure HIST-4: Implement Mitigation Measure HIST-2d. (SU)

The financial contribution required as Mitigation Measure HIST-2d, which requires contribution of funds be used in historic resources with (i) historically significant landscapes or (ii) educational functions or (iii) of the architectural styles of the CCAC API (Arts & Crafts, Brutalist, or Third Bay Tradition), will have a direct effect on Late Modern historic resources in the City of Oakland which face similar threats of demolition or incompatible alteration. However, while implementation of Mitigation Measure HIST-2d and SCA-HIST-3: Property Relocation (#39) have the potential to reduce impacts to Late Modern resources in Oakland, neither receipt of adequate financial support through the Façade Improvement Program nor successful relocation are guaranteed for Late Modern resources which would be demolished or altered by future projects. Therefore, the project impact would remain significant and unavoidable.

C. TRAFFIC AND TRANSPORTATION

This section describes the transportation, circulation, and parking conditions, including transit services and pedestrian and bicycle facilities in the vicinity of the project; discusses the State and local regulations and policies pertinent to transportation and circulation; assesses the potentially significant transportation and circulation impacts that could result from implementation of the project; and provides, where appropriate, mitigation measures and Standard Conditions of Approval (SCAs) to address those impacts.

The analysis evaluates the transportation-related impacts of the project. The analysis was conducted in compliance with City of Oakland guidelines at the time of the Notice of Preparation (NOP).

1. Setting

The existing transportation-related context in which the project would be constructed is described below, beginning with a description of the study area and the street network that serves the project site. Existing transit service, bicycle network, pedestrian facilities, and parking, in the vicinity of the project are also described. This subsection also discusses planned transportation changes in the project vicinity as well as the applicable planning policies.

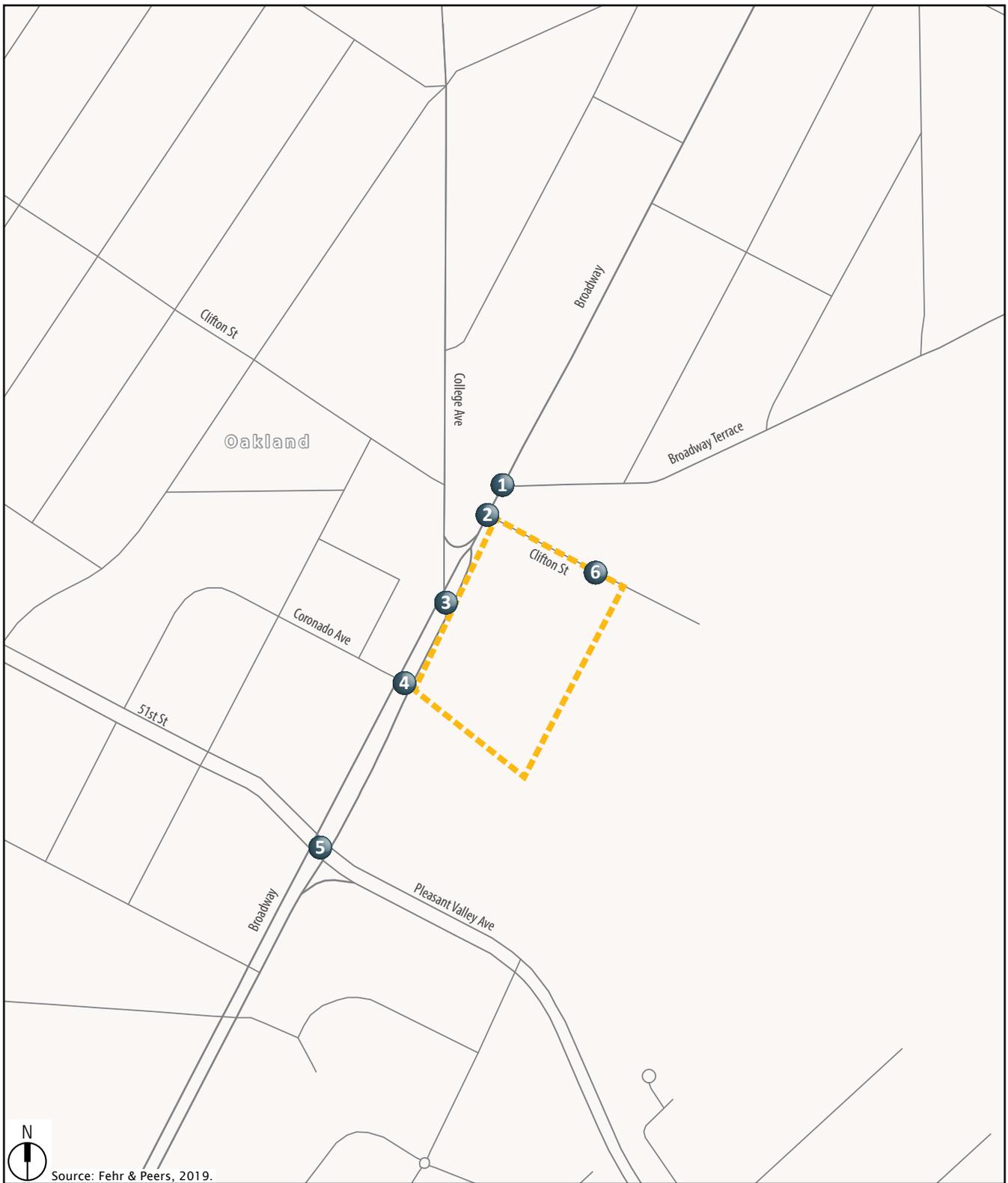
a. Existing Road Network

Regional and local roadways serving the project site at the time of the NOP are described below. Figure V.C-1 shows the project study area.

(1) Regional Access

A brief description of the regional roadway network serving the project site is provided below. Annual Average Daily Traffic (AADT) volumes were obtained from Caltrans' Performance Management System from mid-2018 to mid-2019.

- Interstate (I-) 980 is an eight-lane north-south freeway that connects State Route (SR) 24 and I-580 to Interstate I-880. I-980 has an AADT of approximately 83,000 vehicles just south of I-580.
- SR 24 is an eight-lane east-west freeway to the north and west of the project site, connecting I-580 in Oakland and Walnut Creek to the east. The exits closest to the project site are 51st Street, Claremont Avenue, and Broadway. West of I-580, SR 24 continues as I-980. SR 24 has an AADT of approximately 149,000 vehicles around 51st Street.



Source: Fehr & Peers, 2019.

-  Project Site
-  Study Intersection

Figure V.C-1
Transportation Study Area

- I-580 is an eight-lane east-west freeway between U.S. Route 101 (US 101), in Marin County, and I-5 south of Tracy. SR 24 provides access from the project site to I-580, which has an AADT of approximately 220,000 vehicles per day just east of SR 24.
- I-880 is an eight-lane north-south freeway between I-80 in Oakland and I-280 in San Jose. SR 24 provides access between the project site and I-880 via I-980. I-880 has an AADT of approximately 182,000 vehicles east of I-980.
- I-80 is an eight- to ten-lane national freeway extending west to San Francisco via the Bay Bridge, and east through Berkeley and Sacramento, into Nevada and beyond. I-80 is accessible from the project site via SR 24 and I-580. The AADT of I-80 is approximately 212,000 vehicles north of I-580.

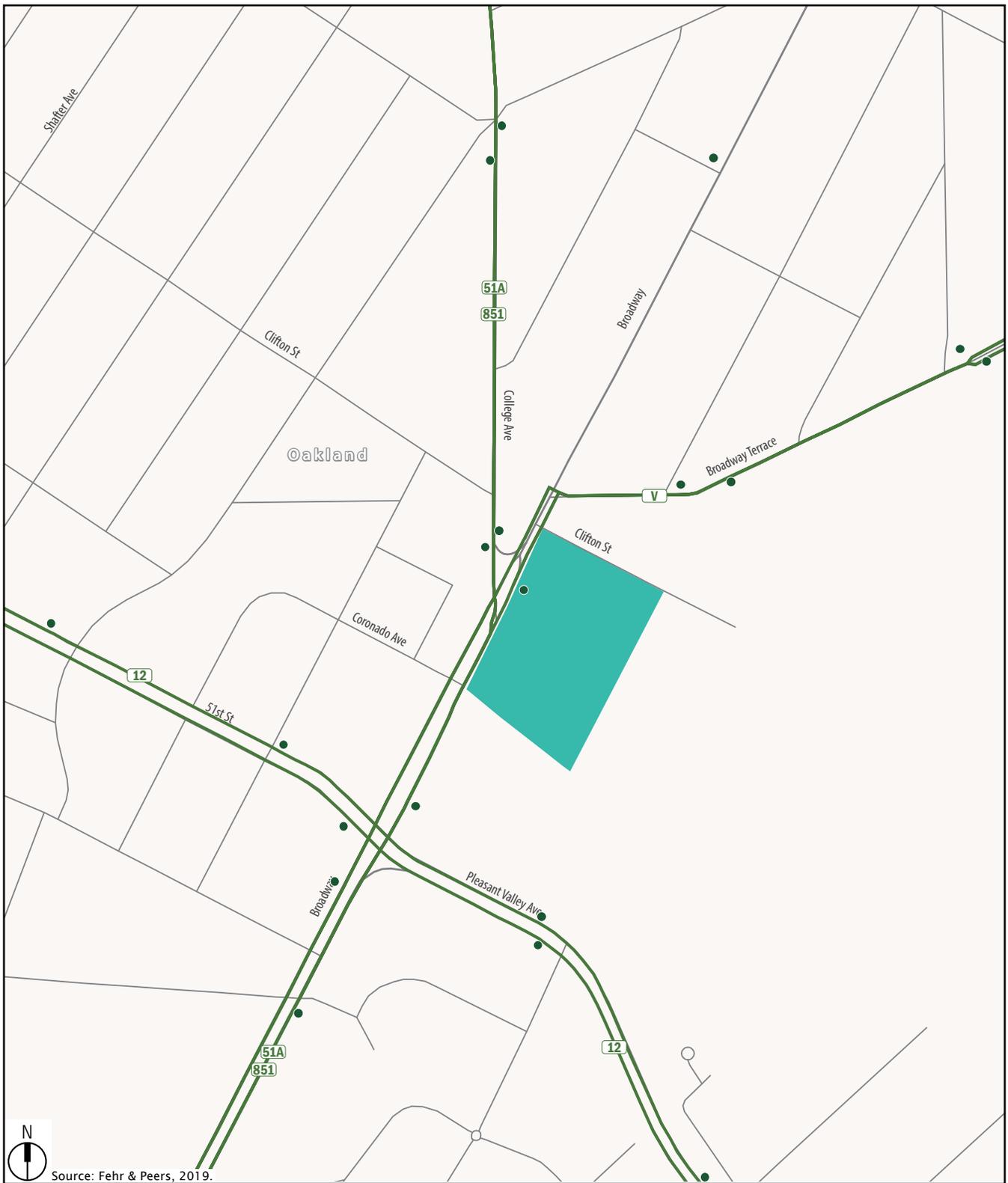
(2) Local Access

A brief description of the local and arterial streets serving the project site is provided below:

- Broadway is a major north-south street along the western boundary of the project site, extending between Jack London Square and SR 24 in Oakland. Broadway generally provides two travel lanes in each direction and a landscaped median south of the project site.
- 51st Street, which continues as Pleasant Valley Avenue east of Broadway, is a major arterial that connects to CA-24. It provides two travel lanes in each direction, with a landscaped median.
- College Avenue extends north from Broadway to the University of California, Berkeley campus. It provides one travel lane in each direction as well as street parking, and acts as a major commercial corridor for the area. College Avenue terminates at its intersection with Broadway just west of the project site.
- Broadway Terrace begins at its intersection with Broadway on the northwest corner of the project site and snakes its way into the residential neighborhoods of the Oakland hills. It connects with SR 24 via SR 13. Broadway Terrace provides one travel lane in each direction, as well as street parking on both sides.
- Clifton Street is a minor collector that extends 600 feet east from its intersection with Broadway. It provides one travel lane in each direction as well as street parking. The project driveway will connect to Clifton Street.

b. Existing Transit Services

Transit service providers in the project vicinity include Alameda County Transit (AC Transit), which provides local and Transbay bus service to the Transbay Terminal in San Francisco, and Bay Area Rapid Transit (BART), which provides regional rail service. Transit services provided near the project site are shown in Figure V.C-2 and described below.



Source: Fehr & Peers, 2019.

- Project Site
- AC Transit Route
- AC Transit Bus Stop

Figure V.C-2
Existing Transit Service Near Project Site
CCA Oakland Campus Redevelopment Project EIR

(1) Bus Services

AC Transit is the primary bus service provider in 13 cities and adjacent unincorporated areas in Alameda and Contra Costa Counties, with transbay service to destinations in San Francisco, San Mateo, and Santa Clara Counties. Table V.C-1 summarizes the characteristics of the AC Transit routes operating in the project area. Four local routes, one transbay route, and one night route operate in the vicinity of the project site. Two of these routes, 51B and 79, terminate at the Rockridge BART Station, but are included as connecting services.

TABLE V.C-1 AC TRANSIT ROUTES IN PROJECT VICINITY

Route	Type	Termini	Closest Stop	Peak Frequency (Minimum)
51A	Local	Rockridge BART to Fruitvale BART	College Ave & Broadway	12
12	Local	Gilman St & 6 th St, Berkeley to Oakland Amtrak at Jack London Square	51 st St & Broadway	23
51B	Local	Rockridge BART to Berkeley Amtrak/Marina	Rockridge BART	15
79	Local	Rockridge BART to El Cerrito Plaza BART	Rockridge BART	34
V	Transbay	Broadway & Broadway Terrace	Broadway & College Ave	71
851	All-Nighter	Downtown Berkeley to Fruitvale BART	College Ave & Broadway	N/A

Source: AC Transit, Maps and Schedules, accessed December 5, 2023.

Table V.C-2 shows the performance characteristics of the AC Transit routes serving the project area and vicinity.

TABLE V.C-2 AC TRANSIT ROUTE PERFORMANCE CHARACTERISTICS

Route	Average Daily Ridership	On-Time Performance	Average Load Factor ^a
51A	8,853	73.32%	12.49
12	2,80137	67.45%	6.29
51B	8,947	76.08%	11.25
79	1,420	69.51%	6.54
V	765	57.24%	18.64
851	123	57.20%	4.20

^a Average Load Factor – daily ridership as a percentage of seating capacity.
Source: AC Transit 2018, Annual Ridership and Route Performance Report.

(2) Bay Area Rapid Transit (BART)

BART provides regional rail service throughout the East Bay and across the Bay to San Francisco and the Peninsula. The nearest BART station to the project site is the Rockridge BART Station, seven blocks (0.6 miles) north of the project site, directly under CA-24. Several AC Transit routes terminate at the station as can be seen in Table V.C-1. The parking lots servicing the station also feature drop-off and pickup zones.

As of May 2019, the Rockridge BART station saw a daily average of 5,333 entries and 5,543 exits.¹ The station serves only the Antioch-SFO/Millbrae (Yellow) line, at headways of 15 minutes during off-peak periods. Express trains running from the Pleasant Hill Station to the 24th Street Mission Station in San Francisco stop at Rockridge during the PM peak.

c. Existing Bicycle Network

The City of Oakland's Bicycle Plan² recognizes a number of bicycle facility types, including the following.

- Class I Paths are located off-street and can serve both bicyclists and pedestrians. Recreational trails can be considered Class 1 facilities. Class 1 paths are typically 8 to 10 feet wide excluding shoulders and are generally paved.
- Class 2 Bicycle Lanes provide a dedicated area for bicyclists within the paved street width through the use of striping and appropriate signage. These facilities are typically 5 to 6 feet wide.
- Class 2B Buffered Bicycle Lanes provide separation from traffic via a painted buffer, for additional comfort.
- Class 3 Bicycle Routes are located along streets that do not provide sufficient width for dedicated bicycle lanes. The street is then designated as a bicycle route through the use of signage informing drivers to expect bicyclists.
- Class 3A Arterial Bicycle Routes are located along some arterial streets where bicycle lanes are not feasible and parallel streets do not provide adequate connectivity. Speed limits as low as 25 miles per hour (mph), and shared-lane bicycle stencils, wide curb lanes, and signage are used to encourage shared use.
- Class 3B Bicycle Boulevards are located along residential streets with low traffic volumes. Assignment of right-of-way to the route, traffic calming measures and bicycle traffic signal actuation are used to prioritize through-trips for bicycles.

¹ BART, 2019. Monthly Ridership Reports, May.

² Oakland Bicycle Plan, *Let's Bike Oakland*, July 2019, City of Oakland, Department of Transportation.

- Class 4 Protected Bicycle Lanes, also known as cycle tracks, provide space that is exclusively for bicyclists and separated from motor vehicle travel lanes, parking lanes, and sidewalks. Parked cars, curbs, bollards, or planter boxes provide physical separation between bicyclists and moving cars. Where on-street parking is allowed, it is placed between the bikeway and the travel lanes (rather than between the bikeway and the sidewalk, as is typical for Class 2 bike lanes).

Figure V.C-3 shows the existing and planned bicycle facilities in the project vicinity at the time of the NOP:

- Broadway provides Class 2 Bicycle lanes near the project site, and Class 2B Buffered Bicycle Lanes provided south of College Avenue.
- Broadway Terrace provides a Class 2 facility in the eastbound direction, and a Class 3A facility in the westbound, downhill direction.

d. Existing Pedestrian Network

The City of Oakland's Pedestrian Master Plan³ (PMP), adopted in 2002 and updated in 2017, identifies several categories of roadways depending on their function, and provides design guidelines for pedestrian access.

- City Routes are pedestrian facilities located on designated streets that are destinations in themselves – places to live, work, shop, socialize and travel. They provide the most direct connections between walking and transit and connect multiple districts in the City. Telegraph, Broadway, and Grand Avenue/West Grand Avenue are all considered city routes. Broadway functions as a City Route.
- District Routes provide a local function, located within a single district and help define the character of that district. Schools, community centers, and smaller-scale shopping are located along district routes. Broadway Terrace and College Avenue are designated as District Routes.
- Neighborhood Routes are located on local streets that connect to schools, parks, recreational centers, and libraries. They are places for people to meet and they provide the basis for neighborhood life. They are used for walking to school, walking for exercise, and safe walking at night. Many of the other roadways surrounding the project are considered local routes. Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. Figure V.C-4 summarizes pedestrian facilities in the study area and shows the major pedestrian routes to and from the project site.

³ City of Oakland, Department of Transportation. 2017 Pedestrian Plan, "Oakland Walks!" available at: <https://www.oaklandca.gov/resources/pedestrian-plan-update>

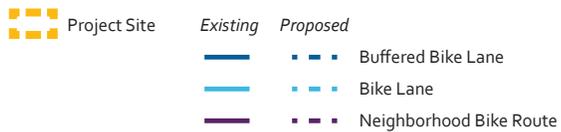
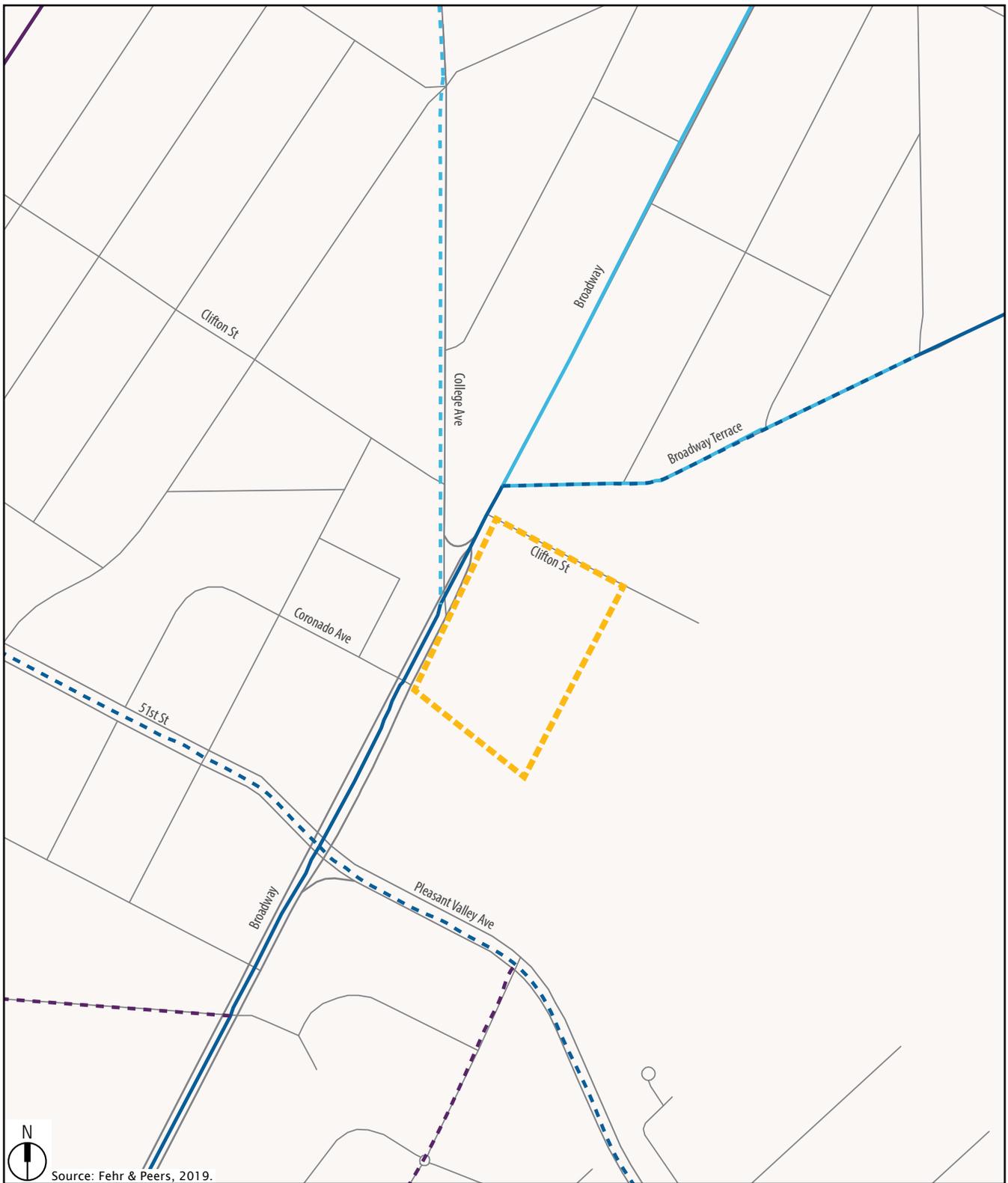


Figure V.C-3
Existing and Planned Bicycle Facilities



-  Project Site
-  Crosswalk
-  Side Crossing
-  Corner Crossing
-  Sidewalk

Figure V.C-4
Pedestrian Facilities

Sidewalks are provided on both sides of streets in the project vicinity. The effective sidewalk width is less than the actual sidewalk width because it accounts for the lost space due to landscaping, parking meters, light poles, and storefronts. The minimum effective sidewalk width in the area ranges from 4 to 8 feet. Pedestrian facilities on the streets adjacent to the project site include:

- Broadway includes sidewalks along the project frontage about 8 feet wide, including space for tree, benches, hydrants, and sign poles. The sidewalk does not currently meet the guidelines set forth in the PMP, which calls for at least 8 feet of room exclusively for pedestrians.
- Broadway Terrace provides 8-foot sidewalks on both sides of the street near its intersection with Broadway.
- Clifton Street provides 10- to 14-foot sidewalks on either side of the street close to its intersection with Broadway.

The intersection of Broadway and Broadway Terrace is signalized and provides pedestrian signals and marked crosswalks on the north and east approaches. Curb ramps serve both crosswalks.

- The side-street stop-controlled Broadway and Clifton Street intersection provides a crosswalk only across Clifton Street. There are curb ramps at either end.
- The signalized Broadway and College Avenue intersection provides crosswalks on the northern approach of Broadway, and the western approach of College, with curb ramps serving both.
- The intersection of Broadway and Coronado Avenue is signalized and provides pedestrian signals and crosswalks on all four approaches, as well as curb ramps.
- Broadway and 51st Street is a major intersection with curb ramps, crosswalks, and pedestrian signal heads in all four directions.

e. Existing Parking

The existing on-street and off-street parking facilities at the time of the NOP are described below.

(1) On-Street Parking

Most streets in the project vicinity provide on-street parking on both sides of the street. Figure V.C-5 summarizes the parking conditions on the major streets in the vicinity of the site.



Source: Fehr & Peers, 2019.

-  Project Site
-  Ford GoBike Station
-  No Parking
-  Metered Parking
-  Unrestricted Parking
-  Bus Stop

Figure V.C-5
Parking Conditions on Major Streets

Metered parking is available on:

- Broadway, between Coronado Avenue and Broadway Terrace
- College Avenue

Unmetered parking is available on:

- Clifton Street
- Other portions of Broadway
- Broadway Terrace
- Local streets

In addition, there are also loading zones and driveway red zones throughout the study area.

(2) Off-Street Parking

There are no public off-street parking facilities in the vicinity of the project.

f. Existing Traffic Conditions

Traffic conditions at the time of the NOP in the project vicinity are described below.

(1) Traffic Volumes

Intersection automobile and bicycle turning movement counts, as well as pedestrian counts, were collected at the study intersections on weekdays in January 2019. The count data were collected on a clear day, while area schools were in normal session. The traffic data collection was conducted during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.). Appendix C presents the traffic counts at the study intersections. These time periods were selected because trips generated by the project, in combination with background traffic, are expected to represent typical worst traffic conditions at these times. Within the peak periods, the peak hours (i.e., the hour with the highest traffic volumes observed in the study area) are from 8:00 a.m. to 9:00 a.m. (AM peak hour) and from 5:00 p.m. to 6:00 p.m. (PM peak hour).

Field reconnaissance was performed at each intersection to identify intersection lane configurations and signal operations data. Intersection operations were also observed at the study intersections. In addition, the City of Oakland provided signal timing data for the signalized study intersections.

Appendix C presents the existing AM and PM peak hour traffic volumes, intersection lane configurations and traffic control devices at the study intersections. Appendix C.1 presents the existing pedestrian and bicycle volumes for all study intersections. Intersection operations, delay, and level of service (LOS) at these intersections are evaluated as part of the non-CEQA documentation, in Appendix C.

g. Planned Transportation Network Changes

Changes are planned for the various transportation modes in the project vicinity, as described below. Planned changes include improvement projects planned by the City of Oakland or AC Transit. These are changes that are not related to the project and would be implemented regardless of the project. Changes that have full approval and funding are assumed in the analysis of future conditions in this EIR. Changes lacking final design, full approval, and/or full funding are not considered reasonably foreseeable, and therefore are not assumed in the analysis of future conditions. As summarized below there are no significant planned changes that were assumed in the EIR.

(1) Planned Transit Changes

There are no major transit changes planned in the project vicinity. AC Transit is constantly in the process of minor schedule refinements. The last schedule change (minor) at time of writing occurred on August 6, 2023.

(2) Planned Bicycle/Pedestrian Changes

The 2019 City of Oakland Bicycle Master Plan Update proposes the following improvements to the bicycle facilities in the project vicinity:

- Converting the Class 2 facility eastbound on Broadway Terrace to a Class 2B buffered facility
- Adding a Class 2 facility on College Avenue (under construction in May 2021)
- Adding a Class 2B facility on 51st Street and Pleasant Valley Avenue

None of the major streets in the project vicinity were identified as High Injury Corridors in the 2017 Oakland Pedestrian Master Plan Update. No sidewalk gaps were identified, and as a high-walkability neighborhood, it is unlikely that significant changes will be made to the pedestrian environment in the project vicinity.

(3) Planned Roadway Network Changes

No roadway modifications are currently planned and funded within the immediate study area.

2. Regulatory Setting

This section includes plans, ordinances, or policies addressing the safety or performance of the circulation system.

a. State and Regional Regulatory Frameworks

(1) Senate Bill 743

On September 27, 2013, Senate Bill 743 was signed into law, building on legislative changes from SB 375, AB 32, and AB 1358. SB 743 began the process to modify how impacts to the transportation system are assessed for purposes of CEQA compliance. These changes include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. SB 743 includes amendments that revise the definition of “infill opportunity zones” to allow cities and counties to opt out of traditional LOS standards established by congestion management programs (CMPs) and require OPR to update the CEQA Guidelines and establish criteria for determining the significance of transportation impacts of projects within transit priority areas.

As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.” The final guidelines were finalized in December 2018 and took effect statewide in July 2020.

(2) Plan Bay Area

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county Bay Area, including Alameda County. It also functions as the federally mandated metropolitan planning organization (MPO) for the region. Plan Bay Area 2040 is the Bay Area’s Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). Plan Bay Area 2040, adopted jointly by Association of Bay Area Governments (ABAG) and MTC on July 26, 2017, lays out a development scenario for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by California Air Resources Board. It serves as a limited and focused update to Plan Bay Area (2013), with updated planning assumptions that incorporate key economic, demographic, and financial trends from the last several years. MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission.

b. General Plan

The General Plan is a comprehensive plan for the growth and development of the City. The General Plan includes policies related to land use and circulation; housing; recreation; conservation and open space; noise; environmental hazards; and historic resources. These topics are addressed within individual elements of the General Plan: Land Use and Transportation;

Pedestrian Master Plan; Bicycle Master Plan; Housing; Historic Preservation; Open Space; Conservation; Recreation; Noise; and Safety. Each is addressed separately below.

Regarding a project's consistency with the General Plan in the context of CEQA, the General Plan states the following:

The General Plan contains many policies which may in some cases address different goals, policies and objectives and thus some policies may compete with each other. The Planning Commission and City Council, in deciding whether to approve a proposed project, must decide whether, on balance, the project is consistent (i.e., in general harmony) with the General Plan. The fact that a specific project does not meet all General Plan goals, policies and objectives does not inherently result in a significant effect on the environment within the context of CEQA.⁴

(1) Land Use and Transportation Element (LUTE)

The City of Oakland, through various policy documents, states a strong preference for encouraging use of pedestrian, bicycle, and transit travel modes. The following policies are included in the LUTE:

LUTE Policy Framework, Encouraging Alternative Means of Transportation: "A key challenge for Oakland is to encourage commuters to carpool or use alternative modes of transportation, including bicycling or walking. The Policy Framework proposes that congestion be lessened by promoting alternative means of transportation, such as transit, biking, and walking, providing facilities that support alternative modes, and implementing street improvements. The City will continue to work closely with local and regional transit providers to increase accessibility to transit and improve intermodal transportation connections and facilities. Additionally, policies support the introduction of light rail and trolley buses along appropriate arterials in heavily traveled corridors, and expanded use of ferries in the bay and estuary."

Policy T3.5, Including Bikeways and Pedestrian Walks: The City should include bikeways and pedestrian walks in the planning of new, reconstructed, or realized streets, wherever possible.

Policy T3.6, Encouraging Transit: The City should encourage and promote use of public transit in Oakland by expediting the movement of and access to transit vehicles on designated "transit streets" as shown on the Transportation Plan. (Policies T3.6 and T3.7 are based on the City Council's passage of "Transit First" policy in October 1996.)

Policy T3.7, Resolving Transportation Conflicts: The City, in constructing and maintaining its transportation infrastructure, should resolve any conflicts between public transit and single occupant vehicles in favor of the transportation mode that has the potential to provide the greatest mobility and access for people, rather than vehicles, giving due consideration to the environmental, public safety, economic development, health and social equity impacts.

⁴ City Council Resolution No. 79312 C.M.S.; adopted June 2005.

Policy T4.1, Incorporating Design Features for Alternative Travel: The City will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking.

(2) Pedestrian Master Plan

In June 2017, the City of Oakland adopted the Oakland Walks! 2017 Pedestrian Master Plan Update (2017 PMP). The 2017 PMP is an update to the 2002 Pedestrian Master Plan (2002 PMP), which was adopted by the City Council and incorporated into the adopted General Plan. The PMP was updated in 2017 to reflect four goals:

1. **Holistic Community Safety:** Make Oakland's pedestrian environment safe and welcoming.
2. **Responsiveness:** Develop and provide tools to ensure that Oakland creates and maintains a vibrant pedestrian environment.
3. **Equity:** Recognizing a historical pattern of disinvestment, focus investment and resources to create equitable, accessible walking conditions to meet the needs of Oakland's diverse communities.
4. **Vitality:** Ensure that Oakland's pedestrian environment is welcoming, well connected, supports the local economy, and sustains healthy communities.

The 2017 PMP also identifies the following five outcomes:

- **Outcome 1: Increase Pedestrian Safety.** The City will install pedestrian safety improvements in high injury corridors, develop new policies, adopt Vision Zero, upgrade signals and other infrastructure, work to reduce vehicle speeds, improve lighting, and explore ways to equitably enforce traffic laws.
- **Outcome 2: Create Streets and Places that Promote Walking.** The City will integrate safety into the design of new streets, incorporate art into pedestrian infrastructure, plant more street trees, repair sidewalks, install accessible curb ramps, and provide public open space in underutilized roadways. The City will also pursue citywide programs and partnerships with nonprofits and community groups to promote walking.
- **Outcome 3: Improve Walkability to Key Destinations.** The City will develop a prioritization strategy to best focus the benefits of the Safe Routes to School program, establish a similar program focused on first and last mile access to transit, support wayfinding efforts, and identify strategies for improving the walking environment in and near Caltrans-owned rights-of-way, such as underneath freeway overpasses. Additionally, the City will use Walk Score® to improve key destinations.
- **Outcome 4: Engage the Oakland Community in Creating Vibrant Pedestrian Environments.** The City will reinvigorate existing communication methods and establish new

protocols for engaging about pedestrian projects and enabling community-determined pedestrian projects.

- **Outcome 5: Improve Metrics, Evaluations, Funding and Tools for Creating Pedestrian Environments.** The City will develop and implement a host of data collection, data analysis, and data reporting efforts, as well as ensure adequate staff training in pedestrian design standards to ensure that the Plan implementation is efficient, accountable, effective, and equitably distributed.

(3) Bicycle Master Plan

The Oakland City Council adopted a new Bike Plan in 2019, titled Let's Bike Oakland. The plan features increased emphasis on equity in pursuit of its four goals: Access, Health & Safety, Affordability, and Collaboration. Relevant actions and policy objectives from this plan are provided below.

Access: Support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops, and BART.

- Objective A: Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations.
 - Action 1: Build low-stress bicycle facilities that provide access to local destinations in every neighborhood in Oakland.
 - Action 2: Increase the supply of bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices.
- Objective C: Support public transit service.
 - Action 1: Design bikeways that provide first and last mile connections to transit
- Objective D: Reduce travel times for low-income households.
 - Action 1: Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025.
- Objective E: Prioritize the needs and trip patterns of vulnerable populations.
 - Action 1: Prioritize the construction of bikeways that address disparities and close gaps in the bicycle network between neighborhoods.
- Objective F: Serve people with disabilities.
 - Action 1: Ensure that bikeway designs do not create additional barriers for people with disabilities.

Health and Safety: Empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy.

- Objective A: Reduce bicycle crashes through safe and comfortable bikeways.
 - Action 1: Prioritize quick implementation of bicycle facilities on Oakland’s high-injury network to rapidly address known safety issues.
 - Action 2: Adopt bikeway design guidelines that guide planners and engineers in designing streets with separation between bicyclists and drivers.
- Objective C: Reduce air pollution, asthma rates, and greenhouse gas emissions.
 - Action 1: Build a bicycle network that encourages Oaklanders to choose modes of transportation other than driving by providing low-stress facilities and integrating bikes with transit.
 - Action 2: Achieve a 20% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit, consistent with the City’s Energy and Climate Action Plan (2018).

Affordability: Let’s Bike Oakland will work to reduce the burden of household transportation costs

- Objective A: Reduce the overall household costs for all Oaklanders.
 - Action 1: Build a bicycle network that provides low-stress bicycle facilities for people in low-income neighborhoods, encouraging the use of bicycling as low-cost transportation.
 - Action 2: Build bikeways that provide first and last mile connections to public transit stations and major bus stops.

c. City of Oakland Public Transit and Alternative Modes Policy

The City of Oakland adopted the Public Transit and Alternative Modes Policy, also known as the “Transit-First Policy,” in October 2006.⁵ This resolution supports public transit and other alternatives to single occupant vehicles and directs the LUTE to incorporate “various methods of expediting transit services on designated streets and encouraging greater transit use.” The resolution also directs the City, in constructing and maintaining its transportation infrastructure, to resolve any conflicts between public transit and single occupant vehicles on City streets in favor of the transportation mode that provides the greatest mobility for people rather than vehicles giving due consideration to the environment, public safety, economic development, health, and social equity impacts.

⁵ Oakland City Council Resolution 73036 C.M.S.

d. City of Oakland Complete Street Policy

In January 2013, the City of Oakland adopted the Complete Street Policy to further ensure that Oakland streets provide safe and convenient travel options for all users.⁶ This resolution, consistent with the California Complete Streets Act of 2008, directs the City of Oakland to plan, design, construct, operate, and maintain the street network in the City to accommodate safe, convenient, comfortable travel for all modes, including pedestrians, bicyclists, transit users, motorists, trucks, and emergency vehicles.

e. City of Oakland Equitable Climate Action Plan

The City of Oakland adopted the Oakland 2030 Equitable Climate Action Plan (ECAP) in July 2020 (City Council Resolution 87397 C.M.S.), a comprehensive equity-focused plan to achieve the 2030 GHG reduction target and increase Oakland's resilience to the impacts of the climate crisis. Since cars and trucks account for two-thirds of local emissions in Oakland, the ECAP has a focus on transportation and land use policies. The following actions are applicable to the project:

- Action TLU-1: Align All Planning Policies & Regulations with ECAP Goals and Priorities.
 - Remove parking minimums and establish parking maximums where feasible, ensuring public safety and accessibility.
 - Require transit passes bundled with all new major developments.
- Action TLU-2: Align Permit and Project Approvals with ECAP Priorities. Amend Standard Conditions of Approval (SCAs), as well as mitigation measures and other permit conditions, to align with the City's GHG reduction priorities stated in this ECAP. Explore, through the Planning Commission, adoption of a threshold of significance for GHG impacts to align with this ECAP. In applying conditions on permits and project approvals, ensure that all cost-effective strategies to reduce GHG emissions from buildings and transportation are required or otherwise included in project designs, including infrastructure improvements like bicycle corridor enhancements, wider sidewalks, crossing improvements, public transit improvements, street trees and urban greening, and green stormwater infrastructure. Where onsite project GHG reductions are not cost-effective, prioritize local projects benefiting frontline communities.
- Action TLU-4: Abundant, Affordable, and Accessible Public Transit. The City will work with public transit agencies to replace autos with public transit as a primary transportation mode for trips beyond walking distance, ensuring convenient, safe, and affordable public transit access within Oakland and to neighboring cities for all Oaklanders.
- Action TLU-5: Create a Zero Emission Vehicle (ZEV) Action Plan. By 2021, develop a ZEV Action Plan to increase adoption of electric vehicles and e-mobility while addressing equity concerns and prioritizing investment in frontline communities. The plan must set ambitious

targets for ZEV infrastructure and must be coordinated with other land use and mobility options so that ZEV ownership is not necessary for access to ZEV trips, and ZEVs increase as a percentage of all vehicles while overall vehicle miles traveled decreases. The plan must address the following sectors: medium and heavy-duty vehicle electrification, including trucks and delivery vehicles; personal vehicle charging infrastructure in multifamily buildings, including affordable buildings; curbside charging; school and transit buses; and coordination with private and public fleet operators.

- **Action TLU-8: Expand and Strengthen Transportation Demand Management (TDM) Requirements.** Increase TDM performance requirements for new developments where feasible to support the mode shifts necessary to achieve a low carbon transportation system. Expand the TDM program to include requirements for existing employers. Fund ongoing monitoring and enforcement of TDM requirements.

f. Standard Conditions of Approval

The City's Standard Conditions of Approval (SCA) that directly pertain to transportation and circulation and that apply to the project are listed below. If the project is adopted by the City, all applicable SCAs will be adopted as conditions of approval and required, as applicable, of the project to help ensure no significant impacts. Because the conditions of approval are incorporated as part of the project, they are not listed as mitigation measures. SCA-SERV-2: Construction Management Plan (#13) also addresses construction impacts related to traffic control and is listed in *Section V.M, Public Services, Utilities, and Recreation*.

SCA-TRANS-1: Construction Activity in the Public Right-of-Way (#8o)

a. Obstruction Permit Required

Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.

When Required: Prior to approval of construction-related permit

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

b. Traffic Control Plan Required

Requirement: In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus

Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

c. Repair of City Streets

Requirement: 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.

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Department of Transportation

SCA-TRANS-2: Bicycle Parking (#81)

Prior to issuance of a demolition, grading, or building permit.

Requirement: 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.

When Required: Prior to approval of building permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-TRANS-3: Transportation Improvements (#82)

Prior to issuance of a demolition, grading, or building permit.

Requirement: The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below:

- a. 2070L Type Controller with cabinet accessory
- b. GPS communication (clock)

- c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)
- d. Countdown pedestrian head module switch out
- e. City Standard ADA wheelchair ramps
- f. Video detection on existing (or new, if required)
- g. Mast arm poles, full activation (where applicable)
- h. Polara Push buttons (full activation)
- i. Bicycle detection (full activation)
- j. Pull boxes
- k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum
- l. Conduit replacement contingency
- m. Fiber switch
- n. PTZ camera (where applicable)
- o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor
- p. Signal timing plans for the signals in the coordination group
- q. Bi-directional curb ramps (where feasible, and if project is on a street corner)
- r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner)

When Required: Prior to building permit final or as otherwise specified

Initial Approval: Bureau of Building; Department of Transportation

Monitoring/Inspection: Bureau of Building

SCA-TRANS-4: Transportation and Parking Demand Management (#83)

a. Transportation and Parking Demand Management (TDM) Plan Required. *Prior to approval of planning application.*

Requirement: The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.

- i. The goals of the TDM Plan shall be the following:
 - Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable.
 - Achieve the following project vehicle trip reductions (VTR):
 - Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR
 - Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR
 - Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.
 - Enhance the City's transportation system, consistent with City policies and programs.
- ii. The TDM Plan should include the following:
 - Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable.
 - Proposed TDM strategies to achieve VTR goals (see below).

- For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program.
- The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR.

SCA-TRANS-4 Improvement	Required by code or when...
Bus boarding bulbs or islands.	<ul style="list-style-type: none"> • A bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb.
Bus shelter.	<ul style="list-style-type: none"> • A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day.
Concrete bus pad.	<ul style="list-style-type: none"> • A bus stop is located along the project frontage and a concrete bus pad does not already exist.
Curb extensions or bulb-outs.	<ul style="list-style-type: none"> • Identified as an improvement within site analysis.
Implementation of a corridor-level bikeway improvement.	<ul style="list-style-type: none"> • A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips.
Implementation of a corridor-level transit capital improvement.	<ul style="list-style-type: none"> • A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips.
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	<ul style="list-style-type: none"> • Always required.
Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.).	<ul style="list-style-type: none"> • When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection.
In-street bicycle corral.	<ul style="list-style-type: none"> • A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.
Intersection improvements. ⁶	<ul style="list-style-type: none"> • Identified as an improvement within site analysis.
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards.	<ul style="list-style-type: none"> • Always required.
No monthly permits and establish minimum price floor for public parking. ⁷	<ul style="list-style-type: none"> • If proposed parking ratio exceeds 1:1000 square feet (commercial).
Parking garage is designed with retrofit capability.	<ul style="list-style-type: none"> • Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 square feet (commercial).

⁶ Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

⁷ May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

SCA-TRANS-4 Improvement	Required by code or when...
Parking space reserved for car share.	<ul style="list-style-type: none"> If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section.	<ul style="list-style-type: none"> Typically required.
Pedestrian crossing improvements.	<ul style="list-style-type: none"> Identified as an improvement within site analysis.
Pedestrian-supportive signal changes. ⁸	<ul style="list-style-type: none"> Identified as an improvement within operations analysis.
Real-time transit information system.	<ul style="list-style-type: none"> A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better.
Relocating bus stops to far side.	<ul style="list-style-type: none"> A project is located within 0.10 mile of any active bus stop that is currently near-side.
Signal upgrades. ⁹	<ul style="list-style-type: none"> Project size exceeds 100 residential units, 80,000 square feet of retail, or 100,000 square feet of commercial; and Project frontage abuts an intersection with signal infrastructure older than 15 years.
Transit queue jumps.	<ul style="list-style-type: none"> Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with two or more routes or peak period frequency of 15 minutes or better.
Trenching and placement of conduit for providing traffic signal interconnect.	<ul style="list-style-type: none"> Project size exceeds 100 units, 80,000 square feet of retail, or 100,000 square feet of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and A major transit improvement is identified within operations analysis requiring traffic signal interconnect.
Unbundled parking.	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1.25 (residential).

iii. Other TDM strategies to consider include, but are not limited to, the following:

- Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.
- Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping.
- Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. Pedestrian refuge islands, particularly at the crossing of Broadway at College Avenue, north side. Islands would be minimum 6 feet in width, likely requiring some lane and striping realignment.
- Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at

⁸ Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a “scramble” signal phase where appropriate.

⁹ Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals.

<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oako42662.pdf> and <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oako25595.pdf>, respectively) and any applicable streetscape plan.

- Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.
- Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).
- Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes.
- Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3).
- Guaranteed ride home program for employees, either through 511.org or through separate program.
- Pre-tax commuter benefits (commuter checks) for employees.
- Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.
- On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools.
- Distribution of information concerning alternative transportation options.
- Parking spaces sold/leased separately for residential units. Charge employees for parking or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.
- Parking management strategies including attendant/valet parking and shared parking spaces.
- Requiring tenants to provide opportunities and the ability to work off-site.
- Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).
- Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.

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

When Required: Prior to approval of planning application.

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. TDM Implementation – Physical Improvements. *Prior to building permit final.*

Requirement: For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.

When Required: Prior to building permit final

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

c. TDM Implementation – Operational Strategies. *On-Going.*

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

When Required: Ongoing

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

SCA-TRANS-5: Transportation Impact Fee (#84)

Prior to issuance of building permit.

Requirement: The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

SCA-TRANS-6: Plug-In Electric Vehicle (PEV) Charging Infrastructure (#86)

Prior to issuance of building permit.

a. PEV-Ready Parking Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e., "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.

b. PEV-Capable Parking Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter

15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.

c. ADA-Accessible Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

3. Project Transportation Characteristics

a. Existing Characteristics

The proposed mixed-use development (hereby referred to as the project) would be located at the southeast corner of the Broadway/Clifton Street intersection in Oakland, California, where the existing California College of the Arts (CCA) Oakland campus is located. Vehicular access to the existing CCA Oakland campus is provided by a driveway on Clifton Street, accessed via an unsignalized intersection at Broadway. The unsignalized intersection of Broadway/Clifton Street is located between the closely spaced signalized intersections of Broadway/Broadway Terrace and Broadway/College Avenue.

b. Project

The project proposes to develop the CCA Oakland campus property with the following key initial plan elements:

- Construction of 510 residential units focused in two building complexes, one located along the site's eastern edge and one at the corner of Clifton Street and Broadway; and
- Construction of 16,945 square feet of office space and 1,408 square feet of ground floor café/retail space fronting Broadway.
- Provision of 11,884 square feet of personal instruction and improvement services or group assembly. This would include 10,718 square feet of assembly space on Macky Lawn and 1,166 square feet of assembly space on the Carriage House Terrace. Macky Lawn and the Carriage House Terrace would be available to be used for community or cultural performing arts by non-profit groups. The ground floor of the Carriage House would also be available for assembly activities, including community meetings.

This analysis examines project components described above—510 new multi-family dwelling units, 16,945 square feet of office space, and approximately 1,408 square feet of space

designated for ground floor commercial uses. A total of 268 off-street parking spaces are proposed, with 251 dedicated to residents and 13 dedicated to the historic and commercial uses. A total of 510 bicycle parking spaces would be provided on-site, with 27 being short term bicycle parking (bicycle rooms/racks that are accessible to the public) and 483 being long term bicycle parking (secured with key card access for residents and employees).

c. Trip Generation

Trip generation for the project was estimated using the Trip Generation Manual, 10th Edition (2017) published by the Institute of Traffic Engineers (ITE), as presented in Table V.C-3. The project’s on-site residential, office, and retail/café uses are expected to generate 2,259 daily vehicle trips, including 180 morning and 169 evening peak hour trips on a typical weekday.

TABLE V.C-3 PROJECT TRIP GENERATION

Use	Setting/Location	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise) ^a	Dense Multi-Use Urban	510 Occupied Dwelling Units ^e	1,953	40	108	148	87	51	138
Office ^b	General Urban/Suburban	16,945 sq.ft. ^e	170	17	3	20	3	16	19
Café/Retail ^c	General Urban/Suburban	1,408 sq.ft. ^e	160	8	6	14	9	5	14
Café/Retail (Internalization – 15%) ^d			-24	-1	-1	-2	-1	-1	-2
<i>Project Trip Generation</i>			2,259	64	116	180	98	71	169
CCA Campus	Urban	Existing to be removed	100	12	2	14	2	8	10
<i>Existing CCA Campus Trip Generation</i>			-100	-12	-2	-14	-2	-8	-10
Net New Trips			2,159	52	114	166	96	63	159

^a Land Use Category 221- Multi-family Housing (Mid-Rise) in a Dense Multi-Use Urban Setting

^b Land Use Category 710- General Office Building in a General Urban/Suburban Setting

^c Land Use Category 932- High Turnover (Sit Down) Restaurant in a General Urban/Suburban Setting

^d Internalization of trips/mixed use credits (i.e., retail customers originating from project office or residential uses).

Source: Trip Generation Manual (10th Edition), ITE, 2017.

The number of vehicle trips generated by existing CCA uses to be removed was estimated through site observations of travel to and from on-site parking lots. These observations identified approximately 100 daily vehicle trips, including 14 morning and 10 evening peak hour trips on a typical weekday.

The total net new trips forecast to be generated by the project includes approximately 2,159 daily vehicle trips, including 166 morning and 159 evening peak hour trips on a typical weekday.

The neighborhood group assembly space is not expected to generate regular vehicular traffic during typical weekday morning and evening peak commute hours. Events in these spaces will be seasonal in nature, occur infrequently and be scheduled on days and hours that do not coincide with weekday peak commute periods.

4. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section describes environmental impacts related to transportation and circulation that could result from the implementation of the project. The section begins with the criteria of significance that establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the City of Oakland's CEQA Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 to modify local environmental review processes by removing automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. The Planning Commission direction aligns with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis with adopted plans and policies related to transportation, which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

a. Significance Criteria

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

1. Cause substantial additional vehicle miles traveled (VMT) per capita, per service population, or other appropriate efficiency measure. Specifically,
 - For residential projects, a project would cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent

- For office projects, a project would cause substantial additional VMT if it exceeds the existing regional VMT per employee minus 15 percent.
 - For retail projects greater than 80,000 square feet, a project would cause substantial additional VMT if it results in a net increase in citywide total VMT per service population.
 - Grocery stores, local-serving entertainment venues, religious institutions, parks, and athletic club land uses should be treated as retail for screening and analysis.
2. Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay).
 3. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.

The project's proposed group assembly space is expected to serve trips with local origins and destinations and per the City's guidelines is treated as retail for the purposes of VMT screening and analysis.

b. Less-Than-Significant Traffic and Transportation Impacts

(1) Vehicle Miles Traveled (Criterion 1)

Many factors affect travel behavior, including density of development, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development that is located at a great distance from other land uses, in areas with poor access to non-single occupancy vehicle travel modes generate more vehicle travel compared to development located in urban areas, where a higher density of development, a mix of land uses, and non-single occupancy vehicle travel options are available.

Given these travel behavior factors, most of Oakland has lower VMT per capita and VMT per worker ratios than the nine-county San Francisco Bay Area region. Furthermore, within the City of Oakland, some neighborhoods may have lower VMT ratios than others.

Estimating VMT generally requires the use of travel demand models to fully capture the length of trips on the transportation network, as well as the changes in VMT behavior that may occur with the introduction of the Project. This analysis uses the latest version of the Alameda County Transportation Commission (CTC) Travel Demand Model which was released in May 2019 and is consistent with the Metropolitan Transportation Commission (MTC) Plan Bay Area 2040 (i.e., Sustainable Communities Strategy) transportation network and land uses for 2020 and 2040. The

model produces forecasts that are generally consistent with the travel demand forecasts that the MTC has produced for Plan Bay Area 2040 for the Plan horizon year of 2040 and meets the regional model consistency requirements.

Neighborhoods within Oakland are expressed geographically in transportation analysis zones, or TAZs, which are used in transportation planning models for transportation analysis and other planning purposes. The Alameda CTC Travel Demand Model includes 369 TAZs within Oakland that vary in size from a few city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in lower-density neighborhoods. Based on the transportation network and land use inputs, such as population and employment characteristics by TAZ, the model assigns all predicted trips within, across, or to/from the county onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario.

The Alameda CTC Model outputs the household VMT per capita, which measures all the VMT by passenger vehicles on a typical weekday that begin or end at homes. Based on the Alameda CTC Travel Demand Model, the regional average household VMT per capita is 19.8 under 2020 conditions and 19.1 under 2040 conditions. The regional average daily VMT per worker is 18.1 under 2020 conditions and 18.2 under 2040 conditions.

Screening Criteria

VMT impacts would be less than significant for a project if any of the identified screening criteria outlined below are met:

1. Small Projects: The project generates fewer than 100 vehicle trips per day.
2. Low-VMT Areas: The project meets map-based screening criteria by being located in an area that exhibits below threshold VMT, or 15-percent or more below the regional average.
3. Near Transit Stations: The project is located in a Transit Priority Area or within a one-half mile of a Major Transit Stop¹⁰ or high-quality transit corridor¹¹ and satisfies the following:
 - Has a Floor Area Ratio (FAR) of greater than 0.75;
 - Does not include more parking for use by residents, customers, or employees than other typical nearby uses, or more than required by the City (if parking minimums pertain to the

¹⁰ CEQA Guidelines Section 15191(i) defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during morning and afternoon peak commute times.

¹¹ CEQA Guidelines Section 21155(b) defines 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.

site) or allowed without a conditional use permit (if minimums and/or maximums pertain to the site); and

- Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the MTC).

The project's relation to each of the three criteria are described below. The project satisfies the Near Transit Stations (#3) criterion as described below.

Criterion #1: Small Projects

The proposed project would generate more than 100 vehicle trips per day and therefore does not satisfy criterion #1.

Criterion #2: Low-VMT Area

Table V.C-4 shows the estimated 2020 and 2040 VMT per capita for TAZ 332, the TAZ in which the project site is located, as well as the applicable VMT thresholds of 15-percent below the regional average.

As shown in Table V.C-4, the 2020 and 2040 estimated average daily VMT per capita for residential uses in the Project TAZ are less than the regional averages minus 15-percent. The 2020 and 2040 daily per worker in the project TAZ are greater than the regional averages minus 15-percent. The project does not satisfy criterion #2 for its employment uses.

TABLE V.C-4 DAILY VEHICLE MILES TRAVELLED PER CAPITA

Land Use	Bay Area				TAZ 332	
	2020		2040		2020	2040
	Regional Average	85% Regional Average	Regional Average	85% Regional Average		
Residential	19.8	16.8	19.1	16.2	16.0	15.6
Worker	18.1	15.4	18.2	15.5	17.4	17.5

Source: SB 743 and VMT Tool - Alameda CTC, accessed December 2023.

Criterion #3: Near Transit Stations

The project site is directly adjacent to a high-quality transit (bus) corridor. Route 51A operates along the Broadway/College Avenue corridors with 10- to 15-minute peak headways during both the morning and afternoon peak commute periods. As described below, the project meets the three conditions necessary to satisfy Criterion #3:

- The project would have a FAR of 2.51, which is greater than the threshold of 0.75.
- The project proposes a total of 268 parking spaces with 255¹² of the spaces being reserved for residential use. The City has eliminated minimum parking ratios for deed restricted affordable units. The criteria state that a project meets this requirement if the project does not include **more parking for use** by residents, customers, or employees than **other typical nearby uses, or more than required by the City (if parking minimums pertain to the site); or** allowed without a conditional use permit (if minimums and/or maximums pertain to the site).
- For market rate residential the City's minimum standard is 0.50 spaces per unit. With 459 market rate units; a minimum of 230 spaces are required, leaving 25 spaces to serve the affordable units resulting in approximately 0.49 spaces per affordable unit. According to the US Census data, the average automobile ownership for renter households in the project vicinity (census tract) is about 0.75 vehicles per household¹³; one of the lowest in the City.¹⁴ Given the residential portion of the project would be at 0.49 spaces per unit (including both market and affordable units) and the affordable independent of the market rate would be parked at 0.49 spaces per unit, the project would provide fewer parking spaces than other typical uses nearby.

The City of Oakland Planning Code (Section 17.116.80) requires a minimum of 1 parking space for 1,000 square feet of commercial space in the CC-2 Zone. A total of 6,982 of ground floor commercial is proposed in Building A, resulting in the need for an additional 7 spaces and then an additional 11 spaces for the historic buildings.

City Planning Code Section 17.116.110 provides that for the conversion of historic buildings existing parking on site must be retained in proportion of the size of the buildings to be retained in relationship to the total existing square footage. The two historic buildings on-site being converted to new uses, the Macky Hall and Carriage House buildings, are 10,654 square feet in size. Their retention requires that six of the existing 41 parking spaces on site be retained or provided within a new parking facility.

¹² Note the project plans dated August 25, 2022 state that 251 parking spaces are dedicated to residential. Since those plans were submitted the City's parking standards have been revised and the amount of spaces required for commercial is reduced from 18 to 13 spaces. The remaining 5 spaces will shift to provide some parking for the affordable units.

¹³ 61 Based on American Community Survey 2017-2021 Five-Year Estimates, Census Tract 4042, Table B25044. and DPO4.

¹⁴ The Census tract that includes the MacArthur BART TOD has an average of 1.24 vehicles per unit and the Census tract that is south of 51st Avenue and includes the Baxter is has an average of 1.21 vehicles per unit

Non site residents or employees that choose to attend events at the community group assembly space would use on-street parking in the project's vicinity.

In summary the project would not exceed any of the City's established minimum parking standards and for uses where no minimum exists (i.e., affordable units) the parking provided is significantly below what is typical for the project vicinity.

- The project proposes new multi-family residential development within the MacArthur Transit Village Priority Development Area as defined by Plan Bay Area and is therefore consistent with the region's Sustainable Communities Strategy.

The retail portion of the project is 1,408 square feet of locally serving retail space, which is less than 80,000 square feet stated in the criterion. The 11,884 square feet of group assembly space, treated as retail per the City's guidelines, is also less than the 80,000 square feet stated within the criterion. These spaces are expected to serve local uses and not be accretive to overall VMT.

In addition, because the project would generate more than 50 net new peak hour trips, the project would be required to implement SCA-TRANS-4: Transportation and Parking Demand Management Plan (#83), which would require the preparation and implementation of a detailed TDM Plan, and impacts related to VMT would be further reduced. Because the project meets the requirement of Criterion #3: Near Transit Stations, the project's impacts related to VMT would be less than significant and no additional mitigation measures would be required. The TDM Plan will have a vehicle trip reduction goal of at least 20 percent.

(2) Consistency with Plan, Ordinances, or Policies Addressing the Safety or Performance of the Circulation System (Criterion 2)

The project is consistent with applicable plans, ordinances, and policies, and would not cause a significant impact by conflicting with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths.

The LUTE, as well as the City's Public Transit and Alternative Mode and Complete Streets policies, states a strong preference for encouraging the use of non-automobile transportation modes, such as transit, bicycling, and walking. The project would encourage such uses by providing housing units in a dense, walkable urban environment that is well-served by local and regional transit, as well as providing fewer parking spaces than those required by the City's planning code.

The project is consistent with both the City's Pedestrian Master Plan and Bicycle Master Plan as it would not make major modifications to existing pedestrian or bicycle facilities in the surrounding areas nor adversely affect installation of future facilities. The project would improve and widen

sidewalks abutting the project site on Broadway and Clifton Street. The improved sidewalks along Broadway would provide an effective 8 feet of width, consistent with the City's PMP requirements and the sidewalk along Clifton Street would be 14 feet wide.

In addition, because the project would generate more than 50 net new peak hour trips, the project would be required to implement SCA-TRANS-4: Transportation and Parking Demand Management Plan (#83), which would require the preparation and implementation of a detailed TDM Plan. Implementation of a detailed TDM plan would help to achieve some of the goals of the LUTE, the Pedestrian Master Plan, the Bicycle Master Plan, the Public Transit and Alternative Mode policy, and the Complete Streets policy. Overall, the project would not conflict with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system. This is a less-than-significant impact; no mitigation measures are required.

(3) Induce Automobile Travel by Increasing Physical Roadway Capacity or by Adding New Roadways (Criterion 3)

The project does not propose to increase physical roadway capacity to the roadway network and therefore would have a less-than-significant impact on induced travel.

c. Significant Traffic and Transportation Impacts

Implementation of the project would not result in any significant traffic or transportation impacts.

d. Cumulative Impacts

This section measures the project against the significance criteria under cumulative conditions in 2040 and establishes whether or not the project would result in any cumulative traffic or transportation impacts.

(1) Vehicle Miles Travel (Criterion 1)

Table V.C-4 shows the project's 2040 VMT for office and residential uses. As shown, per capita VMT in 2040 for the project will be 15.6 compared to the regional average of 19.1. The per worker VMT within the project's TAZ is 17.5 compared to the regional average of 18.2. The project is located in an area with low 2040 residential levels of VMT and is adjacent to a high-quality transit corridor. AC Transit's Route 51A is identified as one of the service provider's "major corridors" and current planning documents¹⁵ call for the implementation of Enhanced Bus Service and Rapid Bus Service on the route by the year 2040. These improvements will increase bus frequencies, speeds,

¹⁵ AC Transit, 2016. Major Corridor Study Final Report, July.

and reliability within the corridor. Thus, the project is expected to continue to exist adjacent to a high-quality transit corridor through the year 2040 and beyond.

(2) Consistency with Plan, Ordinances, or Policies Addressing the Safety or Performance of the Circulation System (Criterion 2)

The project and the associated SCAs presented in this section are consistent with the City's policies, plans, and programs, and would not cause a significant impact by conflicting with adopted policies, plans, or programs supporting public transit, bicycle usage, or pedestrian activity.

(3) Induce Automobile Travel by Increasing Physical Roadway Capacity or by Adding New Roadways (Criterion 3)

The project does not propose any new streets under cumulative conditions in 2040. Nor does the project modify existing streets that would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. The project would not have a significant impact on roadway capacity.

D. AIR QUALITY

This section describes the existing air quality conditions in the vicinity of the project site; discusses the federal, State, and local regulations and policies pertinent to air quality; and assesses the potentially significant impacts to existing air quality as a result of implementation of the project. The potential impacts assessed include increases in criteria air pollutant and toxic air contaminant (TAC) emissions during both the construction and operational phases of the project. The analysis in this section was prepared in accordance with the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines (CEQA Guidelines).¹ The City's Standard Conditions of Approval (SCAs) that would reduce potential impacts are identified, as appropriate.

1. Setting

The project site is in the City of Oakland, which is situated within the San Francisco Bay Area Air Basin (SFBAAB). Some air basins have natural characteristics that limit the ability of natural processes to either dilute or transport air pollutants. The major determinants of air pollution transport and dilution are climatic and topographic factors such as wind, atmospheric stability, terrain that influences air movement, and sunshine. Wind and terrain can combine to transport pollutants away from upwind areas, while solar energy can chemically transform pollutants in the air to create secondary photochemical pollutants such as ozone. The following discussion provides an overview of the environmental setting with regard to air quality in the SFBAAB.

a. Regional Climate, Meteorology, and Topography

The San Francisco Bay Area (Bay Area) has a Mediterranean climate characterized by wet winters and dry summers. During the summer, a high-pressure cell centered over the northeastern Pacific Ocean results in stable meteorological conditions and a steady northwesterly wind flow that keep storms from affecting the California coast. During the winter, the Pacific high-pressure cell weakens, resulting in increased precipitation and the occurrence of storms. The highest air pollutant concentrations in the Bay Area generally occur during inversions, when a surface layer of cooler air becomes trapped beneath a layer of warmer air. An inversion reduces the amount of vertical mixing and dilution of air pollutants in the cooler air near the surface.

Oakland is within a climatological subregion that stretches from Richmond to San Leandro. The western boundary of this subregion is defined by the San Francisco Bay and the eastern boundary by the Oakland-Berkeley Hills. The Oakland-Berkeley Hills have a ridge-line height of approximately 1,500 feet, which creates a significant barrier to air flow in the Bay Area. The

¹ Bay Area Air Quality Management District (BAAQMD), 2022. California Environmental Quality Act Air Quality Guidelines, April.

prevailing wind direction is from the west.² Average summer temperatures range from about 55 to 75 degrees Fahrenheit (°F), and average winter temperatures range from about 45 to 55 °F.

b. Air Pollutants of Concern

The California Air Resources Board (CARB) and United States Environmental Protection Agency (EPA) focus on the following air pollutants as regional indicators of ambient air quality:

- carbon monoxide (CO)
- ozone
- suspended particulate matter—both respirable (PM₁₀) and fine (PM_{2.5})
- nitrogen dioxide (NO₂)
- sulfur dioxide (SO₂)
- lead

Because these are the most prevalent air pollutants known to be harmful to human health, based on extensive criteria documents, they are referred to as “criteria air pollutants.” In the SFBAAB, the primary criteria air pollutants of concern are CO, ground-level ozone formed through reactions of oxides of nitrogen (NO_x) and reactive organic gases (ROG), PM₁₀, and PM_{2.5}. The SFBAAB was redesignated in June 2018 from maintenance to attainment with regards to CO, which is described in more detail below. The BAAQMD operates a network of air monitoring stations throughout the SFBAAB to monitor air pollutants such as ozone, PM₁₀, and PM_{2.5}. Table V.D-1 presents a 5-year summary for the period 2013 to 2017 of the highest annual concentrations of ozone and PM_{2.5}, which is collected at the Oakland West monitoring station located at 1100 21st Street in Oakland and is the closest monitoring station to the project. The nearest station where PM₁₀ levels are measured is the Concord monitoring station at 2975 Treat Boulevard in Concord. Table V.D-1 also compares measured pollutant concentrations with applicable State and federal ambient air quality standards, which are discussed further under Section V.D.2.a of this resource topic. The primary air pollutants of concern are discussed further below.

(1) Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of fuels. The primary source of CO in the SFBAAB is motor vehicles. CO impacts are generally localized as concentrations disperse rapidly into the atmosphere; however, high CO concentrations can be a concern in areas with heavy traffic congestion. CO concentrations tend to be highest during winter mornings when there is little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near highly

² Bay Area Air Quality Management District (BAAQMD), 2000. BAAQMD Meteorological Data; Oakland STP, Station No. 1804.

TABLE V.D-1 AIR QUALITY TRENDS

Pollutant	Standard	2013	2014	2015	2016	2017
Ozone (O ₃)	Max 1-hour Concentration (ppm)	0.071	0.072	0.091	0.065	0.087
	Days > CAAQS (0.09 ppm)	0	0	0	0	0
	Max 8-hour Concentration (ppm)	0.06	0.059	0.065	0.053	0.069
	Days > CAAQS (0.070 ppm)	0	0	0	0	0
	Days > NAAQS (0.070 ppm)	0	0	0	0	0
Particulate Matter (PM ₁₀)	Max 24-hour Concentration (µg/m ³)	50.5	42.5	24	19	41.0
	Days > CAAQS (50 µg/m ³)	NV	0	0	0	NV
	Days > NAAQS (150 µg/m ³)	0	0	0	0	NV
	Annual Arithmetic Mean (µg/m ³)	8.3	7.3	6.7	6.2	6.5
Particulate Matter (PM _{2.5})	Max 24-hour Concentration (µg/m ³)	42.7	38.8	38.7	23.9	56
	Days > NAAQS (35 µg/m ³)	3	1	4	0	8
	Annual Arithmetic Mean (µg/m ³)	12.8	9.5	10.2	8.7	12.8

Notes: CAAQS = California ambient air quality standards; µg/m³ = micrograms per cubic meter; NAAQS = National ambient air quality standards; ppm = parts per million; NV = no value due to insufficient data. State statistics are based on California-approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers. When the measured state and national concentrations varied due to different sample methods, the highest concentration was reported in the summary table.
Source: California Air Resources Board (CARB), 2019. iADAM: Air Quality Data Statistics; Trend Summaries. Available at: <https://www.arb.ca.gov/adam/trends/trends1.php>, accessed December 5, 2023.

congested transportation corridors and intersections. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses. Even healthy people exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and even death.

(2) Ozone

While ozone serves a beneficial purpose in the upper atmosphere (stratosphere) by reducing ultraviolet radiation, it can be harmful to the human respiratory system and to sensitive species of plants when it reaches elevated concentrations in the lower atmosphere. Ozone is not emitted directly into the environment but is formed in the atmosphere by complex chemical reactions between ROG and NO_x in the presence of sunlight. Ozone formation is greatest during periods of little or no wind, bright sunshine, and high temperatures. As a result, levels of ozone usually build up during the day and peak in the afternoon.

Sources of ROG and NO_x are vehicle tailpipe emissions; evaporation of solvents, paints, and fuels; and biogenic emissions.³ Automobiles are the single largest source of ozone precursors in the SFBAAB. Short-term ozone exposure can reduce lung function in children, facilitate respiratory infections, and produce symptoms of respiratory distress. Long-term exposure can impair lung defense mechanisms and lead to emphysema and chronic bronchitis. Ozone can also damage plants and trees and materials such as rubber and fabrics.

(3) Particulate Matter

PM₁₀ and PM_{2.5} consist of extremely small, suspended particles or droplets that are 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen, forest fires, and windblown dust, are naturally occurring. In populated areas, however, most particulate matter is caused by road dust, combustion by-products, abrasion of tires and brakes, and construction activities. Particulate matter can also be formed in the atmosphere by condensation of SO₂ and ROG.

Particulate matter exposure can affect breathing, aggravate existing respiratory and cardiovascular disease, alter the body's defense systems against foreign materials, and damage lung tissue, contributing to cancer and premature death. Individuals with chronic obstructive pulmonary or cardiovascular disease, asthmatics, the elderly, and children are most sensitive to the effects of particulate matter.

(4) Nitrogen Dioxide

Nitrogen Dioxide (NO₂) is one of a group of highly reactive gases known as nitrogen oxides. NO₂ is primarily emitted into the air from the burning of fuel during operations of cars, trucks and buses, power plants, and off-road equipment. NO₂ is one of the precursor compounds for ozone production. Chemical reactions of NO₂ in the atmosphere would form nitrate particles, which results in reduced visibility. NO₂ and other nitrogen oxides in the atmosphere also react with water in the atmosphere to cause acid rain that harms sensitive ecosystems.

NO₂ and other nitrogen oxides are irritants to eyes and the upper respiratory tract in high concentration. Acute exposure can aggravate respiratory diseases, particularly asthma. Chronic exposure to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.

³ Biogenic sources include volatile organic compounds, which include ROG, from the decomposition of vegetative matter and certain plants, such as oak and pine trees.

(5) Sulfur Dioxide

The largest source of SO₂ in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities. Other minor sources of SO₂ emissions include: industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content. Similar to NO₂, SO₂ is a precursor to particulate matter, which result in reduced visibility and can affect breathing. SO₂ can also contribute to acid rain, which harms sensitive ecosystems.

(6) Lead

Sources of atmospheric lead include ore and metals processing, piston-engine aircraft operating on leaded fuel, waste incinerators, utilities, and lead-acid battery manufacturer. Lead can accumulate in human bodies over time if inhaled or ingested. Health effects of lead include premature birth, decreased kidney function, hypertension, increased blood pressure, anemia, brain defects, and others. Young children and pregnant women are especially susceptible to lead.

(7) Toxic Air Contaminants

In addition to criteria air pollutants, local emissions of toxic air contaminants (TACs), such as diesel particulate matter (DPM), are a concern for nearby receptors. TACs include a diverse group of air pollutants that can adversely affect human health. Unlike criteria air pollutants, which generally affect regional air quality, TAC emissions are evaluated based on estimations of localized concentrations and risk assessments. The adverse health effects a person may experience following exposure to any chemical depend on several factors, including the amount (dose), duration, chemical form, and any simultaneous exposure to other chemicals.

For risk assessment purposes, TACs are separated into carcinogens and non-carcinogens. Carcinogens are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per 1 million exposed individuals over a lifetime of exposure. Non-carcinogenic substances are generally assumed to have a safe threshold below which health impacts would not occur. Acute and chronic exposure to non-carcinogens is expressed as a hazard index (HI), which is the sum of expected exposure levels divided by the corresponding acceptable exposure levels. In the SFBAAB, adverse air quality impacts on public health from TACs are predominantly from DPM.

DPM and PM_{2.5} generated from diesel-powered engines are a complex mixture of soot, ash particulates, metallic abrasion particles, volatile organic compounds, and other components that can penetrate deeply into the lungs and contribute to a range of health problems. In 1998, the CARB identified DPM from diesel-powered engines as a TAC based on its potential to cause

cancer and other adverse health effects.⁴ While diesel exhaust is a complex mixture that includes hundreds of individual constituents, under California regulatory guidelines, DPM is used as a surrogate measure of exposure for the mixture of chemicals that make up diesel exhaust as a whole. More than 90 percent of DPM is less than 1 micron in diameter, and thus is a subset of PM₁₀ and PM_{2.5}.⁵ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

c. Existing Sources and Levels of Local Air Pollution

In the Bay Area, stationary and mobile sources are the primary contributors of TACs and PM_{2.5} emissions to local air pollution. In an effort to promote healthy infill development from an air quality perspective, the BAAQMD has prepared guidance entitled Planning Healthy Places.⁶ The purpose of this guidance document is to encourage local governments to address and minimize potential local air pollution issues early in the land-use planning process, and to provide technical tools to assist them in doing so. Based on a screening-level cumulative analysis of mobile and stationary sources in the Bay Area, the BAAQMD mapped localized areas of elevated air pollution that: 1) exceed an excess cancer risk of 100 in a million; 2) exceed PM_{2.5} concentrations of 0.8 micrograms per cubic meter; or 3) are located within 500 feet of a freeway, 175 feet of a major roadway (with more than 30,000 annual average daily vehicle trips), or 500 feet of a ferry terminal. As shown on Figure V.D-1, elevated levels of PM_{2.5} and/or TAC pollution currently extend across the southwest portion of the project site.

d. Existing Sensitive Receptors

Sensitive receptors are individuals who are more susceptible to air-quality-related health problems compared to other members of the public, such as the very young, the old, and the infirm.

Sensitive land uses are places where sensitive receptors are most likely to spend their time, such as schools, convalescent homes, and hospitals. Residential areas are also considered sensitive to poor air quality because people are often at home for extended periods, thereby increasing the duration of exposure to potential air contaminants.

⁴ California Air Resources Board (CARB), 1998. Initial Statement of Reasons for Rulemaking; Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, June.

⁵ California Air Resources Board (CARB), 2016. Overview: Diesel Exhaust and Health. Available at: <https://www.arb.ca.gov/research/diesel/diesel-health.htm>, accessed December 5, 2023. Last updated April 12, 2016.

⁶ Bay Area Air Quality Management District (BAAQMD), 2016. Planning Healthy Places; A Guidebook for Addressing Local Sources of Air Pollutants in Community Planning, May.



- Project Study Boundary
- Areas of Elevated TACs and/or PM_{2.5}

Figure V.D-1
Localized Areas of Elevated Air Pollution
CCA Oakland Campus Redevelopment Project EIR

Existing sensitive land uses near the project site include multi-family residential buildings located at 225 Clifton Street and 5217 Broadway (adjacent to the project site); the Oakland Technical High School (adjacent to the northeast corner of the project site across Clifton Street); and an assisted living facility (Merrill Gardens at Rockridge, approximately 100 feet southwest of the project site).

e. Existing Odors

Other air quality issues of concern in the SFBAAB include nuisance impacts from odors; objectionable odors may be associated with a variety of pollutants. Odors rarely have direct health impacts, but they can be very unpleasant and lead to anger and concern over possible health effects among the public. According to the BAAQMD, the following odor sources are of particular concern: wastewater treatment plants, oil refineries, asphalt plants, chemical manufacturing, painting/coating operations, coffee roasters, food processing facilities, recycling operations and metal smelters.⁷ None of these types of facilities are located in proximity to the project.

2. Regulatory Setting

This section discusses applicable regulatory provisions, including federal, State, and regional regulations, and policies from the City of Oakland's General Plan and SCAs.

a. Federal, State, and Regional Regulations

The EPA is responsible for implementing the programs established under the federal Clean Air Act, such as establishing and reviewing the National Ambient Air Quality Standards (NAAQS) and judging the adequacy of State Implementation Plans to attain the NAAQS. A State Implementation Plan must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. If a state fails to enforce its implementation approved regulations, or if the EPA determines that a state's Implementation Plan is inadequate, the EPA is required to prepare and enforce a Federal Implementation Plan to promulgate comprehensive control measures for a given State Implementation Plan.

The CARB is responsible for establishing and reviewing the California Ambient Air Quality Standards (CAAQS), developing and managing the California Implementation Plan, identifying TACs, and overseeing the activities of regional air quality management districts. In California, mobile emissions sources (e.g., construction equipment, trucks, and automobiles) are regulated

⁷ Bay Area Air Quality Management District (BAAQMD), 2022. California Environmental Quality Act Air Quality Guidelines, April.

by the CARB, and stationary emissions sources (e.g., industrial facilities) are regulated by the regional air quality management districts.

The CAAQS and NAAQS, which were developed for criteria air pollutants, are intended to incorporate an adequate margin of safety to protect the public health and welfare. California also has ambient air quality standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. To achieve CAAQS, criteria air pollutant emissions are managed through control measures described in regional air quality plans as well as emission limitations placed on permitted stationary sources.

In accordance with the federal Clean Air Act and California Clean Air Act, areas in California are classified as either in attainment, maintenance (i.e., former nonattainment), or nonattainment of the NAAQS and CAAQS for each criteria air pollutant. To assess the regional attainment status, the BAAQMD collects ambient air quality data from over 30 monitoring sites within the SFBAAB. Based on current monitoring data, the SFBAAB is designated as a nonattainment area for ozone, PM₁₀, and PM_{2.5}, and is designated an attainment or unclassified area for all other pollutants (see Table V.D-2).

Regulation of TACs, referred to as hazardous air pollutants (HAPs) under federal regulations, is achieved through federal, State, and local controls on individual sources. The air toxics provisions of the federal Clean Air Act require the EPA to identify HAPs that are known or suspected to cause cancer or other serious health effects to protect public health and welfare, and to establish National Emission Standards for Hazardous Air Pollutants. California regulates TACs primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act created California's program to identify and reduce exposure to TACs. To date, the CARB has identified over 21 TACs and adopted the EPA's list of 187 HAPs as TACs. The Hot Spots Act supplements the Tanner Act by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

b. Bay Area Air Quality Management District Responsibilities

The BAAQMD is primarily responsible for ensuring that the NAAQS and CAAQS are attained and maintained in the SFBAAB. The BAAQMD fulfills this responsibility by adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits, inspecting stationary sources of air pollutants, responding to citizen complaints, and monitoring ambient air quality and meteorological conditions.

The BAAQMD also awards grants to reduce motor vehicle emissions and conducts public education campaigns and other activities associated with improving air quality within the SFBAAB.

TABLE V.D-2 AIR QUALITY STANDARDS AND ATTAINMENT STATUS

Pollutant	Averaging Time	CAAQS		NAAQS	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8-Hour	0.070 ppm	N	0.070 ppm	N
	1-Hour	0.09 ppm	N	Revoked in 2005	---
Carbon Monoxide (CO)	8-Hour	9.0 ppm	A	9 ppm	A
	1-Hour	20 ppm	A	35 ppm	A
Nitrogen Dioxide (NO ₂)	1-Hour	0.18 ppm	A	0.100 ppm	U
	Annual	0.030 ppm	---	0.053 ppm	A
Sulfur Dioxide (SO ₂)	24-Hour	0.04 ppm	A	0.14 ppm	A
	1-Hour	0.25 ppm	A	0.075 ppm	A
	Annual	---	---	0.030 ppm	A
Respirable Particulate Matter (PM ₁₀)	Annual	20 µg/m ³	N	---	---
	24-Hour	50 µg/m ³	N	150 µg/m ³	U
Fine Particulate Matter (PM _{2.5})	Annual	12 µg/m ³	N	12 µg/m ³	U/A
	24-Hour	---	---	35 µg/m ³	N
Sulfates	24-Hour	25 µg/m ³	A	---	---
	30-Day	1.5 µg/m ³	A	---	---
Lead	Calendar Quarter	---	---	1.5 µg/m ³	A
	Rolling 3-Month	---	---	0.15 µg/m ³	A
Hydrogen Sulfide	1-Hour	0.03 ppm	U	---	---
Vinyl Chloride	24-Hour	0.010 ppm	U	---	---
Visibility Reducing Particles	8 Hour (10:00 to 18:00 PST)	---	U	---	---

Notes: A = Attainment; N = Nonattainment; U = Unclassified; "---" = not applicable; ppm = parts per million; µg/m³ = micrograms per cubic meter; PST = Pacific Standard Time.
Source: Bay Area Air Quality Management District (BAAQMD), 2017. Air Quality Standards and Attainment Status. Available at: <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>, accessed December 5, 2023. Last updated January 5, 2017.

The demolition of existing buildings and structures are subject to BAAQMD's Regulation 11, Rule 2 (Asbestos Demolition, Renovation, and Manufacturing), which limits asbestos emissions from demolition or renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities. The rule addresses the

national emissions standards for asbestos and contains additional requirements. The rule requires the lead agency and its contractors to notify the BAAQMD of any regulated renovation or demolition activity. The notification must include a description of the affected structures and the methods used to determine the presence of asbestos-containing materials. All asbestos-containing material found on-site must be removed prior to demolition or renovation activity in accordance with BAAQMD Regulation 11, Rule 2, which includes specific requirements for surveying, notification, removal, and disposal of materials that contain asbestos. Therefore, projects that comply with Regulation 11, Rule 2, would ensure that asbestos-containing materials would be disposed of appropriately and safely.

The use of odorous compounds is subject to BAAQMD's Regulation 7, which places general limitations on odorous substances and specific emission limitations on certain odorous compounds. The regulation limits the "discharge of any odorous substance which causes the ambient air at or beyond the property line...to be odorous and to remain odorous after dilution with four parts of odor-free air." The BAAQMD must receive odor complaints from 10 or more complainants within a 90-day period in order for the limitations of this regulation to go into effect. If this criterion has been met, an odor violation can be issued by the BAAQMD if a test panel of people can detect an odor in samples collected periodically from the source.

The BAAQMD's CEQA Air Quality Guidelines⁸ include thresholds of significance to assist lead agencies in evaluating and mitigating air quality impacts under CEQA. The BAAQMD's thresholds established levels at which emissions of ozone precursors (ROG and NO_x), PM₁₀, PM_{2.5}, local CO, TACs, and odors could cause significant air quality impacts. The scientific soundness of the thresholds is supported by substantial evidence presented in the BAAQMD's Revised Draft Options and Justification Report.⁹

c. Bay Area Clean Air Plan

In accordance with the California Clean Air Act, the BAAQMD is required to prepare and update an air quality plan that outlines measures by which both stationary and mobile sources of pollutants can be controlled to achieve the NAAQS and CAAQS in areas designated as nonattainment. In April 2017, the BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP).¹⁰ The 2017 CAP includes 85 control measures to reduce ozone precursors, particulate matter, TACs, and greenhouse gases. The 2017 CAP was developed based on a multi-

⁸ Bay Area Air Quality Management District (BAAQMD), 2022. California Environmental Quality Act Air Quality Guidelines, April.

⁹ Bay Area Air Quality Management District (BAAQMD), 2009. Revised Draft Options and Justification Report; California Environmental Quality Act Thresholds of Significance, October.

¹⁰ Bay Area Air Quality Management District (BAAQMD), 2010b. Bay Area 2010 Clean Air Plan. Adopted September 15.

pollutant evaluation method that incorporates well-established studies and methods of quantifying the health benefits and air quality regulations, computer modeling and analysis of existing air quality monitoring data and emissions inventories, and traffic and population growth projections prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments, respectively.

d. City of Oakland

The following section summarizes relevant air quality policies and standards from the General Plan, Municipal Code, and SCAs.

(1) General Plan

The following air quality policies from the Open Space, Conservation and Recreation Element and Environmental Justice Element of the City of Oakland General Plan would relate to the project.

Open Space, Conservation, and Recreation Element

Policy CO-12.1: Land Use Patterns Which Promote Air Quality. Promote land use patterns and densities which help improve regional air quality conditions by: (a) minimizing dependence on single passenger autos; (b) promoting projects which minimize quick auto starts and stops, such as live-work development, mixed use development, and office development with ground floor retail space; (c) separating land uses which are sensitive to pollution from the sources of air pollution; and (d) supporting telecommuting, flexible work hours, and behavioral changes which reduce the percentage of people in Oakland who must drive to work on a daily basis.

Policy CO-12.4: Design of Development to Minimize Air Quality Impacts. Require that development projects be designed in a manner which reduces potential adverse air quality impacts. This may include: (a) the use of vegetation and landscaping to absorb carbon monoxide and to buffer sensitive receptors; (b) the use of low-polluting energy sources and energy conservation measures; and (c) designs which encourage transit use and facilitate bicycle and pedestrian travel.

Policy CO-12.6: Control of Dust Emissions. Require construction, demolition, and grading practices which minimize dust emissions. These practices are currently required by the City and include the following:

- Avoiding earth moving and other major dust generating activities on windy days.
- Sprinkling unpaved construction areas with water during excavation, using reclaimed water where feasible. (Watering can reduce construction-related dust by 50 percent.)
- Covering stockpiled sand, soil, and other particulates with a tarp to avoid blowing dust.
- Covering trucks hauling dirt and debris to reduce spills. If spills do occur, they should be swept up promptly before materials become airborne.

- Preparing a comprehensive dust control program for major construction in populated areas or adjacent to sensitive uses like hospitals and schools.
- Operating construction and earth-moving equipment, including trucks, to minimize exhaust emissions.

Environmental Justice Element

Policy EJ-1.18: Impact Assessment and Mitigation. Continue to use BAAQMD modeling tools and guidance documents as appropriate to identify and mitigate air quality impacts from proposed development projects.

(2) Oakland Municipal Code

Chapter 15.34 of the Oakland Municipal Code requires new construction projects to submit a Waste Reduction and Recycling Plan to the City's Building Official for review and approval. The intent of the provisions is to divert (e.g., reuse on-site) at least 50 percent of construction and demolition debris from landfills. The purpose of these provisions is to prescribe requirements designed to meet and further the goals of the California Integrated Waste Management Act of 1989 AB 939 and the Alameda County Waste Reduction and Recycling Act of 1990 (Measure D).

Chapter 15.36 of the Municipal Code requires the implementation of the following dust control measures during demolition activities:

- "Best manager practices" shall be used throughout all phases of work, including suspension of work, to alleviate or prevent fugitive dust nuisance and the discharge of smoke or any other air contaminants into the atmosphere in such quantity as will violate any city or regional air pollution control rules, regulations, ordinances, or statutes.
- Water or dust palliatives or combinations of both shall be applied continuously and in sufficient quantity during the performance of work and at other times as required. Dust nuisance shall also be abated by cleaning and sweeping or other means as necessary.
- A dust control plan may be required as condition of permit issuance or at other times as may be deemed necessary to assure compliance with this section. Failure to control effectively or abate fugitive dust nuisance or the discharge of smoke or any other air contaminants into the atmosphere may result in suspension or revocation of the permit, in addition to any other applicable enforcement actions or remedies.

(3) Standard Conditions of Approval

The City of Oakland Uniformly Applied Development Standards would be incorporated into the project as SCAs. SCA-TRANS-4: Transportation and Parking Demand Management (#79) would also provide further incentives that encourage walking, biking, and transit and reduce private

automobile trips and is described further in *Section V.C, Traffic and Transportation*. Additionally, the following SCAs would apply to the project.

SCA-AIR-1: Dust Controls – Construction Related (#20)

Requirement: The project applicant shall implement all of the following applicable dust control measures during construction of the project:

- a) Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.
- b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- d) Limit vehicle speeds on unpaved roads to 15 miles per hour.
- e) All excavation, grading, and/or demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.
- f) All trucks and equipment, including tires, shall be washed off prior to leaving the site.
- g) Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.
- h) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

Enhanced Controls

- i) Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.
- j) Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than 10 days. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- k) 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.
- l) When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity.
- m) 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.
- n) 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.
- o) Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.

- p) Plant vegetation in areas designated for landscaping as soon as possible and water appropriately until vegetation is established.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-AIR-2: Criteria Air Pollutant Controls – Construction and Operation Related (#21)

Requirement: The project applicant shall implement all of the following applicable basic and enhanced control measures for criteria air pollutants during construction of the project as applicable:

- a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.
- b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operations 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”).
- c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at construction site and be available for review by the City and the Bay Area Air Quality District as needed.
- d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.
- e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.
- f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

ENHANCED CONTROLS: All “Basic” controls listed above plus the following controls if the project involves:

- g) Criteria Air Pollutant Reduction Measures

Requirement: Project applicants proposing projects that exceed BAAQMD screening levels (as amended to specify projects that include extensive demolition i.e., demolition greater than 100,000 square feet of building space) shall retain a qualified air quality consultant to prepare a project-level criteria air pollutant assessment of construction and operational emissions at the time the project is proposed. The project-level assessment shall either include a comparison of the project with other similar projects where a quantitative

analysis has been conducted or shall provide a project-specific criteria air pollutant analysis to determine whether the project exceeds the City's criteria air pollutant thresholds.

In the event that a project-specific analysis finds that the project could result in criteria air pollutant emissions that exceed City significance thresholds (54 pounds per day of ROG, NO_x, or PM_{2.5} or 82 pounds per day of PM₁₀), the project applicant shall identify criteria air pollutant reduction measures to reduce the project's average daily emissions below these thresholds. The following emission reduction measures shall be implemented to the degree necessary to reduce emissions to levels below the significance thresholds. Additional measures shall be implemented if necessary. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits and the approved criteria air pollutant reduction measures shall be implemented during construction.

i. Clean Construction Equipment

a) Where access to grid-powered electricity is reasonably available, portable diesel engines shall be prohibited and electric engines shall be used for concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps.

b) Diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, as certified by CARB, as required to reduce the emissions to less than the thresholds of significance shown in Table 2-1 of BAAQMD CEQA Guidelines (BAAQMD 2017b). This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) type of equipment; (2) engine year and age; (3) number of years since rebuild of engine (if applicable); (4) type of fuel used; (5) engine HP; (6) engine certification (tier rating); (7) verified diesel emission control strategy (VDECS) information if applicable, and other related equipment data. A Certification Statement is also required to be made by the Contractor as documentation of compliance and for future review by the air district as necessary. The Certification Statement must state that the Contractor agrees to comply and acknowledges that a violation of this requirement shall constitute a material breach of contract.

c) Any other best available technology that reduces emissions offered at the time that future projects are reviewed may be included in the construction emissions minimization plan (e.g. alternative fuel sources, etc.).

d) Exceptions to requirements a), b), and c) above may be granted if the project sponsor has submitted information providing evidence that meeting the requirement (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, or (3) there is a compelling emergency need to use equipment that do not meet the engine standards and the sponsor has submitted documentation that the requirements of this exception provision apply. In seeking an exception, the project sponsor shall demonstrate that the project will use the cleanest piece of construction equipment available and feasible and strive to meet a performance standard of average construction emissions of ROG, NO_x, PM_{2.5} below 54 lbs/day, and PM₁₀ emissions below 82 lbs/day.

ii. Super-Compliant VOC Architectural Coatings during Construction

The Project sponsor shall use super-compliant VOC architectural coatings during construction for all interior and exterior spaces and shall include this requirement on plans submitted for review by the City's building official. "Super-Compliant" refers to paints that meet the more stringent regulatory

limits in South Coast Air Quality Management District rule 1113 which requires a limit of 10 grams VOC per liter.

iii. *Use Low and Super-Compliant VOC Architectural Coatings in Maintaining Buildings*

Subsequent projects shall use super-compliant VOC architectural coatings in maintaining buildings. "Super-Compliant" refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District rule 1113, which requires a limit of 10 grams VOC per liter.

iv. *Promote Use of Green Consumer Products*

To reduce ROG emissions associated with the Project, the Project Sponsor and/or future developer(s) shall provide education for residential tenants concerning green consumer products. The Project sponsor and/or future developer(s) shall develop electronic correspondence to be distributed by email annually and upon any new lease signing to residential tenants of each building on the Project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing.

v. *Best Available Control Technology for Projects with Diesel Backup Generators and Fire Pumps*

The Project sponsor shall implement the following measures. These features shall be submitted to the City for review and approval and be included on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City:

a) Pursuant to SCA 24, non-diesel fueled generators shall be installed to replace diesel- fueled generators if feasible. Alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other nondiesel emergency power systems, must be demonstrated to reduce criteria pollutant emissions compared to diesel fuel.

b) Pursuant to SCA 24, all new diesel backup generators shall have engines that meet or exceed CARB Tier 4 off-road Compression Ignition Engine Standards (title 13, CCR, section 2423). If CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest criteria pollutant emissions shall apply.

c) All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by BAAQMD in its permitting process.

d) For each new diesel backup generator permit submitted to BAAQMD for the Project, the Project sponsor shall submit the anticipated location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.

vi. *Electric Vehicle Charging*

Prior to the issuance of the building's final certificate of occupancy, the project applicant shall demonstrate that the project is designed to comply with EV requirements in the most recently adopted version of CALGreen Tier 2 at the time of project-specific CEQA review. The installation of all EV charging equipment shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the City.

vii. Additional Operational Emissions Reduction Measures

Subsequent projects that do not meet the screening criteria and exceed the applicable criteria air pollutant thresholds of significance shall implement the following additional measures to reduce operational criteria air pollutant emissions:

- a) Prohibit TRUs from operating at loading docks for more than 30 minutes by posting signs at each loading dock presenting this TRU limit.
- b) All newly constructed loading docks that can accommodate trucks with TRUs shall be equipped with electric vehicle (EV) charging equipment for heavy-duty trucks. This measure does not apply to temporary street parking for loading or unloading.
- c) Require that all future tenants have a plan to convert their vehicle fleet(s) to zero emission vehicles (ZEVs) no later than 2040. This would be a condition of all leases at the project site.
- d) Other measures that become available and are shown to effectively reduce criteria air pollutant emissions on site or off site if emission reductions are realized within the air basin. Measures to reduce emissions on site are preferable to off-site emissions reductions.

h) Construction Emissions Minimization Plan

Requirement: For projects that involve construction activities with average daily emissions exceeding the CEQA thresholds for construction activity, currently 54 pounds per day of ROG, NO_x, of PM_{2.5} or 82 pounds per day of PM₁₀, the project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:

- i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.
- ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.

When Required: Prior to issuance of a construction related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-AIR-3: Toxic Air Contaminant Controls – Construction Related (#22)

a) Particulate Matter Reduction Measures

Requirement: The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) and particulate matter less than 2.5 microns in diameter (PM_{2.5}) in exhaust and fugitive emissions from construction activities. The project applicant shall choose to implement I or both ii and iii:

- i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB), the Office of Environmental Health and Hazard Assessment, and the Bay Area Air Quality Management District (BAAQMD) to determine the health risk to sensitive receptors exposed to DPM and PM_{2.5} from

exhaust and fugitive emissions from project construction. The HRA shall be based on project-specific construction schedule, equipment, and activity data. Estimated project-level health risks shall be compared to the City's health risk significance thresholds for projects. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below the City's health risk significance thresholds for projects, then DPM and PM_{2.5} reduction measures are not required. If the HRA concludes that the health risk exceeds the City's health risk significance thresholds for projects, DPM and PM_{2.5} reduction measures shall be identified to reduce the health risk to below the City's health risk significance thresholds as set forth under subsection b below. Identified DPM and PM_{2.5} reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM and PM_{2.5} reduction measures shall be implemented during construction.

- ii. The project applicant shall incorporate the following health risk reduction measures into the project to reduce TAC emissions from construction equipment. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:
 - All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.
 - Where access to grid-powered electricity is available, portable diesel engines shall be prohibited and electric engines shall be used for concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps. Any other best available technology that reduces emissions offered at the time that future projects are reviewed may be included in the construction emissions minimization plan (e.g., alternative fuel sources, etc.). -and-
- iii. The project applicant shall implement all enhanced control measures included in SCA-AIR-1: Dust Controls – Construction Related (#20).

When Required: Prior to issuance of a construction related permit (i), during construction (ii)

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

b) Construction Emissions Minimization Plan (if required by a above)

Requirement: The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:

- i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.

- ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.

When Required: Prior to issuance of a construction related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-AIR-4: Reduce Exposure to Air Pollution (Toxic Air Contaminants) (#23)

a) Health Risk Reduction Measures

Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods:

- i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk of exposure of project residents/occupants/users to air pollutants and the exposure of existing off-site sensitive receptors to project-generated TAC emissions. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City's health risk significance thresholds for projects. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below the City's health risk significance thresholds for projects, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds the City's health risk significance thresholds for projects, health risk reduction measures shall be identified to reduce the health risk below the City's health risk significance thresholds. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.

- or -

- ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:
 - Installation of mechanical ventilation systems to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Mechanical ventilation systems shall be capable of achieving the protection from particulate matter (PM_{2.5}) equivalent to that associated with a MERV-16 filtration (as defined by American Society of Heating, Refrigerating, and Air-Conditioning Engineers standard 52.2). As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.
 - Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).

- Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.
- The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.
- Sensitive receptors shall be located on the upper floors of buildings, if feasible.
- Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (*Pinus nigra var. maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwood (*Sequoia sempervirens*).
- Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.
- Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.
- Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:
 - Installing electrical hook-ups for diesel trucks at loading docks.
 - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
 - Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
 - Prohibiting trucks from idling for more than two minutes.
 - Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.

When Required: Prior to issuance of a construction related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-AIR-5: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24)

Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose **one** of the following methods:

- a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City's health risk significance thresholds for the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes

that the health risk is at or below the City's health risk significance thresholds for projects, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds the City's health risk significance thresholds for projects, health risk reduction measures shall be identified to reduce the health risk to the City's health risk significance thresholds for projects. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.

- or -

- b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:
 - i. Installation of non-diesel fueled generators, if feasible, or,
 - ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. If CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest DPM emission shall apply.
 - iii. All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by BAAQMD in its permitting process.
 - iv. All diesel backup generator exhaust shall be vented on the rooftops of each building where the generators are located. This could be achieved by either placing the diesel backup generators themselves on the rooftops, or by constructing exhaust stacks from the diesel backup generator locations to the rooftops. Alternatively, the generators or exhaust stacks could be located in areas where the Project sponsor can quantitatively demonstrate that these locations would not result in health risks that exceed those associated with rooftop placement for both existing offsite and future onsite sensitive receptors.
 - v. For each new diesel backup generator permit submitted to BAAQMD for the Project, the Project sponsor shall submit the anticipated location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.

When Required: Prior to approval of construction-related permit

Initial Approval: Planning and Zoning Division

Monitoring/Inspection: Bureau of Building

SCA-AIR-6: Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#25)

a) Truck Loading Docks

Requirement: The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible.

When Required: Prior to approval of a construction related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

b) Truck Fleet Emissions Standards

Requirement: The project applicant shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate compliance to the satisfaction of the City. Methods to comply include, but are not limited to, new clean diesel trucks, higher-tier diesel engine trucks with added Particulate Matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB's Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.

c) Diesel Truck Emission Reduction Measures

Requirement: The Project sponsor shall incorporate the following health risk reduction measures into the Project design and construction contracts (as applicable) in order to reduce the potential health risk due to exposure to toxic air contaminants. These features shall be submitted to the City for review and approval and be included on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City. Emissions from Project-related diesel trucks shall be reduced through implementing the following measures, if feasible:

- i. Prohibit TRUs from operating at loading docks for more than 30 minutes by posting signs at each loading dock presenting this TRU limit.
- ii. All newly constructed loading docks that can accommodate trucks with TRUs shall be equipped with electric vehicle (EV) charging equipment for heavy-duty trucks. This measure does not apply to temporary street parking for loading or unloading.
- iii. Require that all future tenants have a plan to convert their vehicle fleet(s) to zero emission vehicles (ZEVs) no later than 2040. This would be a condition of all leases at the project site.
- iv. Requiring truck-intensive tenants to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
- v. Other measures that become available and are shown to effectively reduce criteria air pollutant emissions on site or off site if emission reductions are realized within the air basin. Measures to reduce emissions on site are preferable to off-site emissions reductions.
- vi. The project sponsor shall develop a Truck Route Plan that establishes operational truck routes to avoid sensitive receptors as identified in the environmental review analysis completed for the project. The purpose of the Truck Route Plan is to route trucks on streets that are located as far from offsite sensitive receptors as possible, while still maintaining the operational goals of the project. The Truck Route Plan must include route restrictions, truck calming, truck parking, and truck delivery restrictions to minimize exposure of nearby sensitive receptors to truck exhaust and fugitive particulate emissions. Prior to the commencement of operational activities, the project sponsor shall certify (1) compliance with the Truck Route Plan, and (2) all applicable requirements of the Truck Route Plan have been incorporated into tenant contract specifications.

When Required: Prior to building permit final; ongoing

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-AIR-7: Asbestos in Structures (#27)

Requirement: The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.

When Required: Prior to approval of construction-related permit

Initial Approval: Applicable regulatory agency with jurisdiction

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

SCA-AIR-8: Naturally-Occurring Asbestos (#27)

Requirement: The project applicant shall comply with all applicable laws and regulations regarding construction in areas of naturally-occurring asbestos, including but not limited to, the Bay Area Air Quality Management District's (BAAQMD) Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations (implementing California Code of Regulations, section 93105, as may be amended) requiring preparation and implementation of an Asbestos Dust Mitigation Plan to minimize public exposure to naturally- occurring asbestos. Evidence of compliance shall be submitted to the City upon request.

When Required: Prior to approval of construction-related permit

Initial Approval: Applicable regulatory agency with jurisdiction

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section analyzes environmental impacts related to air quality that could result from implementation of the project. This section begins with the criteria of significance that establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs to address these impacts as needed.

a. Significance Criteria

The City has established CEQA Thresholds of Significance Guidelines, intended to implement and supplement provisions in the CEQA Guidelines for determining the significance of environmental effects, including sections 15064, 15064.4, 15064.5, 15064.7, 15065, 15382, and Appendix G. The City's thresholds of significance are specific to the City and intend to help clarify and standardize analysis and decision making in the City's environmental review process. As presented below, the City's air quality thresholds establish levels at which emissions of ozone precursors (ROG and NO_x), PM₁₀, PM_{2.5}, local CO, and TACs could cause significant air quality impacts. These

thresholds are supported by substantial evidence presented in the BAAQMD's Revised Draft Options and Justification Report.¹¹ While the thresholds pertaining to the effect of the environment on the project (as compared to the project's impact on the environment) are not legally required to be analyzed under CEQA,¹² they are nevertheless evaluated to provide information to decision makers and the public.

In developing thresholds of significance related to criteria air pollutants (thresholds 1 through 3, below), the City considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project does not exceed the identified significance thresholds, its emissions would not be considered cumulatively considerable, resulting in less-than-significant cumulative air quality impacts relative to existing air quality conditions.¹³

Implementation of the project would result in a significant air quality impact if it would:

1. 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 PM₁₀.
2. 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 PM₁₀, or result in maximum annual emissions of 10 tons per year of ROG, NO_x, or PM_{2.5} or 15 tons per year of PM₁₀.
3. Contribute to CO concentrations exceeding the CAAQS of 9 parts per million (ppm) averaged over 8 hours or 20 ppm over 1 hour.¹⁴
4. For new sources of TACs, during either project construction or project operation, expose sensitive receptors¹⁵ to substantial levels of TACs under project conditions resulting in:
 - (a) an increase in cancer risk level greater than 10 in 1 million,
 - (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or

¹¹ Bay Area Air Quality Management District (BAAQMD), 2009. Revised Draft Options and Justification Report; California Environmental Quality Act Thresholds of Significance, October.

¹² California Building Industry Association v Bay Area Air Quality Management District (S213478, December 17, 2015).

¹³ City of Oakland, 2013. CEQA Thresholds of Significance Guidelines. October 28. See also Bay Area Air Quality Management District (BAAQMD), 2009. Revised Draft Options and Justification Report; California Environmental Quality Act Thresholds of Significance, October.

¹⁴ Pursuant to BAAQMD CEQA Guidelines, localized CO concentrations should be estimated for projects in which: (a) project-generated traffic would conflict with an applicable congestion management program established by the county congestion management agency; or (b) project-generated traffic would increase traffic volumes at affected intersections to more than 44,000 vehicles per hour (or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited, such as tunnels, parking garages, bridge underpasses, natural or urban street canyons, and below-grade roadways). In Oakland, only the MacArthur Maze portion of Interstate 580 exceeds the 44,000 vehicles per hour screening criteria.

¹⁵ Pursuant to the BAAQMD CEQA Guidelines, when siting new TAC sources, consider receptors located within 1,000 feet. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers. The cumulative analysis should consider the combined risk from all TAC sources.

- (c) an increase of annual average PM_{2.5} of greater than 0.3 micrograms per cubic meter; or, under cumulative conditions, resulting in: a cancer risk level greater than 100 in a million; a non-cancer risk (chronic or acute) hazard index greater than 10.0; or annual average PM_{2.5} of greater than 0.8 micrograms per cubic meter.
- 5. Expose new sensitive receptors to substantial ambient levels of TACs resulting in
 - (a) a cancer risk level greater than 100 in a million,
 - (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or
 - (c) annual average PM_{2.5} of greater than 0.8 micrograms per cubic meter.¹⁶
- 6. Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people.¹⁷

b. Less-Than-Significant Air Quality Impacts

Implementation of the project would result in the less-than-significant impacts described below.

(1) Criteria Air Pollutants During Construction (Criterion 1)

Project construction would generate criteria air pollutant emissions that could affect regional air quality. The BAAQMD recommends using the most recent version of the California Emissions Estimator Model (CalEEMod versions 2016.3.2)¹⁸ to estimate construction emissions of criteria air pollutants and precursors for a proposed project. CalEEMod uses widely accepted models for emissions estimates combined with appropriate default data for a variety of land use projects that can be used if site-specific information is not available. The default data (e.g., type and power of construction equipment) are supported by substantial evidence from regulatory agencies and a combination of statewide and regional surveys of existing land uses. The primary input data used to estimate emissions associated with construction and operation of the project are summarized in Table V.D-3. A copy of the CalEEMod report for the project, which summarizes the input parameters, assumptions, and findings, is provided in Appendix D.

¹⁶ Pursuant to the BAAQMD CEQA Guidelines, when siting new sensitive receptors, consider TAC sources located within 1,000 feet, including but not limited to stationary sources, freeways, major roadways (10,000 or greater vehicles per day), truck distribution centers, airports, seaports, ferry terminals, and rail lines. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers.

¹⁷ For this threshold, sensitive receptors include residential uses, schools, daycare centers, nursing homes, and medical centers (but not parks).

¹⁸ An updated version of CalEEMod was released in 2022 after the project analysis was completed using CalEEMod version 2016.3.2. However, the estimated emissions for the primary criteria air pollutant (NO_x) would be substantively the same or higher using CalEEMod version 2016.3.2 because the average vehicle trip lengths for residents are about 10 percent higher in CalEEMod version 2016.3.2.

TABLE V.D-3 SUMMARY OF LAND USE INPUT PARAMETERS FOR CALEEMOD

Land Use Type	CalEEMod Land Use Type	Unit	Amount
Residential	Apartments mid-rise	Dwelling Unit	510
Parking	Enclosed parking with elevator	Square Foot	111,000
Commercial	General Office Building	Square Foot	17,000
Retail	High-Turnover Restaurant	Square Foot	1,400

Note: These land use input parameters were used to evaluate emissions during both project construction and operation. Square footages rounded to the nearest hundred.

^a The current project now includes parking stackers instead of a single conventional car space which has reduced the parking area from 111,000 to 38,661 square feet. However, the larger parking area was used for the CalEEMod input to obtain a more conservative air quality analysis.

Source: CalEEMod (Appendix D).

Project construction activities would include demolition, structure relocation, grading, building construction, paving, and street improvement. The primary pollutant emissions of concern during project construction would be ROG, NO_x, PM₁₀, and PM_{2.5} from the exhaust of off-road construction equipment and on-road vehicles (worker vehicles, vendor trucks, and haul trucks). In addition, fugitive dust emissions of PM₁₀ and PM_{2.5} would be generated by soil disturbance and demolition activities, and fugitive ROG emissions would result from paving. While emissions of fugitive dust PM_{2.5} and PM₁₀ are a common concern, these emissions would be minimized by implementation of the dust control measures required under SCA-AIR-1: Dust Controls – Construction Related (#20). Emissions of ROG, NO_x, PM₁₀, and PM_{2.5} during project construction were estimated using the CalEEMod input parameters summarized in Table V.D-3 and the additional assumptions summarized in Table V.D-4.

TABLE V.D-4 CONSTRUCTION ASSUMPTIONS FOR CALEEMOD

CalEEMod Input Category	Assumptions and Changes to Default Data
Construction Schedule and Equipment	Construction was assumed to begin as early as Fall 2023 and last about 28 months. This is conservative because fleetwide emission rates from offroad equipment get cleaner over time as technology improves. CalEEMod applies default equipment usage and construction phase durations based on the findings of a survey of construction projects of less than 5 acres. A list of default CalEEMod construction equipment and phase durations was modified and refined by the Project Sponsor to be specific to the project to include relocation of Carriage House and street improvements.
Material Movement	Approximately 7,700 cubic yards of soil export and 60 cubic yard of soil import is expected.
Demolition	Approximately 115,130 square feet of existing building would be demolished and hauled off-site.

Notes: Construction assumptions are based on information provided by the Project Sponsor. Default CalEEMod data was used for all other parameters not described.

Source: CalEEMod (Appendix D).

To analyze the daily emissions rates during construction, the total emissions estimated during construction were averaged over the total work days (working 28 months and 6 work days per

week is equivalent to about 730 work days) and compared to the City’s thresholds of significance in Table V.D-5. The project’s estimated emissions for ROG, NOx, and exhaust PM₁₀ and PM_{2.5} would be below the applicable thresholds of significance, and, therefore, would have a less-than-significant impact on regional air quality. Furthermore, the enhanced controls for criteria air pollutant emissions described under SCA-AIR-2: Criteria Air Pollutant Controls – Construction and Operation Related (#21) would not apply to the project.

TABLE V.D-5 ESTIMATED CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Emission Scenario	ROG	NOx	Exhaust PM₁₀	Exhaust PM_{2.5}
Construction Emissions	0.6	3.7	0.11	0.11
Thresholds of Significance	54	54	82	54
Exceed Threshold?	No	No	No	No

Source: CalEEMod (Appendix D).

The generation of fugitive dust PM₁₀ and PM_{2.5} from soil disturbance and demolition activities could adversely affect local air quality. Neither BAAQMD nor the City has a quantitative threshold of significance for fugitive dust PM₁₀ and PM_{2.5} emissions; however, the BAAQMD considers implementation of best management practices (BMPs) to control dust during construction sufficient to reduce potential impacts to a less-than-significant level.¹⁹ Implementation of the enhanced dust-control measures described under SCA-AIR-1: Dust Controls – Construction Related (#20) would satisfy the BAAQMD’s requirement for BMPs during construction. Because implementation of these dust-control measures would satisfy the BAAQMD’s requirement for BMPs for dust control, the impact on local air quality from dust generated during project construction would be less than significant.

(2) Criteria Air Pollutants During Operation (Criterion 2)

Project operation would generate criteria air pollutant emissions that could potentially affect regional air quality. The primary pollutant emissions of concern during project operation would be ROG, NOx, and exhaust PM₁₀ and PM_{2.5} from mobile sources, energy use, area sources (e.g., consumer products and architectural coatings), and stationary sources (e.g., backup generator). Project emissions were estimated for 2026, which is the earliest possible year of operation. Since Statewide vehicle emission standards are required to improve over time in accordance with the Pavley (Assembly Bill (AB) 1493) and Low-Emission Vehicle regulations (Title 13, CCR, Section 1961.2), estimating emissions for the earliest year of operation provides the maximum expected annual emissions. Emissions of ROG, NOx, and exhaust PM₁₀ and PM_{2.5} during project operation

¹⁹ Bay Area Air Quality Management District (BAAQMD), 2022. California Environmental Quality Act Air Quality Guidelines, April.

were estimated using the CalEEMod input parameters summarized in Table V.D-3 and additional assumptions summarized in Table V.D-6.

TABLE V.D-6 OPERATION ASSUMPTIONS FOR CALEEMOD

CalEEMod Input Category	Assumptions and Changes to Default Data
Vehicle Trips	Daily trip rates for each type of land use were adjusted according to the total daily trips generated by each land use in the project traffic analysis by Fehr & Peers.
Energy Sources	The project would comply with the City of Oakland’s All-Electric Building Ordinance. To account for no natural gas use, the default natural gas consumption rates were converted from British-thermal units to kilo-watt hours and added to the default electricity consumption rates. This is conservative, because electric appliances are typically two to three times more efficient than natural gas appliances. ^a
Stationary Sources	It was assumed that a 1,000-kilowatt emergency diesel generator would potentially be used at each of the two proposed new buildings. The generators would be powered by diesel and used for non-emergency operation up to 50 hours per year (for routine testing and maintenance).
Woodstoves and Fireplaces	Assumed no woodstoves or fireplaces are included in the proposed project.

Notes: Default CalEEMod data was used for all other parameters not described.
^a California Air Pollution Control Officers Association, 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, December.
 Source: CalEEMod (Appendix D).

The estimated maximum annual emissions and average daily emissions during the operational phase of the project are compared to the City’s thresholds of significance in Table V.D-7. The estimated operational emissions for ROG, NO_x, and exhaust PM₁₀ and PM_{2.5} were below the City’s thresholds of significance and, therefore, operation of the project would have a less-than-significant impact on regional air quality.

TABLE V.D-7 ESTIMATED OPERATION EMISSIONS

Emissions Scenario	Maximum Annual Emissions (Tons)				Average Daily Emissions (Pounds)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Area	2.62	0.04	0.02	0.02	14.36	0.24	0.12	0.12
Energy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.80	1.00	0.01	0.01	4.40	5.46	0.07	0.06
Generator	0.11	0.49	0.02	0.02	0.60	2.70	0.09	0.09
Total Emissions	3.5	1.5	0.05	0.05	18.8	5.7	0.2	0.2
Thresholds of Significance	10	10	15	10	54	54	82	54
Exceed Threshold?	No	No	No	No	No	No	No	No

Source: CalEEMod (Appendix D).

(3) Local Carbon Monoxide Concentration (Criterion 3)

The vehicle trips generated by operation of the project could increase localized CO concentrations (also known as hotspots), which would affect sensitive receptors in the local community. The source of local CO concentrations is often associated with heavy traffic congestion, which most frequently occurs at signalized intersections of high-volume roadways. The City's threshold of significance for local CO concentrations is equivalent to the 1- and 8-hour CAAQS of 20.0 ppm and 9.0 ppm, respectively, because these represent levels that are protective of public health. As described in Subsection D.3.a., the City recommends using the BAAQMD's screening criteria to evaluate potential impacts related to localized CO concentrations.

The Alameda County Transportation Commission (Alameda CTC) serves as the County Congestion Management Agency. The Alameda CTC updates the County's Congestion Management Program (CMP) every 2 years to assess, monitor, and improve the performance of the County's multimodal transportation system and strengthen the integration of transportation and land use planning. The current CMP requires an analysis of any project that is expected to generate more than 100 PM peak hour vehicle trips.²⁰ During weekdays, the project is expected to generate 159 PM net new peak hour vehicle trips. Because the project would generate more than 100 PM peak hour trips, a traffic analysis was conducted to evaluate potential traffic congestion impacts to nearby intersections affected by the project in accordance with the CMP requirements (see *Section V.C, Traffic and Transportation*). The traffic analysis demonstrated that the project is located adjacent to a high-quality transit corridor and would have a less-than-significant impact related to vehicle miles traveled.

The intersection with the highest traffic volume near the project site has about 3,400 vehicles per hour during PM peak hour, under the existing conditions; the project would increase the existing traffic volume at this intersection by about four percent, to about 3,600 vehicles per hour. This is below the BAAQMD's screening criteria of 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited. Therefore, the project would not be required to estimate localized CO concentrations because of the increase in traffic volume and consistency with the current CMP. The project-generated traffic would be below the BAAQMD's screening criteria adopted by the City. The project would have a less-than-significant impact on nearby sensitive receptors related to the increase of local CO concentrations.

(4) New Toxic Air Contaminants (Criterion 4)

Project construction would generate DPM and PM_{2.5} emissions primarily from the exhaust of off-road diesel construction equipment. Similarly, project operations could generate DPM and PM_{2.5}

²⁰ Alameda County Transportation Commission, 2021. Congestion Management Program, October.

emissions from testing and maintenance of emergency generators. The emissions of DPM and PM_{2.5} from diesel exhaust during project construction and operation could pose a health risk to nearby sensitive receptors. The BAAQMD recommends evaluating the potential health risks to sensitive receptors within 1,000 feet of a project that could be exposed to TACs, such as DPM and PM_{2.5}. The following analysis meets the requirements for an HRA in SCA-AIR-3: Toxic Air Contaminant Controls – Construction Related (#22), (see method *i* of the SCA).

Generation of TAC Emissions during Construction

The annual average concentrations of DPM and exhaust PM_{2.5} during construction were estimated within 1,000 feet of the project using the EPA's Industrial Source Complex Short Term (ISCST₃) air dispersion model. For this analysis, emissions of exhaust PM₁₀ were used as a surrogate for DPM, which is a conservative assumption because more than 90 percent of DPM is less than 1 micron in diameter. The input parameters and assumptions used for estimating emission rates of DPM and PM_{2.5} from off-road diesel construction equipment are included in Appendix D.

The exhaust from off-road equipment was represented in the ISCST₃ model as a series of volume sources with a release height of 5 meters to represent the mid-range of the expected plume rise from frequently used construction equipment. Dispersion of air pollutants from off-road construction equipment was modeled using a unit emission rate (e.g., 1 gram per second for volume sources). The annual average concentration profiles from the air dispersion model were then scaled according to the ratio between the unit emission rate and the actual emission rate from each source. Actual emission rates for off-road equipment were based on the actual hours of work and averaged over the entire duration of construction. Daily emissions from construction were assumed to occur from 7:00 a.m. to 7:00 p.m. Monday through Friday, and from 9:00 a.m. to 5:00 p.m. on Saturday.

A uniform grid of receptors spaced 20 meters apart with receptor heights of 1.8 meter (for ground-level receptors) was placed around the project site as a means of developing isopleths (i.e., concentration contours) that illustrate the dispersion pattern from the emissions sources. Terrain variation on and near the project site was incorporated in the ISCST₃ model to assign elevations to the emission sources and receptors, based on the United States Geological Survey 7.5-minute Digital Elevation Model data. The ISCST₃ model input parameters included 3 years of BAAQMD meteorological data from the Oakland Sewage Treatment Plant weather station located about 2 miles west of the project site.

The air dispersion model was used to estimate annual average concentrations of DPM and PM_{2.5}, both before and after applying the requirement under SCA-AIR-3: Toxic Air Contaminant Controls- Construction Related (#22), to use the most effective VDECS available for the engine type as certified by CARB. Tier 4 engines automatically meet this requirement and would result in

the greatest reduction in particulate matter emissions, but to be conservative emissions were estimated based on the fleetwide average mix of engines (which includes lower tier engines) equipped with Level III diesel particulate filters to comply with SCA-AIR-3. Based on the results of the air dispersion model (Appendix D), potential health risks were evaluated for the maximally exposed individual student (MEIS) on the ground floor of a high school about 60 feet north of the project site, and the maximally exposed individual resident (MEIR) located at a ground-floor apartment, about 25 feet east of the project site. Locations of the MEIR and the MEIS are shown in Figure V.D-2.

In accordance with guidance from the BAAQMD²¹ and the Office of Environmental Health Hazard Assessment (OEHHA),²² a health risk assessment was conducted to calculate the incremental increase in cancer risk and chronic HI to sensitive receptors from DPM emissions during construction. Analysis of acute non-cancer health hazards from construction activity is not recommended by BAAQMD, nor has a reference exposure level been approved by OEHHA and CARB. The annual average concentration of DPM at the MEIR was used to conservatively assess potential health risks to nearby sensitive receptors.

At the MEIR location, the incremental increase in cancer risk from on-site DPM emissions during construction was assessed for a young child exposed to DPM for 2.33 years (28 months) starting from in utero in the third trimester of pregnancy. At the MEIS location, the incremental increase in cancer risk from on-site DPM emissions during construction was assessed for a child exposed to DPM for 2.33 years starting at the age of 14. These exposure scenarios represent the most sensitive individuals who could be exposed to adverse air quality conditions in the vicinity of the project site. The input parameters and results of the health risk assessment are included in Appendix D.

In accordance with method *i* of SCA-AIR-3: Toxic Air Contaminant Controls – Construction Related (#22), the project would be required to identify and implement health risk reduction measures if the screening health risk analysis shows that the health risks resulting from the project's construction emissions would exceed the City's thresholds. Estimates of the health risks at the MEIR and MEIS from exposure to DPM and PM_{2.5} concentrations during construction are summarized and compared to the City's thresholds of significance in Table V.D-8. Under the construction scenario without any health risk reduction measures, the estimated chronic HI for

²¹ Bay Area Air Quality Management District (BAAQMD), 2012. Recommended Methods for Screening and Modeling Local Risks and Hazards, May.

²² Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February.



- ▬▬▬ Project Study Boundary
- - - 1,000-Foot Buffer around MEIR
- - - 1,000-Foot Buffer around Project Site
- Future Generator
- Existing Stationary Sources
- ★ MEIS
- ★ MEIR

Figure V.D-2
 Cumulative Sources of TACs and PM_{2.5} Emissions
 CCA Oakland Campus Redevelopment Project EIR

DPM and annual average PM_{2.5} concentration from construction emissions were below the City's thresholds, for both the MEIR and MEIS; the excess cancer risk at the MEIS was also below the threshold. However, the excess cancer risk at the MEIR would exceed the City's threshold. In accordance with SCA-AIR-3: Toxic Air Contaminant Controls – Construction Related (#22), the project would use construction equipment equipped with the most effective VDECS (e.g., level III diesel particulate filters or Tier 4 engines) to reduce health risks to below the City's threshold. As shown in Table V.D-8, the use of VDECS would reduce the excess cancer risk at the MEIR to below the City's threshold. The project applicant would prepare a Construction Emissions Minimization Plan (Emissions Plan) to ensure VDECS are used during construction, and then submit the Emissions Plan to the City for review and approval prior to issuance of building permits.

TABLE V.D-8 HEALTH RISKS AT THE MAXIMALLY EXPOSED INDIVIDUAL RESIDENT (MEIR) AND MAXIMALLY EXPOSED INDIVIDUAL STUDENT (MEIS) DURING PROJECT CONSTRUCTION

Emission Scenario	DPM				PM _{2.5}	
	MEIR		MEIS		MEIR	MEIS
	Cancer Risk (per million)	Chronic Hazard Index	Cancer Risk (per million)	Chronic Hazard Index	Annual Average Concentrations (µg/m ³)	
Construction without SCA-AIR-3	18.1	0.01	1.9	<0.01	0.09	0.04
Construction with SCA-AIR-3	2.7	<0.01	0.3	<0.01	<0.01	<0.01
BAAQMD Threshold of Significance	10	1	10	1	0.3	
Exceed Thresholds with SCA-AIR-3?	No	No	No	No	No	No

Notes: DPM = diesel particulate matter; µg/m³ = micrograms per cubic meter; MEIR = maximally exposed individual resident; MEIS = maximally exposed individual student.
Source: CalEEMod (Appendix D).

With the implementation of SCA-AIR-3, the project would have a less-than-significant impact related to the exposure of sensitive receptors to the project's construction emissions.

Generation of TAC Emissions during Operation

This analysis assumes that up to two 1,000-kilowatt emergency generators could be used on the project site in the future. To operate the emergency generators, the project would be required to comply with the BAAQMD's permit requirements for a stationary source. In accordance with BAAQMD's Regulation 2-5, New Source Review of Toxic Air Contaminants, the BAAQMD does not issue permits for generators that would result in an excess cancer risk greater than 10 in 1 million or a chronic HI greater than 1.0. These health standards are also enforced through the City's SCA-AIR-5: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24).

Conservatively assuming each of the project's emergency generators would result in the BAAQMD's maximum permissible excess cancer risk of 10 in 1 million due to emissions of DPM, the BAAQMD Health Risk Calculator (Beta Version 3.0) was used to back-calculate the equivalent screening-level health risk values for chronic HI and annual average PM_{2.5} concentrations.²³ The calculator applies similar methods used to establish the emission threshold levels for TACs reported in the BAAQMD's Regulation 2-5 and includes the most recent health risk parameters recommended by OEHHA.²⁴ Based on the emission rate for DPM (0.0071 pounds per day) that would result in a cancer risk of 10 in 1 million, the associated fraction of PM_{2.5} emissions from an emergency generator were estimated using the CARB's speciation profiles.²⁵ The health risk screening values from the project's emergency generator were then refined based on the distances from the generator to the MEIR and the MEIS using the BAAQMD's Diesel Internal Combustion Engine Distance Multiplier Tool incorporated in the BAAQMD Health Risk Calculator (Beta Version 4.0).²⁶ The supporting health risk calculations are included in Appendix D.

The conservative screening-level health risks to sensitive receptors associated with operation of the emergency generators are summarized and compared to the BAAQMD's thresholds of significance in Table V.D-g. The estimated excess cancer risks and chronic HIs for DPM and the annual average PM_{2.5} concentrations at the MEIR and MEIS from operation of the emergency generators were below the thresholds of significance; therefore, the project's emissions of DPM and PM_{2.5} during operation of the emergency generators would have a less-than-significant impact on nearby sensitive receptors.

Cumulative TAC Generation

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

²³ Bay Area Air Quality Management District (BAAQMD), 2019. BAAQMD Health Risk Calculator (Beta Version 4.0). Available at: <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/tools/baaqmd-health-risk-calculator-beta-4-0-xlsx.xlsx?la=fil-ph&rev=dab7d85a772d45ca9c99e59395bf12d>, accessed November 14, 2023..

²⁴ Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February.

²⁵ California Air Resources Board (CARB), 2018. Speciation Profiles Used in ARB Modeling. PMPROF spreadsheet for particulate matter chemical profiles for source categories. Available at: <https://www.arb.ca.gov/ei/speciate/speciate.htm#assnfrac>, accessed December 5, 2023.

²⁶ Bay Area Air Quality Management District (BAAQMD), 2019. BAAQMD Health Risk Calculator (Beta Version 4.0). Available at: <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/tools/baaqmd-health-risk-calculator-beta-4-0-xlsx.xlsx?la=fil-ph&rev=dab7d85a772d45ca9c99e59395bf12d>, accessed November 14, 2023..

TABLE V.D-9 HEALTH RISKS AT MAXIMALLY EXPOSED INDIVIDUAL RESIDENT (MEIR) AND MAXIMALLY EXPOSED INDIVIDUAL STUDENT (MEIS) FROM DIESEL EMERGENCY GENERATORS

Sensitive Receptor	Generator Location	Distance from Generator (Feet)	Diesel Particulate Matter		Exhaust PM _{2.5}
			Cancer Risk (Per Million)	Chronic Hazard Index	Annual Average Concentration (µg/m ³)
Maximally Exposed Individual Resident	Building A	260	2.5	<0.01	0.01
	Building B	85	1.6	<0.01	<0.01
	Total		4.1	<0.01	0.01
Maximally Exposed Individual Student	Building A	230	1.2	<0.01	<0.01
	Building B	275	1.2	<0.01	<0.01
	Total		2.4	<0.01	0.01
Thresholds of Significance			10	1	0.3
Exceed Threshold?			No	No	No

Notes: µg/m³ = micrograms per cubic meter
Source: CalEEMod (Appendix D).

concentrations. The individual health risks associated with each source were summed to find the cumulative health risk at the MEIR. The supporting health risk calculations are included in Appendix D.

Based on the BAAQMD’s 2017 inventory of permitted stationary sources for TAC and PM_{2.5} emissions,²⁷ three existing stationary sources are located within 1,000 feet of the MEIR (see Table V.D-10 and Figure V.D-2). Preliminary health risk screening values at the MEIR were determined using the BAAQMD Health Risk Calculator (Beta Version 3.0), recent facility emissions data, and the BAAQMD’s Gasoline Dispensing Facility Distance Multiplier Tool.²⁸ The screening-level health risks were not available for one of the permitted stationary sources, a gasoline dispensing facility at the Claremont Country Club (Plant #108633). To be conservative, the screening-level health risks associated with the Claremont Country Club (Plant #108633) were

²⁷ Bay Area Air Quality Management District (BAAQMD), 2019. CSV file for 2017 permitted stationary sources provided by Areana Flores, BAAQMD, to Ivy Tao, Baseline Environmental Consulting, June 11.

²⁸ Bay Area Air Quality Management District (BAAQMD), 2012. Gasoline Dispensing Facility Distance Multiplier Tool, June 13.

assumed to be the same as those associated with the Stop'N'Go Gas Station (Plant #112140), which is located closer to the project and uses 50 percent more fuel per year.²⁹

Preliminary health risk screening values at the MEIR from exposure to mobile sources of TACs were estimated based on the BAAQMD's Bay Area modeling of health risks from highways, railroads, and major roadways with an average annual daily traffic (AADT) volume greater than 30,000 vehicles per day.³⁰ According to the BAAQMD's modeling of mobile sources, there is one major roadway (Broadway) located within 1,000 feet of the MEIR (see Table V.D-10 and Figure V.D-2), but there are no highways or railroads within 1,000 feet of the MEIR.

The BAAQMD also recommends using the Roadway Screening Analysis Calculator³¹ to evaluate health risks from major roadways with between 10,000 and 30,000 AADT. Based on review of 2020 AADT volumes forecasted by Alameda CTC,³² there is one roadway (Pleasant Valley Avenue) with between 10,000 and 30,000 AADT within 1,000 feet of the MEIR (see Table V.D-10 and Figure V.D-2). The health risk screening values at the MEIR from the roadway were estimated using the BAAQMD's Roadway Screening Analysis Calculator and the cancer risks were adjusted using a factor of 1.374 to account for the most recent health risk parameters recommended by OEHHA.

There are two foreseeable future developments within 1,000 feet of the MEIR (Figure V.D-2). Projects with high-rise buildings more than 75 feet above the lowest level of fire vehicle access are required to install emergency generators.³³ There is a proposed residential development (4901 Broadway) within 1,000 feet of the MEIR, which would be more than 75 feet tall and could involve the operation of emergency diesel generators (Table V.D-10 and Figure V.D-2).³⁴ In addition, the Safeway Redevelopment Project would be less than 75 feet tall, but would include a back-up generator for the retail functions of the project. As previously noted, the BAAQMD does

²⁹ According to the BAAQMD, the Stop'N'Go Gas Station (Plant 112140) has a permitted max throughput of 600,000 gallons per year in 2018, and the Claremont County Club (Plant 108633) has a permitted max throughput of 400,000 gallons per year in 2018. Source: Bay Area Air Quality Management District (BAAQMD), 2019. CSV file for 2017 permitted stationary sources provided by Areana Flores, BAAQMD, to Ivy Tao, Baseline Environmental Consulting, June 11.

³⁰ Bay Area Air Quality Management District (BAAQMD), 2014. BAAQMD Planning Healthy Places Highway, Major Street, and Rail Health Risk Raster Files, 2014.

³¹ Bay Area Air Quality Management District (BAAQMD), 2015. Roadway Screening Analysis Calculator, April 16.

³² Alameda County Transportation Commission, 2014. Countywide Travel Demand Model. Planning Area 1; 2020 Daily Model Vehicle Volumes, July.

³³ 2016 California Fire Code 604.2.9.

³⁴ City of Oakland, 2019. List of Active Major Development Project Proposals. Available at: <https://oakgis.maps.arcgis.com/apps/mapviewer/index.html?webmap=4ec2a2b79c7f4f689e04550d7d6fa5a9>, accessed December 5, 2023.

TABLE V.D-10 CUMULATIVE HEALTH RISKS AT THE MAXIMALLY EXPOSED INDIVIDUAL RESIDENT (MEIR)

Source	Source Type	Method Ref	Cancer Risk (10 ⁻⁶)	Chronic HI	PM _{2.5} (µg/m ³)
Project					
Off-Road Construction Equipment without SCA-AIR-3	Diesel Exhaust		18.1	0.01	0.06
Off-Road Construction Equipment with SCA-AIR-3	Diesel Exhaust		2.7	<0.01	<0.01
Emergency Generators	Diesel Generator	1,7	4.1	<0.01	0.01
Existing Stationary Sources					
Stop'N'Go Gas Station (Plant #112140)	Gas Station	3,8	0.51	<0.01	NA
Claremont Country Club (Plant #108633)	Gas Station	3,8	0.31	<0.01	NA
Safeway Inc #3132 (Plant 22827)	Emergency Natural Gas Generator	1,2, 7	<0.01	<0.01	<0.01
Existing Mobile Sources					
Major Roadway	Mobile	6	3.6	NA	0.06
Pleasant Valley Avenue (10,677 AADT)	Mobile	4,5	1.6	NA	0.02
Future Stationary Sources					
4901 Broadway	Diesel Generator	1,7	0.4	<0.01	<0.01
Safeway Redevelopment	Diesel Generator	1,7	1.8	<0.01	<0.01
Cumulative Health Risks without SCA-AIR-3			30	<0.1	0.2
Cumulative Health Risks with SCA-AIR-3			15	<0.1	<0.1
Thresholds of Significance			100	10.0	0.8
Exceed Thresholds with SCA-AIR-3?			No	No	No

Notes: µg/m³ = micrograms per cubic meter; HI = hazard index; NA = not applicable; Ref = reference; AADT = annual average daily traffic.

Health risk screening values derived using the following BAAQMD tools and methodologies:

- 1) BAAQMD's Health Risk Calculator (Beta Version 3.0).
- 2) BAAQMD's 2017 stationary source emissions data.
- 3) BAAQMD's 2014 stationary source emissions data.
- 4) BAAQMD's Roadway Screening Analysis Calculator.
- 5) BAAQMD's recommended Office of Environmental Health Hazard Assessment cancer risk adjustment factor.
- 6) BAAQMD's Bay Area Model of Health Risks from Highways, Railroads, and Major Roadways.
- 7) BAAQMD's Diesel Internal Combustion Engine Distance Multiplier Tool.
- 8) BAAQMD's Gasoline Dispensing Facility Distance Multiplier Tool.

Source: See Appendix D.

not issue stationary source permits for projects that result in an excess cancer risk greater than 10 in 1 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 1 million (the greatest allowed by BAAQMD) due to emissions of DPM, preliminary health risk screening values at the MEIR were

determined using the BAAQMD Health Risk Calculator (Beta Version 3.0) and the BAAQMD's Diesel Internal Combustion Engine Distance Multiplier Tool.

Estimates of the cumulative health risks at the MEIR for the project are summarized and compared to the cumulative thresholds of significance in Table V.D-10. The cumulative excess cancer risk, the chronic HI, and the annual average PM_{2.5} concentration at the MEIR for the project were below the BAAQMD's cumulative thresholds, both with and without the requirement of using the most effective VDECS available and a Construction Emissions Minimization Plan in accordance with SCA-AIR-3: Toxic Air Contaminant Controls – Construction Related (#22). Therefore, the project would have a less-than-significant cumulative impact related to the exposure of existing sensitive receptors to TAC and PM_{2.5} from project construction and operation.

(5) Exposure to Existing Toxic Air Contaminants (Criterion 5)

Future residents on the project site could be exposed to existing and reasonably foreseeable future sources of TAC emissions. While CEQA does not require the analysis or mitigation of potential effects that the existing environment may have on a project (with certain exceptions), the following HRA summarized in Table V.D-11 for future sensitive receptors on the project site meets the requirements of SCA-AIR-4: Reduce Exposure to Air Pollution (Toxic Air Contaminants) (#23). The health risks posed to the closest residential receptor on the project site to each TAC source were considered to conservatively analyze cumulative health risks to all future receptors on the project site.

The approach for assessing the cumulative health risks to future sensitive receptors on the project site was the same as the methods described above to determine potential project-level health risks to existing sensitive receptors. Existing sources of TAC emissions identified within 1,000 feet of the project included four stationary sources and one major roadway. There is a proposed development that would be reasonably foreseeable future sources of TAC emissions (including the project site) that could potentially operate emergency diesel generators (Table V.D-11 and Figure V.D-2).

As shown in Table V.D-11, the estimated cumulative cancer risk, the chronic HI, and the annual average PM_{2.5} concentration at the project site would be below the City of Oakland's cumulative threshold of significance. Therefore, the project would have a less-than-significant cumulative impact related to the exposure of new sensitive receptors to TACs and PM_{2.5} from project operation.

TABLE V.D-11 CUMULATIVE HEALTH RISKS AT THE FUTURE MAXIMALLY EXPOSED INDIVIDUAL RESIDENT (MEIR) ON THE PROJECT SITE

Source	Source Type	Method Ref	Cancer Risk (10 ⁻⁶)	Chronic HI	PM _{2.5} (µg/m ³)
Project					
Emergency Generators	Diesel Generator		20.0	0.0	0.0
Existing Stationary Sources					
Stop'N'Go Gas Station (Plant #112140)	Gas Station	3,8	6.17	<0.01	NA
Claremont Country Club (Plant #108633)	Gas Station	3,8	0.46	<0.01	NA
The Point at Rockridge (Plant #20198)	Multiple	1,2	0.88	<0.01	0.054
Safeway Inc #3132 (Plant 22827)	Emergency Natural Gas Generator	1,2,7	<0.01	<0.01	<0.01
Existing Mobile Sources					
Major Roadway	Mobile	3	3.4	NA	0.05
Pleasant Valley Avenue (10,677 AADT)	Mobile	4,5	1.8	NA	0.03
Future Stationary Sources					
4901 Broadway	Diesel Generator	1,7	0.6	<0.01	<0.01
Safeway Redevelopment	Diesel Generator	1,7	7.3	<0.01	0.01
Cumulative Health Risks			41	<0.1	0.2
Thresholds of Significance			100	10.0	0.8
Exceed Thresholds?			No	No	No

Notes: µg/m³ = micrograms per cubic meter; HI = hazard index; NA = not applicable; Ref = reference; AADT = annual average daily traffic

Health risk screening values derived using the following BAAQMD tools and methodologies:

- 1) BAAQMD's Health Risk Calculator (Beta Version 3.0).
- 2) BAAQMD's 2017 stationary source emissions data.
- 3) BAAQMD's 2014 stationary source emissions data.
- 4) BAAQMD's Roadway Screening Analysis Calculator.
- 5) BAAQMD's recommended Office of Environmental Health Hazard Assessment cancer risk adjustment factor.
- 6) BAAQMD's Bay Area Model of Health Risks from Highways, Railroads, and Major Roadways.
- 7) BAAQMD's Diesel Internal Combustion Engine Distance Multiplier Tool.
- 8) BAAQMD's Gasoline Dispensing Facility Distance Multiplier Tool.

Source: See Appendix D.

(1) Odors (Criterion 6)

As a mixed-use development, the project would not be expected to generate significant odors from its residential and office land uses. The tenant for the proposed retail land use has not been determined at the time of this analysis, but may include a coffee shop or café. Some specialty coffee shops roast their own beans, which can potentially generate substantial odors according to the BAAQMD. However, any future coffee roasting operations that could potentially generate

substantial odors would be required to comply with the BAAQMD permitting process for coffee roasters to control emissions,³⁵ which would ensure that any potential odor impact would be less than significant.

Land uses surrounding the project site include mixed residential and commercial land uses, which would also not be expected to generate significant odors. Therefore, project impacts related to odors would be less than significant.

c. Significant Air Quality Impacts

Implementation of the project would not result in any significant impacts to air quality.

d. Cumulative Impacts

Criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. The City of Oakland's thresholds of significance for criteria air pollutants were designed to represent levels above which a project's individual emissions would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. Since construction and operation of the project would not exceed the City's thresholds of significance for criteria pollutants (including ozone precursors), the cumulative impacts on regional air quality would be less than significant.

The City's thresholds of significance for TACs and PM_{2.5} were also designed to determine if a project's contribution to local air pollution would be cumulatively considerable. Based on the analysis above, emissions of DPM and PM_{2.5} generated during construction and operation of the project would have a less-than-significant impacts on local air quality with implementation of SCA-AIR-3: Toxic Air Contaminant – Construction Related (#22).

³⁵ Bay Area Air Quality Management District (BAAQMD), Engineering Division, 2018. Permit Handbook. Revised October 23.

E. GREENHOUSE GAS EMISSIONS AND ENERGY

This section describes the existing conditions with respect to greenhouse gas (GHG) emissions in the vicinity of the project site; discusses the federal, State, and local regulations and policies pertinent to GHG emissions; assesses the potentially significant impacts to the environment as a result of GHG emissions generated by the project; and provides, where appropriate, mitigation measures and Standard Conditions of Approval (SCAs) to address those impacts. The potential impacts assessed include increases in GHG emissions during both the construction and operational phases of the project. This section additionally analyzes the projects consumption of energy during construction and operation and evaluates whether that consumption rises to a level of significance based on waste, inefficient, and unnecessary consumption or conflict with relevant energy plans.

The analysis in this section was prepared in accordance with the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines (CEQA Guidelines).¹

1. Setting

a. Climate Change and Greenhouse Gas Emissions

Climate change refers to changes in the Earth's weather patterns, including the rise in temperature due to an increase in heat-trapping GHGs in the atmosphere. Existing GHGs allow about two-thirds of the visible and ultraviolet light from the sun to pass through the atmosphere and be absorbed by the Earth's surface. To balance the absorbed incoming energy, the surface radiates thermal energy back to space at longer wavelengths, primarily in the infrared part of the spectrum. Much of the thermal radiation emitted from the surface is absorbed by the GHGs in the atmosphere and is re-radiated in all directions. Because part of the re-radiation is back toward the surface and the lower atmosphere, global surface temperatures are elevated above what they would be in the absence of GHGs. This process of trapping heat in the lower atmosphere is known as the greenhouse effect.

An increase of GHGs in the atmosphere affects the energy balance of the Earth and results in a global warming trend. Increases in global average temperatures have been observed since the mid-20th century and have been linked to observed increases in GHG emissions from anthropogenic sources. The primary GHG emissions of concern are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Other GHGs of concern include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆), but their contribution to climate

¹ Bay Area Air Quality Management District (BAAQMD), 2017. California Environmental Quality Act Air Quality Guidelines, May.

change is less than 1 percent of the total by well-mixed² GHGs (i.e., that have atmospheric lifetimes long enough to be homogeneously mixed in the troposphere).³ Each GHG has a different global warming potential (GWP); for instance, CH₄ traps about 21 times more heat per molecule than does CO₂. Therefore, emissions of GHGs are reported in terms of metric tons of carbon dioxide equivalents (CO₂e), wherein each GHG is weighted by its GWP relative to CO₂.

According to the Intergovernmental Panel on Climate Change (IPCC), the atmospheric concentrations of CO₂, CH₄, and N₂O have increased to levels unprecedented in at least the past 800,000 years due to anthropogenic sources. In 2011, concentrations of CO₂, CH₄, and N₂O exceeded the pre-industrial era (before 1750) by about 40,150, and 20 percent, respectively.⁴ The Earth's mean surface temperature in the Northern Hemisphere from 1983 to 2012 was likely the warmest 30-year period over the past 1,400 years.⁵ The first 6 months of 2016 also ranked as the Earth's warmest period on record since 1880.⁶

The global increases in CO₂ concentrations are due primarily to fossil fuel combustion, cement production, and land use changes (e.g., deforestation). The dominant anthropogenic sources of CH₄ are ruminant livestock, fossil fuel extraction and use, rice paddy agriculture, and landfills, while the dominant anthropogenic sources of N₂O are ammonia for fertilizer and industry.⁷ No emissions of HFCs, PFCs, and SF₆ are naturally occurring; they all originate from industrial processes such as semiconductor manufacturing, their use as refrigerants and other products, and electric power transmission and distribution.⁸

b. Existing GHG Emissions and Projections

In 2019, the California Air Resources Board (CARB) estimated that transportation was responsible for about 41 percent of California's GHG emissions, followed by industrial sources at about 24

² GHGs that have atmospheric lifetimes long enough to be relatively homogeneously mixed in the troposphere.

³ Intergovernmental Panel on Climate Change, 2013. Climate Change 2013; the Physical Science Basis; Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.

⁴ Bay Area Air Quality Management District (BAAQMD), 2015. Bay Area Emissions Inventory Summary Report: Greenhouse Gases, Base Year 2011, January.

⁵ Intergovernmental Panel on Climate Change, 2013. Climate Change 2013; the Physical Science Basis; Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.

⁶ National Aeronautics and Space Administration (NASA), 2016. 2016 Climate Trends Continue to Break Records. Available at <https://www.nasa.gov/feature/goddard/2016/climate-trends-continue-to-break-records>. Last updated July 16.

⁷ Intergovernmental Panel on Climate Change, 2013. Climate Change 2013; the Physical Science Basis; Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.

⁸ Bay Area Air Quality Management District (BAAQMD), 2015. Bay Area Emissions Inventory Summary Report: Greenhouse Gases, Base Year 2011, January.

percent, and electrical power generation at about 14 percent.⁹ In 2015, 85 million metric tons of CO₂e was emitted from anthropogenic sources within the San Francisco Bay Area Air Basin (SFBAAB). Emissions of CO₂ dominate the GHG inventory in the SFBAAB, accounting for about 90 percent of the total CO₂e emissions reported.¹⁰ The 2015 GHG emissions in the SFBAAB are summarized in Table V.E-1.

TABLE V.E-1 SAN FRANCISCO BAY AREA 2015 GHG EMISSIONS INVENTORY

Pollutant	Percent	CO₂e (MMT/Year)
Carbon Dioxide	90	76.5
Methane	4	3.4
Nitrous Oxide	2	1.7
Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride	4	3.4
Total	100	85

Note: MMT = million metric tons

Source: Bay Area Air Quality Management District (BAAQMD), 2017. Final 2017 Clean Air Plan, April 19.

The City of Oakland’s (City’s) GHG emissions inventories for 2005, 2010, 2013, and 2015 are summarized in Table V.E-2 for various land-use sectors. As indicated in Table V.E-2, the greatest sources of GHG emissions in the City are from the On-Road Vehicles (includes highways and public roads) and Buildings and Energy Use land-use sectors. The 2015 GHG emissions decreased for each land-use sector compared to 2005 and the overall GHG emissions decrease by 16.4 percent. The largest overall reductions for GHG emissions over this same period were from the Buildings and Energy Use (6.7 percent) and Port of Oakland (5.6 percent) land-use sectors.

c. Effects of GHG Emissions

Some of the potential effects of increased GHG emissions and associated climate change may include loss of snow pack (affecting water supply), more frequent extreme weather events, more large forest fires, more drought years, and sea level rise. In addition, climate change may increase electricity demand for cooling, decrease the availability of hydroelectric power, and affect

⁹ California Air Resources Board (CARB), 2022. California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators, October 26. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed December 3, 2023.

¹⁰ Bay Area Air Quality Management District (BAAQMD), 2017. Final 2017 Clean Air Plan, April 10.

regional air quality and public health.¹¹ Table V.E-2 shows GHG emission trends in Oakland by category.

TABLE V.E-2 CITY OF OAKLAND GHG EMISSION TRENDS (METRIC TONS CO₂E)

Category	2005	2017	Net Reductions ^a	Overall Reduction ^b
Buildings & Energy Use	1,116,559	694,019	422,540	37.84%
Transportation & Mobile Sources	2,116,238	1,797,052	319,186	15.08%
Materials Use & Waste	180,455	125,977	54,478	30.19%
City Government	44,222	26,836	17,386	39.32%
Total	3,457,474	2,643,884	813,590	23.53%

Note: Lifecycle emissions associated with the production, use, and disposal of products and services are not included.

^a Net Reduction = 2017 emissions - 2005 emissions.

^b Overall Net Reduction = (2017 emissions - 2005 emissions) / Total 2005 emissions.

Source: City of Oakland, 2022. 2019 Greenhouse Gas Emissions Inventory Report.

d. Electricity and Natural Gas

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the city of Oakland, including the project site. PG&E charges connection and user fees for all new development, in addition to sliding rates for electrical and natural gas service based on use.

Of the energy provided to PG&E customers in 2020, approximately 31 percent came from renewable resources (e.g., wind, geothermal, biomass, small hydroelectric sources, and solar); 43 percent from nuclear generation; 16 percent from fossil fuels; and 10 percent from large hydroelectric facilities.¹² Because many agencies in California have adopted policies seeking increased use of renewable resources (and have established minimum standards for the provision of energy generated by renewable resources), PG&E is expected to continue to meet future demand for energy via an increasing reliance on renewable resources, including small-scale sources such as photovoltaic panels and wind turbines, in addition to larger-scale facilities such as wind farms.

Regulatory requirements for efficient use of electricity and gas are contained in Title 24, Part 6, of the California Code of Regulations (CCR), entitled "Energy Efficiency Standards for Residential and Nonresidential Buildings." These regulations specify the State's minimum energy efficiency

¹¹ Bay Area Air Quality Management District (BAAQMD), 2017. Final 2017 Clean Air Plan, April 10.

¹² Pacific Gas and Electric Company (PG&E), 2021. Corporate Sustainability Report. Available at: https://www.pgecorp.com/corp_responsibility/reports/2021/index.html, accessed December 5, 2023.

standards and apply to new construction of both residential and nonresidential buildings. The standards regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. Compliance with these standards is verified and enforced through the local building permit process.

(1) Existing Energy Demand

The total square footage of buildings on the project site is approximately 127,000 square feet. For the baseline conditions for this analysis, electricity demand at the project site was approximately 320,500 kilowatt-hours (kWh) of electricity per year and 9,725 therms of natural gas per year in the existing buildings.

(2) Existing Electrical and Natural Gas System near the Project Site

The existing electric distribution system includes both overhead and underground facilities. The plan set indicates that a 12-kilovolt underground distribution line, located on Clifton Street provides service to the project site. In addition, the project site is served by a gas main and 6-inch gas line located on Clifton Street. However, the new buildings will not use natural gas hookups in accordance with the City of Oakland's All-Electric Building Ordinance adopted on December 15, 2020.

2. Regulatory Setting

This section describes the federal, State, and local regulations relevant to greenhouse gas emissions.

a. Federal Regulations

The United States (U.S.) participates in the United Nations Framework Convention on Climate Change. In 1998 under the Clinton administration, the U.S. signed the Kyoto Protocol, which would have required reductions in GHGs; however, the protocol did not become binding in the U.S. as it was never ratified by Congress. Instead, the federal government chose voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science. In 2002, the U.S. announced a strategy to reduce the GHG intensity of the American economy by 18 percent over a 10-year period from 2002 to 2012. In 2015, the U.S. submitted its "intended nationally determined contribution" to the framework convention, which targets to cut net GHG emissions by 26 to 28 percent below 2005 levels by 2025.

The U.S. Environmental Protection Agency (EPA) is responsible for enforcing the federal Clean Air Act and the 1990 amendments to it. On April 2, 2007, the U.S. Supreme Court ruled that CO₂ is an air pollutant as defined under the Clean Air Act, and that the EPA has the authority to

regulate emissions of GHGs.¹³ The EPA made two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act, as follows:

- **Endangerment Finding:** The current and projected concentrations of the six key well-mixed GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, they were a prerequisite for implementing GHG emissions standards for vehicles. In collaboration with the National Highway Traffic Safety Administration (NHTSA), the EPA finalized emissions standards for light-duty vehicles (2012–2016 model years) in May 2010 and heavy-duty vehicles (2014–2018 model years) in August 2011.

(1) National Energy Conservation Policy Act

The National Energy Conservation Policy Act (NECPA) is the foundation for federal-level conservation and efficiency goals and requirements for energy and water, and the use of renewable energy sources. The NECPA was a result of the energy crisis during the mid-1970s and was signed into law in 1978. As passed, the NECPA promoted three major roles for the federal government in energy conservation: setting energy-efficiency standards; disseminating information about energy conservation opportunities; and improving efficiencies of federal buildings.

(2) Energy Policy Act of 2005

The Energy Policy Act addresses energy production in the U.S. in the following aspects: energy efficiency, renewable energy, oil and gas, coal, tribal energy, nuclear matters and security, vehicles and motor fuels, hydrogen, electricity, energy tax incentives, hydropower and geothermal, and climate change technology. The Energy Policy Act of 2005 granted the Federal Energy Regulatory Commission the responsibilities and the authority to oversee the nation's electricity transmission grid, ensure fair competition in the wholesale power markets, and provide rate incentives to promote electric transmission investment, among other duties.

¹³ Massachusetts, et al. v. U.S. Env'tl. Prot. Agency, et al. (2007) 549 U.S. 497.

b. State Regulations

(1) Pavley Regulations – Assembly Bill 1493

In 2002, the California Legislature adopted Assembly Bill (AB) 1493, referred to as the “Pavley regulations,” which required the CARB to develop and adopt regulations that achieve the maximum feasible and cost-effective reductions in GHG emissions from new passenger vehicles. To meet the requirements of AB 1493, the CARB approved amendments to the California Code of Regulations in 2004 that added GHG emissions standards to California’s existing standards for motor vehicle emissions. In 2009, the CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These regulations are expected to reduce GHG emissions from California passenger vehicles by 30 percent through 2016.

(2) Renewable Portfolio Standard – Senate Bills 1078, 107, X1-2, and 350

In 2002, under Senate Bill (SB) 1078, the State enacted the Renewable Portfolio Standard (RPS) program, which aims to increase the percentage of renewable energy in California's electricity mix to 20 percent of retail sales by 2017. The RPS timeline was accelerated in 2006 under SB 107 and expanded in 2011 and 2015 under SB X1-2 and SB 350, respectively. The RPS program currently requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent by 2020 and to 50 percent by 2030.

(3) Executive Order S-3-05

In 2005, Governor Schwarzenegger issued Executive Order S-3-05, which states that California is vulnerable to the effects of climate change, including reduced snowpack in the Sierra Nevada Mountains, exacerbation of California’s existing air quality problems, and sea level rise. To address these concerns, the executive order established the following statewide GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

It should be noted that executive orders are legally binding only on State agencies and have no direct effect on local government or private actions.

(4) California Global Warming Solutions Act of 2006 – Assembly Bill 32

In 2006, Governor Schwarzenegger signed AB 32, the California Global Warming Solutions Act, which requires California to reduce statewide GHG emissions to 1990 levels by 2020. In December

2008, the CARB adopted the AB 32 Scoping Plan, which outlines a statewide strategy to achieve AB 32 goals. At the regional level, in response to SB 375 (see below), the Bay Area and other major metropolitan areas in California have developed sustainable communities strategies (SCSs) to integrate land use and transportation planning in order to reduce future motor vehicle travel and decrease GHG emissions. In addition, the BAAQMD is implementing a wide range of programs that promote energy efficiency, reduce vehicle miles traveled (VMTs), and develop alternative sources of energy.

(5) Low-Carbon Fuel Standard – Executive Order S-1-07

In 2007, Governor Schwarzenegger issued Executive Order S-1-07 to enact a low-carbon fuel standard (LCFS). The LCFS calls for a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020.

(6) California Environmental Quality Act and Senate Bill 97

In 2007, under SB 97, the State acknowledged that climate change is a prominent environmental issue requiring analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research to prepare, develop, and transmit to the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA. In 2009, the Natural Resources Agency adopted the State CEQA Guidelines amendments, which provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The amendments became effective in March 2010. The amendments added Sections 15126.4(c) and 15064.4 (discussed further below) to the CEQA Guidelines, which specifically pertain to the significance of GHG emissions, and provide guidance on measures to mitigate GHG emissions when such emissions are found to be significant.

(7) Sustainable Communities Strategy – Senate Bill 375

In 2008, Governor Schwarzenegger signed SB 375, which aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations to reduce vehicle emissions and help California meet the GHG reduction goals established in AB 32. Under SB 375, metropolitan planning organizations are required to incorporate an SCS into their regional transportation plans. The goal of the SCS is to reduce regional VMTs and associated GHG emissions through land use planning strategies, such as promoting compact, mixed-use commercial and residential development near public transportation hubs. In accordance with SB 375, the Metropolitan Transportation Commission and Association of Bay Area Governments

adopted Plan Bay Area in 2013.¹⁴ The plan incorporates the SCS and the regional transportation plan for the Bay Area.

(8) Low-Emission Vehicle Program

In 2012, the CARB adopted amendments to the low-emission vehicle regulations, which established more stringent emissions reduction standards for GHGs and criteria air pollutants from 2015 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles. The low-emission vehicle program essentially expands the scope of the GHG emissions standards established under the Pavley regulations.

(9) Executive Order B-30-15 and Senate Bill 32

In 2015, Governor Brown issued Executive Order B-30-15, which set a statewide GHG emissions reduction target of 40 percent below 1990 levels by 2030. This target is in addition to the previous GHG emissions reduction targets established in Executive Order S-3-05 for 2010, 2020, and 2050. The executive order also requires the CARB to update the AB 32 Scoping Plan to identify measures to meet the 2030 target. In November 2017, CARB approved the final scoping plan, which identified new, technologically feasible, and cost-effective strategies to ensure that the State meets its GHG reduction targets and included policies to reduce GHG emissions from stationary and mobile sources.¹⁵

In September 2016, Governor Brown signed SB 32, which expands on the mandate set forth by AB 32 to reduce stationary emissions of GHGs to 1990 levels by 2020 by requiring California to reduce GHG emissions to 40 percent below 1990 levels by 2030. This mandate is also consistent with the GHG emissions reduction target established under Executive Order B-30-15.

(10) Senate Bill 743

SB 743 changes the way that public agencies must evaluate the transportation impacts of projects under CEQA. The bill required revisions to the CEQA guidelines that would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

¹⁴ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. Plan Bay Area, Strategy for a Sustainable Region. Adopted July. Available at <https://www.planbayarea.org/previous-plan/plan-bay-area>, accessed December 5, 2023.

¹⁵ California Air Resources Board (CARB), 2017. California's 2017 Climate Change Scoping Plan, November.

As required under SB 743, the Governor's Office of Planning and Research (OPR) developed potential metrics to measure transportation impacts that may include, but are not limited to, VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. The new metric would replace the use of delay and level of service (LOS) as the metric to analyze transportation impacts under CEQA. OPR recommends different thresholds of significance for projects depending on land use types. For example, residential and office space projects demonstrating a VMT level that is 15 percent less than that of existing development in the region may be a reasonable criterion for determining whether the mobile-source GHG emissions associated with the project are consistent with statewide GHG reduction targets. With respect to retail land uses, any net increase of VMT may be sufficient to indicate a significant transportation impact.

(11) Warren-Alquist Act

The Warren-Alquist Act of 1975 is the legislation that created the California Energy Commission. The Act enables the California Energy Commission to formulate and adopt the nation's first-ever energy conservation standards for buildings constructed and appliances sold in California. The California Energy Commission was also directed to create a research and development program with a focus on fostering non-conventional energy sources.

(12) Title 24 Building Efficiency Standards

The State regulates energy consumption under Title 24 Building Standards Code, Part 6 of the California Code of Regulations (also known as the California Energy Code). The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and nonresidential buildings. The California Energy Commission has estimated that the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020, will reduce energy consumption by about 79 percent for newly constructed residential buildings and 11 percent for newly constructed nonresidential buildings on average compared to the 2016 Building Energy Efficiency Standards.^{16,17}

(13) Title 24 California Green Building Standards Code

Title 24 Building Standards Code, Part 11 of the California Code of Regulations is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen

¹⁶ California Energy Commission, 2014. News Release: New Title 24 Standards Will Cut Residential Energy Use by 25 Percent, Save Water, and Reduce Greenhouse Gas Emissions. Available at: <http://calenergycommission.blogspot.com/2014/06/new-title-24-standards-take-effect-july.html>, accessed December 5, 2023.

¹⁷ California Energy Commission, 2018. Impact Analysis, 2019 Update to the California Energy Efficiency Standards for Residential and Non-Residential Buildings, June 29.

Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.

c. Regional and Local Regulations

(1) Bay Area Air Quality Management District

The BAAQMD is the regional government agency that regulates sources of air pollution within the nine Bay Area counties. The BAAQMD regulates GHG emissions through the plans, programs, and guidelines outlined below.

Regional Clean Air Plans

The BAAQMD and other air districts prepare clean air plans in accordance with the State and federal Clean Air Acts. In April 2017, the BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP), which is a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and ambient concentrations of harmful pollutants. The 2017 CAP also includes measures designed to reduce GHG emissions.

Bay Area Air Quality Management District Climate Protection Program

The BAAQMD established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the SFBAAB. The climate protection program includes measures that promote energy efficiency, reduce VMTs, and develop alternative sources of energy, all of which assist in reducing emissions of GHGs and in reducing air pollutants that affect the health of residents. The BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

(2) City of Oakland Equitable Climate Action Plan

On July 28, 2020, the City adopted the Oakland 2030 Equitable Climate Action Plan (ECAP).¹⁸ The 2030 ECAP built on the progress made by the 2020 Energy and Climate Action Plan, adopted by the City in December 2012. The goal of the 2030 ECAP is to identify an equitable and cost-

¹⁸ City of Oakland, 2020. Oakland 2030 Equitable Climate Action Plan, July.

effective path of reducing the City's GHG emissions to at least 56 percent below the 2005 levels by 2030, and to ensure that the City is resilient to the foreseeable impacts of climate change. The 40 actions from the ECAP are designed to be equitable, realistic, ambitious, balanced, and adaptive, and cover the following sectors: Transportation and Land Use, Buildings, Material Consumption and Waste, Adaptation, Carbon Removal, City Leadership, and Port of Oakland. The 2030 ECAP also provides a detailed roadmap on funding the actions and the implementation timeline. Implementation of the 2030 ECAP action would not only support the GHG reduction and climate resiliency goals, but also result in positive impacts for four topics that are interconnected with the climate goals: public health, housing security, food, and green economy. In December 2020, the City adopted a threshold of significance for CEQA analysis based on a project's consistency with the 2030 ECAP, pursuant to CEQA Guidelines Section 15064.7. The City's threshold of significance determines whether a development project complies with the 2030 ECAP and the City's GHG emission reduction targets related the ECAP Consistency Review Checklist (the Checklist). A project's impact related to generation of GHG emissions is considered less than significant if the project completes the Checklist and can qualitatively demonstrate compliance with the Checklist items.

The City of Oakland's current adopted thresholds for GHG emissions rely upon the technical and scientific basis for the City's 2030 ECAP, which provide substantial evidence that adherence to the 2030 ECAP action items will achieve GHG emissions reduction targets of at least 56 percent below 2005 levels by 2030 and 83 percent below 2005 levels by 2050. These reduction targets are more aggressive than the State's adopted 2030 reduction target of 40 percent below 1990 levels (per AB 32). Therefore, reductions below the City of Oakland's reduction targets also meet the State's adopted 2030 goals.

(3) City of Oakland Green Building Ordinance

In October 2010, the City adopted the Green Building Ordinance for Private Development Projects. This ordinance affects a wide range of projects, including new residential developments. The minimum green building requirements described in the ordinance are designed to reduce energy use, conserve water and other natural resources, limit solid waste during construction and operation, and promote healthy indoor air quality. Requirements from both the City's local ordinance and the State's CALGreen code apply to future City developments.

(4) City of Oakland All-Electric Building Ordinance

In December 2020, the City adopted the All-Electric Building Ordinance to eliminate natural gas use for all newly constructed buildings. The ordinance cites a 2018 report which indicates that the City will not achieve its GHG reduction targets without eliminating natural gas combustion in buildings. The requirements within this ordinance will help the City of Oakland towards achieving

its GHG emissions reductions targets, relative to 2005 levels, of 83 percent by 2050 and 56 percent by 2030.

(5) General Plan

The following GHG and energy policies from the City of Oakland General Plan would relate to the project.

Open Space, Conservation, and Recreation

Policy CO-12.1: Land Use Patterns Which Promote Air Quality. Promote land use patterns and densities which help improve regional air quality conditions by: (a) minimizing dependence on single passenger autos; (b) promoting projects which minimize quick auto starts and stops, such as live-work development, mixed use development, and office development with ground floor retail space; (c) separating land uses which are sensitive to pollution from the sources of air pollution; and (d) supporting telecommuting, flexible work hours, and behavioral changes which reduce the percentage of people in Oakland who must drive to work on a daily basis.

Policy CO-12.4: Design of Development to Minimize Air Quality Impacts. Require that development projects be designed in a manner which reduces potential adverse air quality impacts. This may include: (a) the use of vegetation and landscaping to absorb carbon monoxide and to buffer sensitive receptors; (b) the use of low-polluting energy sources and energy conservation measures; and (c) designs which encourage transit use and facilitate bicycle and pedestrian travel.

Policy CO-13.3: Construction Methods and Materials. Encourage the use of energy-efficient construction and building materials. Encourage site plans for new development which maximize energy efficiency.

Policy CO-13.4: Alternative Energy Sources. Accommodate the development and use of alternative energy resources, including solar energy and technologies which convert waste or industrial byproducts to energy, provided that such activities are compatible with surrounding land uses and regional air and water quality requirements.

Land Use and Transportation Element

Policy T.2.1: Encouraging Transit-Oriented Development: Transit-oriented development should be encouraged at existing or proposed transit nodes, defined by the convergence of two or more modes of public transit such as BART, bus, shuttle service, light rail or electric trolley, ferry, and inter-city or commuter rail.

Policy T.2.2: Guiding Transit-Oriented Development. Transit-oriented developments should be pedestrian oriented, encourage night and day time use, provide the neighborhood with needed goods and services, contain a mix of land uses, and be designed to be compatible with the character of surrounding neighborhoods.

Policy T.3.5: Including Bikeways and Pedestrian Walks. The City should include bikeways and pedestrian ways in the planning of new, reconstructed, or realigned streets, wherever possible.

Policy T.3.6: Incorporating Design Feature for Alternative Travel. The City will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking.

Policy T.4.2: Creating Transportation Incentives. Through cooperation with other agencies, the City should create incentives to encourage travelers to use alternative transportation options.

Policy N.3.2: Encouraging Infill Development. In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City.

Environmental Justice Element

Policy EJ-1.13: Emissions from Construction Activities. Require projects to implement construction air pollution and greenhouse gas emissions controls and applicable mitigation strategies for all construction sites to the maximum extent feasible. Refer to Best Construction Practices and Best Available Retrofit Control Technology (BARCT) recommended by BAAQMD.

(6) City of Oakland Municipal Code

Chapter 15.34 of Oakland's Municipal Code requires new construction projects to submit a Waste Reduction and Recycling Plan to the City's Building Official for review and approval. The intent of the provisions is to divert (e.g., reuse on-site) at least 50 percent of construction and demolition debris from landfills. The purpose of these provisions is to prescribe requirements designed to meet and further the goals of the California Integrated Waste Management Act of 1989 (AB 939) and the Alameda County Waste Reduction and Recycling Act of 1990 (Measure D).

As of March 2017, Chapter 15.04, Part 11 of the City's Municipal Code requires all new multi-family and non-residential buildings to include full circuit infrastructure for plug-in electric vehicle (PEV) charging stations for at least 10 percent of the total parking spaces. In addition, inaccessible conduits for future expansion of PEV spaces must be installed for 90 percent of the total parking at multi-family buildings and 10 percent of the total parking at non-residential buildings. The new requirements are designed to accelerate the installation of vehicle chargers to address demand.

(7) Standard Conditions of Approval

The City's Uniformly Applied Development Standards would be incorporated into the project as SCAs. SCA-TRANS-4: Transportation and Parking Demand Management (TDM) Measures (#83) would provide further incentives that encourage walking, biking, and transit and reduce private

automobile trips and is further described in *Section V.C, Traffic and Transportation*. SCA-SERV-5: Construction and Demolition Waste Reduction and Recycling (#87) would require the project to divert construction and demolition debris waste from landfill disposal in accordance with current City requirements and SCA-SERV-8: Green Building Requirements (#90) would require the project to 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, both of which are further described in *Chapter VI, Effects Found Not to be Significant or Less than Significant with Standard Conditions of Approval*. Additionally, SCA-GHG-1: Project Compliance with the ECAP Consistency Checklist (#45) would also apply to the project.

SCA-GHG-1: Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist (#45)

Requirement: The project applicant shall implement all the measures in the Equitable Climate Action Plan (ECAP) Consistency Checklist that was submitted during the Planning entitlement phase.

a. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.

When Required: Prior to approval of construction-related permit.

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

b. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be implemented during construction.

When Required: During construction

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

c. For ECAP Consistency Checklist measures that are operational but not otherwise covered by these SCAs, including but not limited to the requirement for transit passes or additional Transportation Demand Management measures, the applicant shall provide notice of these measures to employees and/or residents and post these requirements in a public place such as a lobby or work area accessible to the employees and/or residents.

When Required: Ongoing

Monitoring/Inspection: Bureau of Planning

The following SCA applies under any of the following scenarios for projects which require a consistency analysis or GHG analysis under CEQA.

a. 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) does not commit to all the GHG emissions reduction strategies described in the ECAP Consistency Checklist, as originally adopted by the Planning Commission on December 16, 2020 and as may be amended administratively from time to time;

b. Scenario B: 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 produce total GHG emissions of more than 10,000 metric tons of CO₂e annually.

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section describes environmental impacts related to GHG emissions and Energy that could result from implementation of the project. The section begins with the criteria of significance that establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

The City has established CEQA Thresholds of Significance Guidelines to help clarify and standardize analysis and decision making in the environmental review process.

The project would have a significant impact on the environment if it would:

1. For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO₂e annually. [Note: Stationary sources are projects that require a BAAQMD permit to operate.]
2. For a project involving a land use development, fail to demonstrate consistency with the 2030 ECAP adopted by the City Council on July 28, 2020. [Note: Land use developments are projects that do not require a BAAQMD permit to operate.] Consistency with the 2030 ECAP can be shown by either:
 - a. committing to all of the GHG emissions reductions strategies described on the ECAP Consistency Checklist, or
 - b. complying with the GHG Reduction Plan Standard Conditions of Approval that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Consistency Checklist.

The City does not have established CEQA Thresholds of Significance Guidelines for energy impacts. Therefore, the significance criteria from the California Natural Resources Agency's CEQA Guidelines, Appendix G, are used below. Implementation of the project would result in a significant energy impact if it would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

b. Less-Than-Significant Greenhouse Gas Emissions and Energy Impacts

Implementation of the project would result in the less-than-significant impacts described below. Because implementation of the project would not exceed the significance criteria described above, the project’s impacts would not be considered significant, and no mitigation measures are needed.

(1) GHG Emissions from a Stationary Sources (GHG Criterion 1)

The City’s threshold of significance requires analyzing GHG emissions from permitted stationary sources separately from a project’s land use emissions and comparing the proposed stationary source’s emissions to 10,000 metric tons of CO₂e per year. The project would be required to operate two emergency diesel generators each at 1,000 kilowatts for non-emergency operation up to 50 hours per year for routine testing and maintenance. As summarized in Table V.E-3, the average CO₂e emissions from routine testing and maintenance of the emergency diesel generators would be below the City’s stationary-source threshold. Therefore, the project’s operation of stationary sources would have a less-than-significant impact on the environment.

TABLE V.E-3 AVERAGE GHG EMISSIONS FROM EMERGENCY GENERATORS

Stationary Source	CO₂e (MT/year)
Emergency Diesel Generators	51.2
City’s Stationary Source GHG Threshold	10,000
Threshold Exceedance?	No

Notes: MT = metric tons.
Source: CalEEMod (Appendix D).

(2) Consistency with the 2030 ECAP (GHG Criterion 2)

As previously discussed, the City has adopted a qualitative threshold of significance based on the ECAP Consistency Review Checklist for projects involving land use developments. The full ECAP Consistency Review Checklist prepared for this project is included in Appendix H. The items applicable to the project are listed in Table V.E-4, below. The project’s ECAP Consistency Review Checklist indicates that the project’s design will meet all the applicable requirements for Transportation and Land Use, Buildings, Material Consumption and Waste, and Carbon Removal. Specific project design features consistent with the ECAP include, but are not limited to, land use density, vehicle parking reduction, provision of electric charging stations and bike parking, Transportation Demand Management measures, exclusion of natural gas hook-ups, and certification of Leadership in Energy and Environmental Design (LEED) Gold rating. The ECAP Checklist’s requirements related to City Leadership and Adaptation are not applicable to this

project. Therefore, the project would be consistent with the City’s 2030 ECAP and would have a less-than-significant impact related to the generation of GHG emissions.

TABLE V.E-4 ECAP CONSISTENCY CHECKLIST SUMMARY

ECAP Checklist Criteria	Consistent?	Demonstration of Consistency
Transportation & Land Use		
1) For residential and mixed-use development, if the project is located on a parcel designated in the City of Oakland Housing Element as a Housing Inventory Site, is the proposed project a majority residential use (at least two-thirds of the square footage utilized for residential purposes) with either i) a minimum residential unit count no less than seventy-five percent of the realistic capacity designated for the site or ii) a minimum density of 30 dwelling units/acre?	Yes	The site is a Housing Inventory Site and the majority of the development is residential use. The Housing Inventory identified a 510-unit capacity for this site, which results in a minimum residential count of 383 units. The project includes up to 510 units.
2) For developments in “Transit Accessible Areas” as defined in the Planning Code, would the project provide less than the following off-street parking: <ul style="list-style-type: none"> ▪ For Residential Activities, less than one parking space per dwelling unit? ▪ For Commercial Activities, less than one parking space per 600 square feet of floor area on the ground floor and one parking space per 1,000 square feet of floor area on other floors? <p>Where developments contain a mix of activities, each standard above should be applied to the respective component.</p>	Yes	The project provides parking at approximately 0.5 spaces per unit and the commercial is one space for each 1,000 square feet of floor area.
3) For projects including structured parking, would the structured parking be designed for future adaptation to other uses? (Examples include, but are not limited to: the use of speed ramps instead of sloped floors.)	Yes	The parking garage is designed for future adaption of other uses as it is primarily comprised of speed ramps that are adaptable.
4) For projects that <i>are</i> subject to a Transportation Demand Management Program, would the project include transit passes for employees and/or residents?	Yes	The project is likely to include several TDM measures including transit passes for employees, car sharing, EV charging stations, bike parking far in excess requirements (1:1), and improvements to the adjacent bus stop.
6) Does the project comply with the Plug-In Electric Vehicle (PEV) Charging Infrastructure requirements (Chapter 15.04 of the Oakland Municipal Code), if applicable?	Yes	10 percent of parking spaces will be full circuit; of the remaining 90 percent, any inaccessible raceways shall be installed; the electrical panel will be sufficient to supply 20 percent of the spaces with PEV power.

ECAP Checklist Criteria	Consistent?	Demonstration of Consistency
7) Would the project reduce or prevent the direct displacement of residents and essential businesses? (For residential projects, would the project comply with SB 330, if applicable? For projects that demolish an existing commercial space, would the project include comparable square footage of neighborhood serving commercial floor space.)	Yes	The site is currently unoccupied; it was formerly occupied by an arts college that relocated. As a result, no residents will be displaced. Also there is no existing neighborhood commercial space on site.
8) Would the project prioritize sidewalk and curb space consistent with the City's adopted Bike and Pedestrian Plans? (The project should not prevent the City's Bike and Pedestrian Plans from being implemented. For example, do not install a garage entrance where a planned bike path would be unless otherwise infeasible due to Planning Code requirements, limited frontage or other constraints.)	Yes	The project provides bikeways and pedestrian walkways, as well as bicycle parking, and is consistent with the Bike and Pedestrian Plans and will not prevent the Plans from being implemented.
Buildings		
9) Does the project not create any new natural gas connections/hook-ups?	Yes	There will be no new natural gas hook-ups.
10) Does the project comply with the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code), if applicable?	Yes	The project is projected to receive a LEED Gold.
Material Consumption & Waste		
12) Would the project reduce demolition waste from construction and renovation and facilitate material reuse in compliance with the Construction Demolition Ordinance (Chapter 15.34 of the Oakland Municipal Code)?	Yes	The project is projected to receive a LEED Gold.
Carbon Removal		
15) Would the project replace a greater number of trees than will be removed in compliance with the Tree Preservation Ordinance (Chapter 12.36 of the Oakland Municipal Code) and Planning Code if applicable and feasible given competing site constraints?	Yes	The project will replace an equal or greater number of trees than it will remove in compliance with the Tree Preservation Ordinance.
16) Does the project comply with the Creek Protection, Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code), as applicable?	Yes	No creek exists on or near the project site and the project will comply with all applicable provisions of Chapter 13.16 of the Oakland Municipal Code.

Note: Includes items applicable to the project.
Source: Appendix H.

The City's GHG threshold of significance based on the ECAP Checklist was designed to ensure project compliance with the City's 2030 GHG reduction targets. Because the project demonstrates compliance through the completion of the ECAP Checklist, the project is also consistent and not in fundamental conflict with the goals of AB 32 and SB 32.

The project is subject to the City's SCAs, some of which reduce GHG emissions. These include but are not limited to CALGreen requirements under SCA-SERV-8: Green Building Requirements (#90), compliance requirements under SCA-GHG-1: Project Compliance with the Equitable Climate Action Plan Consistency Checklist (#45), and SCA-TRANS-4: Transportation and Parking Demand Management (TDM) Measures (#83). The City has adopted GHG reductions goals for 2030 and 2050, which are more aggressive than the statewide GHG reduction goals. The project is consistent with, and would not hinder, the implementation of the City's 2030 ECAP and the relevant policies in the General Plan, because the project would promote land use patterns and densities that help improve regional air quality conditions. For example, the project would be constructed within a Priority Development Area with land uses at a density and intensity that meets or exceeds Plan Bay Area recommendations. The project would also be required to comply with the CALGreen Code, which supports the goals, policies, and actions of the City's 2030 ECAP and the General Plan.

In summary, the land-based and stationary source operations of the project would have a less-than-significant impact related to the generation of GHG emissions.

(1) Energy Consumption (Energy Criterion 1)

Discussion of whether construction and operation of the project would result in a wasteful, inefficient, or unnecessary consumption of energy resources are discussed below.

Construction Energy Use

Construction of the project would require the use of fuels (primarily gasoline and diesel) for the operation of construction equipment and vehicles to perform a variety of activities, including excavation, demolition, hauling, paving, and vehicle travel. Energy in the form of electricity may also be consumed by some pieces of construction equipment, such as power tools, lighting, etc. Calculations to estimate fuel use for off-road equipment and on-road vehicles during project construction are included Appendix D and summarized in Table V.E-5, below.

Total fuel consumption would occur incrementally during construction over a period of approximately 28 months (730 workdays), rather than all at once. The fuel usage would fluctuate depending on the type of construction activities underway during any particular period. Gasoline would be the primary energy source for vehicles driven by construction workers and diesel would be the primary energy source for off-road equipment, vendor trucks, and haul trucks. The highest

TABLE V.E-5 AVERAGE FUEL USE DURING CONSTRUCTION

Equipment	Total Workdays	Total Gallons Gasoline	Total Gallons Diesel	Gallons Gasoline Per Day	Gallons Diesel Per Day
Off-Road Equipment	730	0	13,650	0	19
On-Road Vehicles	730	38,109	75,933	52	104

Source: Appendix D.

rates of fuel use would be associated with vendor and haul trips during demolition, grading, and building construction. Electricity would be used to power automated hand tools and smaller types of construction machinery such as compressors for painting applications; however, the energy consumption for electric powered equipment is assumed to be negligible compared to the larger off-road equipment and on-road vehicles.

During construction, SCA-AIR-2 – Criteria Air Pollutant Controls – Construction and Operation Related (#21) would require the proper maintenance and tuning of diesel off-road equipment and limits idling time, which would encourage more efficient use of fuel. The construction contractor would have a financial disincentive to waste fuel used by the construction equipment (i.e., excess fuel usage reduces profits). Therefore, it is generally assumed that fuel used during construction would be conserved to the maximum extent feasible. Furthermore, regulations enforced by the California Air Resources Board (Title 13, Section 2485 of California Code of Regulations) limit the idling time of diesel construction equipment to 5 minutes. For the reasons stated above, project construction is not expected to result in wasteful, inefficient, or unnecessary consumption of energy resources.

Operational Energy Use

The project would cause an increased demand for electrical services but would be developed in a location where such services are already being provided with adequate capacity to accommodate the project. Connecting new buildings to existing lines would involve relatively minor improvements to the existing energy infrastructure.

During operations, the project’s energy demand is conservatively estimated as follows:

- **Electricity:** The project land uses would consume approximately 4,256,900 kWh of electricity per year (3,936,400 kWh per year more than existing conditions). An additional 28,600 kWh of electricity would be consumed by electric vehicles travelling to and from the project site.
- **Gasoline:** According to the CalEEMod results, vehicle trips generated by the project would consume approximately 160,300 gallons of gasoline a year.

- **Diesel:** According to the CalEEMod results, vehicle trips generated by the project would consume approximately 53,100 gallons of diesel a year. In addition, 100 hours operating two emergency diesel generators for testing and maintenance each year would consume about 4,900 gallons of diesel.
- **Natural Gas:** In accordance with the City of Oakland's All-Electric Building Ordinance, the project would not use any natural gas. This would result in a net reduction of 9,725 therms per year compared to the existing conditions.

Based on the above analysis, the project would be a consumer of energy for ongoing operations. The project would include a range of energy-use efficiencies including low flow fixtures beyond code, native plantings, energy efficiency measures beyond code, and reduced water use for irrigation. The project would be required to comply with both State and local energy policies, as described above. The project would be required to conform to Title 24 standards, which would increase the energy efficiency of all operations. In addition, the project would be required to implement the City's SCAs that would reduce the project's energy consumption, including SCA-SERV-5: Construction and Demolition Waste Reduction and Recycling (#81), requiring the project to divert construction and demolition debris waste from landfill disposal in accordance with current City requirements, and SCA-SERV-8: Green Building Requirements (#84), requiring the Project Sponsor to comply with the applicable requirements of the City of Oakland Green Building Ordinance. The Project Sponsor would also implement the following energy reduction strategies: low flow fixtures beyond code, efficient appliances and water heating, light sensors in stairwells (where permitted by code), native plantings, and reduced water use for irrigation. Lastly, the project would follow all requirements as set forth in the City's 2030 ECAP, including the elimination of natural gas. Since the project would comply with all applicable State and local policies, the project would have a less-than-significant impact related to energy use. Furthermore, the project would primarily serve office and residential space and would not contain any features that would result in the wasteful usage of energy, would not use natural gas, would not result in the violation of any GHG policies or quantitative standards, and would incorporate energy efficiency measures required by Title 24, City SCAs described above, and the 2030 ECAP.

(2) Conflict with or Obstruct a State or Local Plan (Energy Criterion 2)

Discussion of whether construction and operation of the project would result in a conflict with adopted energy conservation plans or violate energy efficiency standards are discussed below relative to construction vehicles and equipment, building efficiency, and transportation.

The project would comply with existing energy standards, including State and local standards designed to minimize use of fuel in passenger and construction vehicles, ensure that buildings employ energy efficiency techniques, and operate transportation demand management program, as described further below.

Construction Vehicles and Equipment

Project construction would require use of on-road trucks for soil and debris hauling and material deliveries, and off-road equipment such as excavators, forklifts, and pavers. The project would comply with State and local requirements designed to minimize idling and associated emissions, which also minimizes use of fuel (as required by SCA-AIR-2).

Building Energy Efficiency

The project's anticipated electricity use in buildings is discussed above. New building construction is subject to California's Title 24, as discussed in subsection 2.b.11, above. Title 24 reduces energy use in residential and commercial buildings through progressive updates to both the Green Building Standards Code (Title 24, Part 11) and the Energy Efficiency Standards (Title 24, Part 6). Reductions in energy use associated with the project's operation would also be consistent with the City's 2030 ECAP. The City's All-Electric Building Ordinance prohibits new buildings and major renovations from connecting to natural gas infrastructure. In accordance with the ordinance, the Project Sponsor has committed to eliminating the use of natural gas in the project. The project would also pursue certification in LEED Gold rating.

Transportation

Pursuant to SCA-AIR-2: Criteria Air Pollutant Controls – Construction and Operation Related (#21), idling of commercial vehicles over 10,000 pounds and off-road equipment over 25 horsepower would be limited to a maximum of 2 minutes in accordance with the Title 13, Section 2485, of the California Code of Regulations and Title 13, Section 2449, of the California Code of Regulations. SCA-AIR-3: Diesel Particulate Matter Controls – Construction Related (#22), would reduce diesel fuel consumption through the use of newer model, more efficient off-road construction equipment.

Operational vehicle use associated with the project would be reduced and achieved and monitored through the TDM Plan via implementation of SCA-TRANS-4: Transportation and Parking Demand Management (#79). Reductions in operational vehicle use associated with the project would also be consistent with the City's 2030 ECAP. ECAP Measure TLU-1 calls for future updates to the General Plan, Specific Plans, Zoning Ordinance, Subdivision Regulations, Parks Master Plan, and appropriate planning policies or regulations to be consistent with the GHG reduction, adaptation, resilience, and equity goals in the ECAP. The project is consistent with TLU-1 in that it supports its relevant objectives regarding transit, transit-oriented development (TOD) and VMT reduction:

- The project will meet the VMT reductions under the City CEQA thresholds.

- The project may assist in meeting the City's goal of constructing 17,000 new housing units between 2015 and 2023, as identified in the 2014 Housing Element of the General Plan by constructing up to 510 new dwelling units.

Based on the above analysis, the project would not conflict with adopted energy conservation plans or violate energy standards, resulting in a less-than-significant impact.

c. Significant Greenhouse Gas Emissions and Energy Impacts

Implementation of the project would not result in any significant impacts related to GHG emissions or energy consumption.

d. Cumulative Greenhouse Gas Emissions and Energy Impacts

(1) Greenhouse Gas Emissions

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. Therefore, because the project would have less-than-significant impacts on GHG emissions and is consistent with State and local regulations designed for GHG emission reduction, its cumulative impacts are also less than significant.

(2) Energy Consumption

The project would increase demand on energy resources in an area where those services already exist, along with other foreseeable cumulative development projects. Further, the extent to which demand would grow is not expected to have a significant adverse cumulative impact. All applicable cumulatively considerable developments, including the project, would be subject to California Title 24 energy conservation standards for new construction, which require specific energy-conserving design features, the use of non-depletable energy resources, or a demonstration that buildings would comply with a designated energy budget. Therefore, the project would not violate applicable statutes and regulation related to energy standards. No significant adverse cumulative energy impacts are expected.

The City of Oakland's 2030 ECAP requires new development to include electricity efficiency improvements, eliminate natural gas, and incorporate TDM efforts to reduce the number of vehicle miles traveled, which will further the efficient use of energy. The project would comply with the City's 2030 ECAP requirement and the City's All-Electric Building Ordinance by not

including natural gas hookups. Consequently, the project, in combination with other development in the project area, would not be expected to use natural gas or electricity in a wasteful manner. Cumulative impacts related to the wasteful or inefficient use of energy would be less than significant.

F. SOILS, GEOLOGY, AND SEISMICITY

This section describes the soil, geologic, and seismic environment in the vicinity of the project site; discusses the State and local regulations pertinent to soils, geology, and seismicity; assesses the potential impacts related to soils, geology, and seismicity that could result from project implementation; and identifies the City's Standard Conditions of Approval (SCAs) and develops mitigation measures, where appropriate, to address those impacts.

The evaluation in this section is based on information obtained from a Preliminary Geotechnical Study¹ and geologic reports and maps from the United States Geological Survey (USGS), California Geological Survey (CGS), City of Oakland (City), among others.

1. Setting

The existing soil, geologic, and seismic conditions at the project site and vicinity are discussed below.

a. Geologic Conditions

(1) Topography

The roughly 3.95-acre project site is located within an urbanized area of Oakland. The project site slopes down toward the west. The existing ground surface elevation of the project site ranges from approximately 180 feet above the North American Vertical Datum of 1988 (NAVD88) on the west side of the site to approximately 220 feet NAVD88 on the east side.²

(2) Regional and Site-Specific Geology

The project site is located within the Coast Ranges geomorphic province,³ a relatively geologically young and seismically active region.^{4,5} The Coast Ranges are composed of mountain ridges (approximately 2,000 to 4,000, and occasionally 6,000 feet elevation above sea level) and valleys that trend northwest, approximately parallel to the San Andreas fault, from near the Oregon border to southern California. The only major break in the Coast Ranges is the depression containing San Francisco Bay area within which the project site is located.

¹ Rockridge Geotechnical, 2019. Preliminary Geotechnical Study, July 26.

² United States Geological Survey (USGS), 2018. Oakland West Quadrangle, California, 7.5-Minute Series.

³ A geomorphic province is a naturally defined geologic region that displays a distinct combination of features based on geology, faults, topography, and climate. Eleven geomorphic provinces are recognized in California.

⁴ California Geological Survey (CGS), 2002. California Geomorphic Provinces, Note 36.

⁵ Norris, Robert M. and Robert W. Webb, 1976. Geology of California, 2nd Edition. J. Wiley & Sons, Inc.

Based on USGS regional mapping of the San Francisco Bay region, the northwest portion of the project site is underlain by alluvium, the central portion of the project site is underlain by Franciscan Complex sedimentary rocks, and the southeast portion is underlain by Franciscan Complex volcanic rocks.^{6,7}

(3) Soils

Regional soil mapping indicates that the project site is located within an area classified as Xerorthents-Los Osos complex, 30 to 50 percent slopes. This soil unit consists of about 70 percent Xerorthents, 20 percent Los Osos and similar soils, and 10 percent minor components.⁸ The shrink-swell potential and hydrologic characteristics of the soils types found at the project site are summarized in Table V.F-1 (and discussed in more detail below).

TABLE V.F-1 SOILS AT THE PROJECT SITE

Soil Name	Soil Profile Summary	Shrink-Swell Potential ^a	Hydrologic Soil Group
Xerorthents	Not applicable	Not applicable	Not applicable
Los Osos	Clay loam (0 to 10 inches) Silty clay loam (10 to 30 inches) Weathered bedrock (30 to 34 inches)	Moderate High Low	D ^b

^a Shrink-swell potential of soils is determined by measuring the linear extensibility, which is the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. A moderate, high, or very high shrink-swell potential can cause significant changes in soil volume as moisture content changes, which can result in damage to overlying improvements and buildings.

^b Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Source: Natural Resources Conservation Service, 2019. USDA Mapping Website. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>, accessed December 5, 2023.

b. Seismic, Soils, and Geologic Hazards

Seismic, soils, and geologic hazards include surface rupture, ground shaking, liquefaction, lateral spreading, landslides, settlement and differential settlement, and expansive and corrosive soils. Each of these hazards is discussed below.

⁶ Graymer et al., 2006. Geologic Map of the San Francisco Bay Region.

⁷ United States Geological Survey (USGS), 2019. Available at: <https://pubs.usgs.gov/publication/sim2918> accessed December 5, 2023.

⁸ Natural Resources Conservation Service, 2019. Web Soil Survey, USDA Mapping Website. Available at: <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>, accessed December 5, 2023.

(1) Surface Rupture

Surface rupture occurs when the ground surface is broken due to fault movement during an earthquake. Surface rupture generally can be expected to occur along an active or potentially active fault trace. The project site is not located within an area mapped as subject to surface rupture under the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults cross the site.⁹ The nearest Alquist-Priolo Earthquake Fault Zone is the Hayward Fault, located about 1.3 miles east of the project site (Figure V.F-1).¹⁰ The Preliminary Geotechnical Study concludes that the risk of fault offset at the project site from a known active fault is very low and the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low.

(2) Ground Shaking

Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The Modified Mercalli Intensity Scale (MMI) is the most commonly used scale for measurement of the subjective effects of earthquake intensity (Table V.F-2). The MMI values range from I (earthquake not felt) to XII (damage nearly total), and intensities ranging from VI to XII can cause moderate to significant structural damage. As described above, the closest active fault to the project site is the Hayward Fault. The Hayward Fault (both north and south segment together) is considered capable of generating an M_w 7.0 earthquake.¹¹ An earthquake of this magnitude on the Hayward Fault could generate very strong (MMI VIII) ground shaking at the project site.¹² The project site also has the potential to experience moderate (MMI VI) to strong (MMI VII) ground shaking generated by earthquakes on other regional faults including the San Gregorio Fault, Rodgers Creek Fault, Calaveras Fault, and San Andreas Fault.¹³ The Preliminary Geotechnical Study concludes that strong to very strong

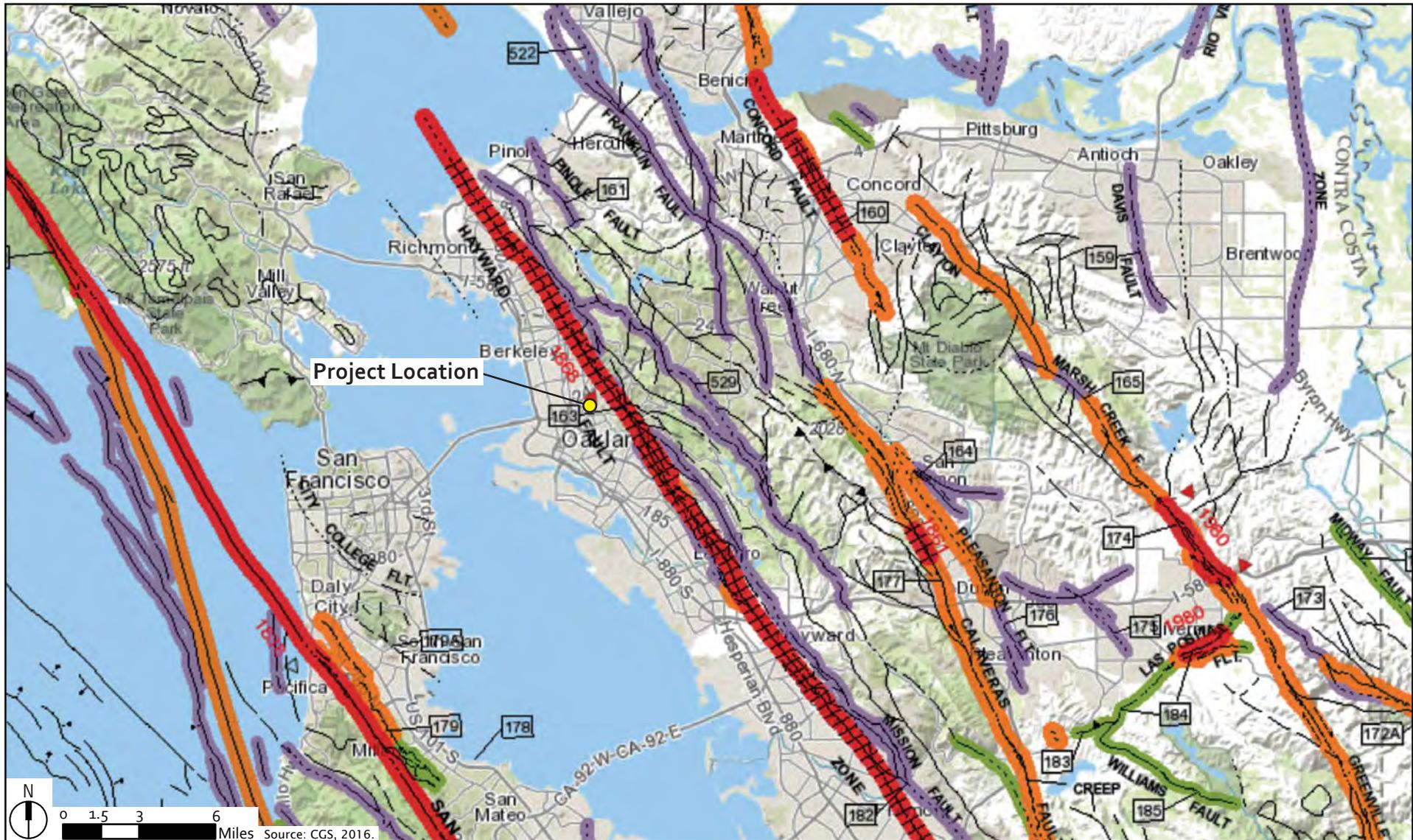
⁹ California Geological Survey (CGS). Earthquake Zones of Required Investigation, Oakland East Quadrangle. Earthquake Fault Zones revised January 1, 1982. Seismic Hazard Zones revised February 14, 2003.

¹⁰ California Geological Survey (CGS), 2010. 2010 Fault Activity Map of California Viewer. Available at: <https://maps.conservation.ca.gov/cgs/fam/>, accessed December 5, 2023.

¹¹ Association of Bay Area Governments (ABAG), 2013. Alameda County Hazard Map Viewer. Available at: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8>, accessed December 5, 2023.

¹² Association of Bay Area Governments (ABAG), 2013. Alameda County Hazard Map Viewer. Available at: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8>, accessed December 5, 2023.

¹³ Association of Bay Area Governments (ABAG), 2013. Alameda County Hazard Map Viewer. Available at: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8>, accessed December 5, 2023.



- Fault along which historic (last 200 years) displacement has occurred
- Holocene fault displacement (during past 11,700 years) without historic record
- Late Quaternary fault displacement (during past 700,000 years)
- Quaternary fault (age undifferentiated)
- Pre-Quaternary fault (older than 1.6 million years) or fault without recognized Quaternary displacement

Note: Fault traces on land are indicated by solid lines where well located, by dashed lines where approximately located or inferred, and by dotted lines where concealed by younger rocks or by lakes or bays. Fault traces are queried where continuation or existence is uncertain.

Figure V.F-1
Fault Activity Map

TABLE V.F-2 MODIFIED MERCALLI SCALE

I	Not felt except by a very few under especially favorable circumstances.
II	Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.
III	Felt quite noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibration like passing of truck. Duration estimated.
IV	During the day felt indoors by many, outdoors by few. At night some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
V	Felt by nearly everyone, many awakened. Some dishes, windows, etc., broken; a few instances of cracked plaster; unstable objects overturned. Disturbances of trees, poles, and other tall objects sometimes noticed. Pendulum clocks may stop.
VI	Felt by all, many frightened and run outdoors. Some heavy furniture moved; a few instances of fallen plaster or damaged chimneys. Damage slight.
VII	Everybody runs outdoors. Damage negligible in building of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving motor cars.
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving motor cars disturbed.
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations; ground badly cracked. Rails bent. Landslides considerable from river banks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.
XI	Few, if any, (masonry) structures remain standing. Bridges destroyed. Board fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.
XII	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seen on ground surface. Lines of sight and level are distorted.

Source: California Geology Survey, 2002. How Earthquakes and Their Effects are Measured, Note 32.

ground shaking could occur at the project site during a large earthquake on one of the nearby faults.

(3) Liquefaction and Lateral Spreading

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes

transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. Lateral spreading is a form of horizontal displacement of soil toward an open channel or other “free” face, such as an excavation boundary or a creek bank. In a lateral spread failure, a layer of ground at the surface is carried on an underlying layer of liquefied material over a nearly flat surface toward a free face.¹⁴ The lateral spreading hazard tends to mirror the liquefaction hazard for a site (when a free face is present).

USGS regional studies for the Bay Area provide information on Quaternary deposits and liquefaction susceptibility in the area.¹⁵ Based on these regional studies, the project site is located in an area with low to very low susceptibility to liquefaction.¹⁶ In addition, it is not located within a liquefaction hazard zone as designated on a map prepared by the CGS.¹⁷ The Preliminary Geotechnical Study concludes that the potential for liquefaction and liquefaction-induced hazards (i.e. lateral spreading) to occur at the site is very low.

(4) Landslides

Slope failure can occur as either rapid movement of large masses of soil (landslide) or slow, continuous movement (creep) on slopes of varying steepness. There are existing slopes adjacent to the southern portion of the project site that are mapped by CGS as a seismic hazard zone for earthquake-induced landslides.¹⁸

(5) Settlement, Differential Settlement, and Subsidence

Settlement is the lowering of the land surface elevation as a result of loading (i.e., placing heavy loads, typically fill or structures), which often occurs with the development of a site. Settlement or differential (e.g., unequal) settlement could occur if buildings or other improvements are built on low-strength foundation materials (including imported non-engineered fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and/or new engineered fill). Although settlement generally

¹⁴ Association of Bay Area Governments (ABAG), 2001. The REAL Dirt on Liquefaction, A Guide to the Liquefaction Hazard in Future Earthquakes Affecting the San Francisco Bay Area, February.

¹⁵ United States Geological Survey (USGS), 2006. Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California. Available at: <http://pubs.usgs.gov/of/2006/1037/>, accessed June 20, 2019.

¹⁶ United States Geological Survey (USGS), 2019. Available at: <https://earthquake.usgs.gov/learn/topics/geologicmaps/liquefaction.php>, accessed December 5, 2023.

¹⁷ California Geological Survey (CGS). Earthquake Zones of Required Investigation, Oakland East Quadrangle. Earthquake Fault Zones revised January 1, 1982. Seismic Hazard Zones revised February 14, 2003.

¹⁸ California Geological Survey (CGS). Earthquake Zones of Required Investigation, Oakland East Quadrangle. Earthquake Fault Zones revised January 1, 1982. Seismic Hazard Zones revised February 14, 2003.

occurs slowly enough that its effects are not dangerous to inhabitants, it can cause significant building damage over time.

Subsidence is the lowering of the land-surface elevation. The mechanism for subsidence is generally related to groundwater pumping and subsequent consolidation of loose aquifer sediments. The primary hazards associated with subsidence are increased flooding hazards and damage to underground utilities as well as above-ground structures. Other effects of subsidence include changes in the gradients of stormwater and sanitary sewer drainage systems in which the flow is gravity-driven.

Cyclic densification can occur during strong ground shaking in loose, clean granular deposits above the water table, resulting in ground surface settlement. However, the Preliminary Geotechnical Study anticipates the soil above the groundwater at the site is sufficiently dense or cohesive to resist cyclic densification and the fill (if present at the site) will be removed during construction of the proposed improvements. Therefore, the Preliminary Geotechnical Study concludes the potential for ground surface settlement resulting from cyclic densification at the site is very low.

(6) Expansive Soils

Expansion and contraction of soil volume can occur when expansive soils undergo alternating cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume of the soil changes markedly. As a consequence of such volume changes, structural damage to buildings and infrastructure can occur if potentially expansive soils are not considered in project design and during construction.

As indicated in Table V.F-1 above, the project site is underlain by Los Osos soil, which is classified as Hydrologic Group D. Group D soils consist chiefly of clays that may have a high shrink-swell potential.

2. Regulatory Setting

This subsection discusses the pertinent federal, State, and local regulations related to geology, soils, and seismicity.

a. Federal Regulations

(1) Federal National Earthquake Hazards Reduction Program

The National Earthquake Hazards Reduction Program (NEHRP) was established by the US Congress when it passed the Earthquake Hazards Reduction Act of 1977, Public Law (PL) 95-124. In establishing NEHRP, Congress recognized that earthquake-related losses could be reduced

through improved design and construction methods and practices, land use controls and redevelopment, prediction techniques and early-warning systems, coordinated emergency preparedness plans, and public education and involvement programs. The four basic NEHRP goals are:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

Implementation of NEHRP priorities is accomplished primarily through original research, publications, and recommendations to assist and guide State, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

b. State Regulations

(1) California Building Code

The 2019 California Building Code (CBC), which refers to Part 2 of the California Building Standards Code in Title 24 of the California Code of Regulations, is based on the 2018 International Building Code, and is the most current State building code. The 2019 CBC covers grading and other geotechnical issues, building specifications, and non-building structures. The City of Oakland Municipal Code amends the State building codes, as indicated in Municipal Code Chapter 15.04. The City's Bureau of Building is responsible for reviewing plans, issuing building permits, and conducting field inspections. The design of the project would be required to conform to the current CBC at the time of plan review.

The CBC requires that a site-specific geotechnical investigation be conducted and a geohazard report be prepared by a licensed professional for all proposed construction greater than 4,000 square feet in floor area to evaluate geologic and seismic hazards. Buildings less than or equal to 4,000 square feet in floor area also are required to prepare a geohazard report, except for one-story, wood-frame and light-steel-frame buildings that are located outside of the Alquist-Priolo Earthquake Faults Zones. The purpose of the geotechnical investigation is to identify seismic and geologic conditions that require project mitigation, such as ground shaking, liquefaction, differential settlement, and expansive soils. Based on the conditions of the site, the building code requires specific design parameters to ensure construction of buildings that will resist collapse during an earthquake. These design parameters do not protect buildings from all earthquake shaking hazards but are designed to reduce hazards to a manageable level. Requirements for the geotechnical investigation are presented in Chapter 16 "Structural Design" and Chapter 18 "Soils

and Foundation” of the 2019 CBC. Geotechnical investigation reports for individual projects are reviewed by the City’s Bureau of Building prior to issuance of building permits.

(2) California Alquist-Priolo Earthquake Fault Zoning Act

The California Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972, and its main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of known active faults and to issue appropriate maps. “Earthquake Fault Zones” were called “Special Studies Zones” prior to January 1, 1994. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. As mentioned above, the project site is not located within an area mapped as subject to surface rupture under the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults cross the site.

(3) Seismic Hazards Mapping Act

In 1990, following the Loma Prieta earthquake, the California Legislature enacted the Seismic Hazards Mapping Act to help protect the public from the effects of strong ground shaking, liquefaction, landslides, and other seismic hazards. The Seismic Hazards Mapping Act established a statewide mapping program to identify areas subject to violent shaking and ground failure; the program is intended to assist cities and counties in protecting public health and safety. The Seismic Hazards Mapping Act requires the State Geologist to delineate various seismic hazard zones, and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. As a result, the CGS is mapping Seismic Hazards Mapping Act Zones and has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, ground shaking, and landslides (primarily the Bay Area and the Los Angeles basin). Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation must be conducted, and appropriate mitigation measures incorporated into the project design. The project site is not located within a liquefaction hazard zone or an earthquake-induced landslide zone; however, the project site is adjacent to slopes deemed susceptible to earthquake-induced landslides to the south as designated on a map prepared by the CGS.¹⁹

¹⁹ California Geological Survey (CGS). Earthquake Zones of Required Investigation, Oakland East Quadrangle. Earthquake Fault Zones revised January 1, 1982. Seismic Hazard Zones revised February 14, 2003.

c. Local Regulations

(1) General Plan

The following policies and action items from the Open Space, Conservation, and Recreation and Safety Elements of the City of Oakland General Plan specifically address soils, geology, and/or seismic hazards, and are applicable to the project.

Policy Statements Related to Geologic Hazards

Policy SAF-1.1: Seismic Hazards. Develop and continue to enforce and carry out regulations and programs to reduce seismic hazards and hazards from seismically triggered phenomena. Prioritize programs in areas of highest seismic risk and seismic vulnerability.

Policy SAF-1.2: Structural Hazards. Continue, enhance or develop regulations and programs designed to minimize seismically related structural hazards from new and existing buildings.

Policy SAF-1.3: Limit Development in Hazardous Areas and Minimize Erosion. Minimize threat to structures and humans by limiting development in areas subject to landslides or other geologic threat and undertake efforts to limit erosion from new development.

SAF-A.3. Regulate development by slope categories and continue to enforce provisions that require geotechnical reports and soil hazards investigations be made in areas prone to landslides as shown in Figure SAF-2 as part of project proposals.

SAF-A.4. Continue to enforce ordinances for grading, erosion, and sedimentation; provisions under the creek protection, storm water management and discharge control ordinance; and regulations for site-design and source control techniques for peak stormwater runoff flows and landslide and erosion impacts from increased runoff volumes as shown in Figure SAF-2.

SAF-A.5. Design fire-preventive vegetation-management techniques and practices for creeksides and high-slope areas that align with practices designed to stabilize hillsides, prevent erosion and sedimentation to help prevent landslide and erosion hazards. Policy Statements Related to Soils

Policy CO-1.1: Soil loss in new development. Regulate development in a manner which protects soil from degradation and misuse or other activities which significantly reduce its ability to support plant and animal life. Design all construction to ensure that soil is well secured so that unnecessary erosion, siltation of streams, and sedimentation of water bodies does not occur.

Action CO-1.1.1: Soil-related development controls—Maintain, enforce, and periodically review development controls affecting soil removal, including the Grading Ordinance and the Sedimentation and Erosion Control Ordinance.

Action CO-1.1.3: Consideration of soil constraints in development—Consider soil constraints such as shrink-swell and low soil strength in the design of buildings and roads. Suitable base materials and drainage provisions should be incorporated where necessary.

Policy CO-2.2: Unstable geologic features. Retain geologic features known to be unstable, including serpentine rock, areas of known landsliding, and fault lines, as open space. Where feasible, allow such lands to be used for low-intensity recreational activities.

Action CO-2.2.1: Geo-technical study requirements—Maintain Standard Operating Procedures in the Office of Planning and Building which require geo-technical studies for major developments in areas with moderate to high ground shaking or liquefaction potential, or other geologically unstable features.

Policy CO-2.3: Development on filled soils. Require development on filled soils to make special provisions to safeguard against subsidence and seismic hazards.

Annex to Local Hazard Mitigation Plan

As part of the Association of Bay Area Governments (ABAG) multi-jurisdictional Local Hazard Mitigation Plan, the City prepared a plan annex,²⁰ which serves as an amendment to the Safety Element of the General Plan. The mitigation strategies in the plan annex that apply to geologic and seismic safety are listed below.

Specific Mitigation Strategy INFR-b-4: Install specially-engineered pipelines in areas subject to faulting, liquefaction, earthquake-induced landsliding, or other earthquake hazard.

Specific Mitigation Strategy INFR-b-6: Install portable facilities (such as hoses, pumps, emergency generators, or other equipment) to allow pipelines to bypass failure zones such as fault rupture areas, areas of liquefaction, and other ground failure areas (using a priority scheme if funds are not available for installation at all needed locations).

Specific Mitigation Strategy INFR-b-8: Comply with all applicable building and fire codes, as well as other regulations (such as State requirements for fault, landslide, and liquefaction investigations in particular mapped areas) when constructing or significantly remodeling infrastructure facilities.

²⁰ City of Oakland, 2012. Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, January 20.

(2) Oakland Municipal Code

Building and Construction Ordinance (Chapter 15)

The City's building construction standards are based on the most current version of the CBC, which is amended in Chapter 15.04 of the City's Municipal Code to reflect local conditions, including requirement related to foundations and anchor bolts which improve seismic safety. The Building and Construction Ordinance includes amendment of the CBC to include Chapter 18B Grading, Excavations, and Fills Chapter 15.04.3.2240 of the City's Municipal Code, which establishes standards governing the application for a grading permit and the necessary steps to meet grading permit requirements. A grading permit is required for grading activities for projects that exceed certain criteria, including if the volume of excavation or fill would exceed 500 cubic yards on a parcel or contiguous parcels; or if grading, clearing or grubbing, or land disturbance activity that otherwise does not require a grading permit involves an area of 1 acre or more. When a grading permit is required, the application for the grading permit must include a grading plan, erosion and sedimentation control plan (where required by the Building Official) which must include interim and permanent erosion and sedimentation control measures, statement from the Civil Engineer(s) in Responsible Charge, soils report, dust control measures, and proposed work schedule. The ordinance indicates that no grading work may occur during the grading moratorium (wet season, October 15 to April 15) except for emergency stabilization of geotechnical instability. Temporary erosion and sedimentation control facilities must be completely in place prior to October 15, and must be diligently maintained to ensure effectiveness through April 15.

(3) Standard Conditions of Approval

The City has developed SCAs that are applied to projects when they receive discretionary planning-related approval. The SCAs related to geologic, soils, and seismic hazards that would apply to the project are presented below.

SCA-GEO-1: Construction-Related Permit(s) (#40)

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

SCA-GEO-2: Soil Report (#41)

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section analyzes impacts related to geology, soils, and seismicity that could result from implementation of the project. This section begins with the criteria of significance that establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

Implementation of the project would result in a significant soils, geology, and seismicity impact if it would:

1. Expose people or structures to substantial risk of loss, injury, or death involving:
 - a. 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.²¹
 - b. Strong seismic ground shaking.
 - c. Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse.
 - d. Landslides.
2. Result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.
3. Be located on expansive soil, as defined in Section 1802.3.2 of the CBC,²² creating substantial risks to life or property.
4. Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property.

²¹ Refer to CGS 42 and 117 and Public Resources Code Section 2690 et. seq.

²² 2007 CBC, as it may be revised.

5. Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property.
6. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

b. Less-Than-Significant Soils, Geology, and Seismicity Impacts

Implementation of the project would result in the less-than-significant impacts described below. Because these impacts would not exceed the significance criteria described above, they do not require mitigation measures.

(1) Surface Rupture (Criterion 1a)

Surface fault rupture occurs when the ground surface is broken due to fault movement during an earthquake. Fault rupture is generally expected to occur along known active fault traces. Areas susceptible to fault rupture are delineated by the CGS Alquist-Priolo Earthquake Fault Zones map and require specific geological investigations prior to development to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-induced ground failure. The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone²³ or an active or potentially active fault (Figure V.F-1). The Preliminary Geotechnical Study concludes that the risk of fault offset at the project site from a known active fault is very low and the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low. Therefore, potential impacts related to surface fault rupture would be less than significant.

(2) Seismic Ground Shaking and Ground Failure (Criterion 1b)

As discussed above, the project site would be potentially subject to damage from seismic ground shaking. The project would be required to conform with, or exceed, current best standards for earthquake resistant construction in accordance with the current CBC at the time of plan review (which would be the 2019 CBC or later) and with the generally accepted standards of geotechnical practice for seismic design in Northern California. Compliance with the 2019 CBC, including local Oakland amendments related to soils, foundations, grading, excavation, fills, and seismic safety, and the Seismic Hazards Mapping Act would ensure that the project would be designed and constructed in accordance with geotechnical recommendations to account for and withstand seismic and geologic hazards which could have adverse effects on the project, thereby minimizing exposure of people and structures to substantial risk of loss, injury, or death during a

²³ California Geological Survey (CGS), 2003. Earthquake Zones of Required Investigation, Oakland East Quadrangle. Earthquake Fault Zones revised January 1, 1982. Seismic Hazard Zones revised February 14, 2003.

large regional earthquake. It is acknowledged that seismic hazards cannot be completely eliminated, even with site-specific geotechnical investigation/design and advanced building practices. However, the seismic design standards of the CBC, including the local Oakland amendments, are intended to prevent catastrophic building failure in the most severe earthquakes currently anticipated.

Compliance with SCA-GEO-1: Construction-Related Permits (#40) would ensure that the project would be designed and constructed in accordance with local and state construction requirements related to seismic hazards, including the CBC. Therefore, the project would result in less-than-significant impacts related to structural damage from strong seismic ground shaking.

(3) Liquefaction, Lateral Spreading, Subsidence or Collapse (Criterion 1c)

Based on the regional studies, the project site is located in an area with low to very low susceptibility to liquefaction.²⁴ In addition, it is not located within a liquefaction hazard zone as designated on a map prepared by the CGS.²⁵ The Preliminary Geotechnical Study concludes that the potential for liquefaction and liquefaction-induced hazards (i.e., lateral spreading) to occur at the site is very low. Therefore, the risk of liquefaction and lateral spreading at the project site is less than significant.

As discussed above, ground surface settlement could result from cyclic densification, which can occur during strong ground shaking in loose, clean granular deposits above the water table. The Preliminary Geotechnical Study concludes the potential for ground surface settlement resulting from cyclic densification at the project site is very low because the soil above the groundwater at the project site is sufficiently dense or cohesive to resist cyclic densification and the fill (if present at the site) would be removed during construction of the proposed improvements.

The Preliminary Geotechnical Study²⁶ provides foundation recommendations for the two proposed buildings and estimates total settlement and differential settlement based on the recommended foundation. For Buildings A and B, the Preliminary Geotechnical Study recommends conventional spread footings bearing on firm native soil and/or bedrock and estimates total settlement to be less than 0.75-inch and differential settlement to be on the order of 0.5-inch across a horizontal distance of 30 feet. These preliminary conclusions and

²⁴ United States Geological Survey (USGS), 2019. Available at: <https://www.usgs.gov/programs/earthquake-hazards/science/san-francisco-bay-area-liquefaction-hazard-maps>, accessed December 5, 2023.

²⁵ California Geological Survey (CGS), 2003. Earthquake Zones of Required Investigation, Oakland East Quadrangle. Earthquake Fault Zones revised January 1, 1982. Seismic Hazard Zones revised February 14, 2003.

²⁶ The Preliminary Geotechnical Study was performed for a previous project scenario that included five buildings; however, the conclusions would still be applicable to the project because building A is essentially the same as the previous scenario and building B is essentially a combination of buildings B and C from the previous scenario.

recommendations of the foundation types and the foundation settlement were based on the data from the seismic refraction survey.²⁷ The Preliminary Geotechnical Study recommends a site-specific geotechnical investigation including drilling exploratory soil borings to further evaluate subsurface conditions and provide final conclusion and recommendations regarding the geotechnical aspects of the project.

The project would be required to comply with SCA-GEO-1: Construction-Related Permit(s) (#40) and with SCA-GEO-2: Soils Report (#41). Compliance with these measures would require the investigation of development sites prior to construction. This would ensure that subsurface conditions (where unstable soils may be present) are identified within the project site, and that the project implement construction methods and building designs consistent with the CBC, as locally amended, that would prevent damage to structures and utilities (through subsidence or collapse) from unstable soils. Therefore, adherence to the existing building code and SCAs would reduce potential impacts from unstable soils to a less-than-significant level.

(4) Soil Erosion and Loss of Topsoil (Criterion 2)

Soil erosion, which is discussed in detail in *Section V.H, Hydrology and Water Quality*, could occur during project construction. As described in *Section V.H, Hydrology and Water Quality*, compliance with the Construction General Permit, including preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), would ensure that the project would result in less-than-significant impacts related to erosion or loss of top soil during construction of the project. During operation of the project, compliance with SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58) and the San Francisco Bay Region, Municipal Regional Stormwater National Discharge Elimination System Permit would ensure that the project would result in less-than-significant impacts related to erosion or loss of top soil.

(5) Expansive Soils (Criterion 3)

Regional soil mapping indicates that the project site contains soils with moderate to high shrink-swell potential (Table V.F-1). These soils are expansive and, if not properly managed, could result in structural damage to buildings and underground utilities within the project site. The project would be required to comply with SCA-GEO-1: Construction-Related Permit(s) (#40) and with SCA-GEO-2: Soils Report (#41). Compliance with these measures would require the investigation of development sites prior to construction. This would ensure that expansive soils are identified within the project site, and that the project implement construction methods and building

²⁷ The seismic refraction method uses compressional (P-) wave energy to delineate subsurface seismic velocity layers. To perform a refraction survey, an elastic wave (compressional, or P-wave) is generated at certain locations (shotpoints) along a survey line. The P-wave energy is usually produced with a small explosion or by striking the ground with a sledgehammer.

designs consistent with the CBC, as locally amended, that would prevent damage to structures and utilities from expansive soils. Therefore, adherence to the existing building code and SCAs would reduce potential impacts from expansive soils to a less-than-significant level.

(6) Located Above a Well, Pit, Swamp, Mound, Tank Vault, or Unmarked Sewer Line (Criterion 4)

No known wells, pits, swamps, mounds, tank vaults, or unmarked sewer line underlie the project site. For a detailed description of the site history related to hazardous materials, please refer to *Section V.G, Hazards and Hazardous Materials* of this EIR. Therefore, this is a less-than-significant impact.

(7) Located Above a Landfill (Criterion 5)

No records of a historic landfill at the project site have been identified. For a detailed description of the site history related to hazardous materials, please refer to *Section V.G, Hazards and Hazardous Materials* of this EIR. Therefore, this is a less-than-significant impact.

(8) Soils Incapable of Supporting Wastewater Disposal Systems (Criterion 6)

The project would not involve the use of septic tanks or alternative waste water disposal systems; therefore, no impact would occur.

c. Significant Soils, Geology, and Seismicity Impacts

(1) Landslides (Criterion 1d)

The project site is not located within an earthquake-induced landslide zone; however, the project site is adjacent to slopes with near-vertical rock faces deemed susceptible to earthquake-induced landslides to the south as designated on a map prepared by the CGS.²⁸

Impact GEO-1: Construction activities could potentially trigger landslides or destabilize existing slopes. (S)

Construction of the project could potentially trigger landslides or destabilize existing slopes, making them more susceptible to earthquake-induced landslides. Implementation of the following mitigation measure would reduce the impact to a less-than-significant level.

²⁸ California Geological Survey (CGS), 2003. Earthquake Zones of Required Investigation, Oakland East Quadrangle. Earthquake Fault Zones revised January 1, 1982. Seismic Hazard Zones revised February 14, 2003.

Mitigation Measure GEO-1: Prior to the issuance of any grading or construction permits, a design level geotechnical report shall be prepared by a qualified Geotechnical Engineer or Certified Engineering Geologist with input from a structural engineer and submitted to the City's Bureau of Building for review and approval. In addition to all other requirements, the design level geotechnical report shall specifically identify areas of the project site and adjacent areas where potentially unstable soil and/or rock formations could be impacted by project construction activities, and shall provide recommendations to minimize the potential for construction activities to trigger landslides or rockfalls, destabilize existing slopes, or result in soil collapse (e.g., shoring or retaining wall failure). The geotechnical recommendations shall include off-site protective measures (e.g., slope stabilization and/or rockfall protection), if necessary, to protect adjacent properties from potential landslides/rockfalls. The geotechnical recommendations shall be incorporated into the project plans and shall be implemented during construction of the project. The qualified Geotechnical Engineer or Certified Engineering Geologist that prepares the design level geotechnical report and the City's Bureau of Building shall inspect construction activities to ensure that the geotechnical recommendations are implemented and that slopes remain stable throughout construction activities.

Implementation of the above mitigation would reduce potential impacts associated with landslides and slope stability to a less-than-significant level. (LTS)

d. Cumulative Impacts

The geographic area considered for the geology, soils, and seismicity cumulative impact analysis is the project site and its immediate vicinity. Impacts related to geologic hazards are generally site-specific rather than cumulative in nature, because each project area has unique geologic considerations that would be subject to uniform site development and construction standards. Therefore, the potential for cumulative impacts is limited to the project site and adjacent sites. Impacts associated with potential geologic hazards related to soil or other conditions generally occur at individual building sites. These effects are site specific and impacts would not be compounded by additional development with the exception that cumulative slope stability impacts can occur when multiple projects are adjacent to or within an area of unstable slopes. Redevelopment activities have already occurred adjacent to the south of the project site and to the east of the project site at the base of the steeply sloping areas that surround the project site in these directions. An access roadway and retaining wall were constructed at the base of the slope to the south of the project site, and an access roadway, parking areas, and new shopping center were constructed at the base of the slope to the east of the project site. Rockfall protection/retaining walls including concrete K-rails and wooden retaining walls are located at the base of the slope to the east of the project site. A concrete retaining wall with rockfall netting

above it are present further east of the project site on the north side of the Safeway grocery store.

Because redevelopment activities, including rockfall protection/retaining walls, have been completed at the base of these sloping areas surrounding the project site and because the project would not have the potential to affect these slope stability improvements, the project would not contribute to any cumulative impact. Implementation of Mitigation Measure GEO-1 would ensure that the project would not result in new slope instability and therefore would not contribute to potential cumulative impacts related to slope stability (i.e., landslides/rockfalls). To the south of the project site there is vacant lot across the access roadway, identified as the Ridge Phase 2, that may be redeveloped in the future. The vacant lot is located at a sufficient distance from the steeply sloping areas such that redevelopment activities at the vacant lot would not be expected to impact the stability of the sloping areas surrounding the project site. Therefore, no significant cumulative impact relating to geology and soils is occurring or would be expected to occur in the vicinity of the project site.

G. HAZARDS AND HAZARDOUS MATERIALS

This section describes the environmental setting with regards to hazards and hazardous materials¹ at the project site; discusses the relevant federal, State, regional, and local regulatory considerations; evaluates the potential impacts of the project related to hazards and hazardous materials (during both the construction phase and following project completion); and identifies the City's Standard Conditions of Approval (SCAs) and develops mitigation measures, where appropriate, to address the identified significant impacts. The evaluation in this section is based on a review of available information included with the project application, previous environmental investigations conducted at the project site, and other published materials.

1. Setting

The existing hazards and hazardous materials conditions at the project site and vicinity are discussed below.

a. Previous Environmental Investigations Project Site

Previous environmental investigations conducted at the project site include Phase I environmental site assessments (ESAs) and a subsurface investigation. The findings of these investigations are summarized below as they relate to project site.²

(1) 1999 Phase I ESA for Faculty Parking Lot

In 1999, a Phase I ESA³ was prepared for the faculty parking lot located in the northwest corner of the project site and the Clifton Hall parcel (which is located adjacent to the north of the project site and was occupied by a student parking lot at the time the Phase I ESA was prepared). This Phase I ESA did not cover the remainder of the project site.

The faculty parking lot, which is on the project site, was undeveloped in the early 1900s and was later landscaped as part of the CCA campus grounds. The faculty parking lot was then constructed in 1959. CCA was identified as a Resource Conservation and Recovery Act (RCRA)

¹ The California Health and Safety Code defines a hazardous material as, "...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment" (California Health and Safety Code Section 25501).

² Note that the Clifton Hall parcel is no longer part of the project site. The summaries below focus on the project site portion of the investigations.

³ RGA, 1999. Phase I Environmental Site Assessment, Adjacent Parking Lots, Clifton Street and Broadway, Oakland, CA, October 5.

small quantity generator of hazardous wastes including unspecified oil-containing waste, photochemical/photoprocessing waste, and surplus organics. CCA was not listed as a RCRA violator and was not listed on any other database as having illegally disposed of hazardous materials and no recommendations specific to this site for further study were recommended.⁴

(2) 2017 Phase I ESA for Project Site

In 2017, a Phase I ESA,⁵ (see Appendix J) was prepared for the project site. The project site was occupied by residences and four small associated structures in 1911. The project site was purchased in 1922 by Frederick Meyer for use as the California Guild of Arts and Crafts, now known as CCA. Macky Hall and the Carriage House are the oldest buildings on the project site and were constructed circa 1879-1881. Macky Hall was remodeled in 1925 and 1988, and the Carriage House was remodeled in 1978. Macky Hall is in its original location; the Carriage House was relocated multiple times from its original location east of Macky Hall to its current location in the center of the project site. Other structures were constructed between 1959 and 1993.⁶

Art-related hazardous materials including artist paints, lacquers, inks, thinners, acids, and photo processing chemicals have been stored in various buildings on shelves and in designated hazardous materials cabinets. The 2017 Phase I indicates that sinks in areas with active art use contained particulate traps, and sediment was disposed off-site on a regular basis. Some staining was observed in sinks and on floors in select areas of the project site. According to the 2017 Phase I, CCA maintains a strict policy against disposing art materials, waste chemical products, or photo processing chemicals down drains. CCA disposes of hazardous waste biannually and provided manifests for disposals of a variety of waste products. The Phase I ESA indicated that based on the age of Macky Hall, heating may historically have been provided by bunker oil (or equivalent) and a historical UST cannot be ruled out with the available information.

The project site is located in an area of Oakland that contains numerous Completed-Case Closed leaking UST (LUST) sites, and several other environmental sites. One nearby property to the east (Former Rockridge Cleaners) is a former dry-cleaning site that has chlorinated volatile organic compounds (CVOCs) in soil vapor at concentrations above commercial and industrial screening levels developed for the protection of human health. The lateral extent of CVOCs in soil vapor does not appear to be delineated near the project site boundary. Due to historical quarry operations that removed significant volumes of bedrock immediately east and southeast of the

⁴ RGA, 1999. Phase I Environmental Site Assessment, Adjacent Parking Lots, Clifton Street and Broadway, Oakland, CA, October 5.

⁵ Geoterren Environmental Services, 2017. All Appropriate Inquiry - Phase I Environmental Site Assessment California College of the Arts 5212 Broadway Avenue Oakland, CA, September 21.

⁶ Geoterren Environmental Services, 2017. All Appropriate Inquiry - Phase I Environmental Site Assessment California College of the Arts 5212 Broadway Avenue Oakland, CA, September 21.

project site, the elevation of the project site appears to be over 20 feet higher than the elevation of the former cleaners. The Phase I ESA indicates that CVOC vapors are typically heavier than air and are unlikely to travel large vertical distances through bedrock in an upward direction.

The project site is located in an area that historically contained light industrial operations including (but not limited to) automobile repair facilities, a gasoline station, and a potential historical laundry/cleaners (in 1925). Consequently, unidentified spills or releases of petroleum hydrocarbons or hazardous materials may have occurred. However, the potential for transport of chemicals onto the project site via groundwater is unlikely due to the location of the project site on a hillside, where groundwater likely travels from the project site to lower elevations.

b. Clifton Hall Parcel

As noted earlier in this EIR, the project site initially included the Clifton Hall parcel. Since the publication of the NOP, this portion of the site has been removed from the project. Given the adjacency of this site to the project site, a summary of the site's environmental conditions is provided below.

The 1999 Phase I ESA⁷ addressed the Clifton Hall parcel (which is located adjacent to the north of the project site) in addition to the faculty parking lot on the project site. The Clifton Hall parcel was historically occupied by a gas station and auto service facility from at least 1928 until the station building was demolished in 1982. There were no records found by the preparers of the Phase I ESA with any regulatory agency in either Alameda County or the City that indicated that the subsurface components (e.g., piping, underground tanks, etc.) associated with the service station were removed when the building was demolished. The Phase I ESA includes photos of the Clifton Hall parcel that identified potential evidence of underground storage tanks (USTs) on the ground surface including two cover plates that were possibly UST fill ports, a possible UST access hatch, and possible vent pipes/conduits. The Phase I ESA recommended further investigation into whether USTs and piping remained in the subsurface on the Clifton Hall parcel.

In 2000, a Memorandum⁸ was prepared which documents a subsurface investigation performed for the Clifton Hall parcel in December 1999. The subsurface investigation involved the sampling and analysis of soil from three borings advanced as part of a geotechnical evaluation of the Clifton Hall parcel. Concentrations of gasoline, benzene, toluene, ethylbenzene, and xylenes (BTEX) were detected in the soil and bedrock samples collected from one boring in the western portion of the Clifton Hall parcel. The Memorandum indicated that the presence of gasoline and

⁷ RGA, 1999. Phase I Environmental Site Assessment, Adjacent Parking Lots, Clifton Street and Broadway, Oakland, CA, October 5.

⁸ Treadwell & Rollo, 2000. Memorandum, Results of Analytical Testing, CCAC Student Housing, Oakland, California, January 28.

in the subsurface indicates that these chemicals may be present in groundwater as well. The Memorandum recommended that additional soil and groundwater sampling should be completed to determine the extent of potentially contaminated soil and groundwater. Based on available records, this additional sampling was not conducted at that time.

According to the Project Sponsor, the entire Clifton Hall parcel was excavated for construction of a two level underground parking garage, and the architect of Clifton Hall (Mark Horton) indicated that no USTs were encountered during excavation for the underground parking lot for the current structure on Clifton Hall parcel, and that all of the dirt off-hauled was disposed of as clean fill. According to building plans provided by the Project Sponsor, the underground parking garage effectively covers the full extent of the Clifton Hall parcel and extends to depths ranging from approximately 10 feet at the western end of the Clifton Hall parcel to approximately 20 feet at the eastern end of the Clifton Hall parcel. Based on the extent and depth of the underground garage, if USTs were present at the Clifton Hall parcel, they would have been encountered during construction of the existing structure.

c. Hazardous Building Materials

Based on the ages of the structures on the project site, hazardous building materials including asbestos containing materials (ACMs), lead based paint, and polychlorinated biphenyls (PCBs) containing equipment and materials could be present in structures on the project site.

2. Regulatory Setting

The following subsection provides the federal, State, and local regulatory framework for hazardous materials and hazardous waste, hazardous building materials that could be encountered during construction (e.g., building demolition activities and worker health and safety requirements) and operation.

a. Federal, State, and Regional Regulations

The use, storage, and disposal of hazardous materials, including management of contaminated soils and groundwater, is regulated by numerous local, State, and federal laws and regulations. The United States Environmental Protection Agency (EPA) is the federal agency that administers hazardous materials and hazardous waste regulations. Relevant State agencies include the Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB), and the California Air Resources Board (CARB). The San Francisco Bay Regional Water Quality Control Board (Regional Water Board), the Bay Area Air Quality Management District (BAAQMD), and the Alameda County Department of Environmental Health (ACEH) have jurisdiction at the regional and local level.

A description of each federal, State, and regional/local agency's jurisdiction and involvement in the management of hazardous materials and wastes are provided below.

(1) Federal

- **U.S. Environmental Protection Agency.** The EPA is the federal agency responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials and hazardous waste. The federal regulations are primarily codified in Title 40 of the Code of Federal Regulations. The legislation includes the Resource Conservation and Recovery Act of 1976, the Superfund Amendments and Reauthorization Acts of 1986, the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, and the Toxic Substances Control Act of 1976 (TSCA). The EPA provides oversight for site investigation and remediation projects, and has developed protocols for sampling, testing, and evaluation of solid wastes.
- **Occupational Safety and Health Administration.** Worker health and safety is regulated at the federal level by the Occupational Safety and Health Administration (OSHA). The Federal Occupational Safety and Health Act of 1970 authorizes states to establish their own safety and health programs with OSHA approval. Workers at hazardous waste sites (or workers who may be exposed to hazardous wastes that might be encountered during excavation of contaminated soils) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations. Additional regulations have been developed for construction workers potentially exposed to lead and asbestos.
- **Department of Transportation.** In 1990 and 1994, the federal Hazardous Material Transportation Act was amended to improve the protection of life, property, and the environment from the inherent risks of transporting hazardous material in all major modes of commerce. The United States Department of Transportation (DOT) developed hazardous materials regulations, which govern the classification, packaging, communication, transportation, and handling of hazardous materials, as well as employee training and incident reporting. The transportation of hazardous materials is subject to both RCRA and DOT regulations. The California Highway Patrol, California Department of Transportation (Caltrans), and the DTSC are responsible for enforcing federal and state regulations pertaining to the transportation of hazardous materials.

(2) State

The State agencies described below regulate hazardous materials and waste that may occur on or around the project site.

- **Department of Toxic Substances Control.** In California, DTSC is authorized by the EPA to enforce and implement federal hazardous materials laws and regulations. California

regulations pertaining to hazardous materials are equal to or exceed the federal requirements. Most State hazardous materials regulations are contained in Title 22 of the California Code of Regulations (CCR). The DTSC generally acts as the lead agency for soil and groundwater cleanup projects that affect public health and establishes cleanup levels for subsurface contamination that are equal to or more restrictive than federal levels. The DTSC has also developed land disposal restrictions and treatment standards for hazardous waste disposal in California.

- **State Water Resources Control Board.** The State Water Resources Control Board (State Water Board) enforces regulations on how to implement UST programs. It also allocates monies to eligible parties that request reimbursement of funds to clean up soil and groundwater pollution from UST leaks. The State Water Board also enforces the Porter-Cologne Water Quality Act through its nine regional boards, including the San Francisco Bay Regional Water Board, described below.
- **California Air Resources Board.** The CARB is responsible for coordination and oversight of State and local air pollution control programs in California, including implementation of the California Clean Air Act of 1988. The CARB has developed State air quality standards and is responsible for monitoring air quality in conjunction with the local air districts.
- **California OSHA.** Worker health and safety protections in California are regulated by the California Department of Industrial Relations, which includes the Division of Occupational Safety and Health, which acts to protect workers from safety hazards through its California OSHA (Cal/OSHA) program and provides consultant assistance to employers. California standards for workers dealing with hazardous materials are contained in California Code of Regulations Title 8 and include practices for all industries (General Industrial Safety Orders), and specific practices for construction, and other industries. Cal/OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices.

(3) Regional

The following regional agencies have regulatory authority over the project's management of hazardous materials and waste.

- **San Francisco Bay Regional Water Quality Control Board.** The nine regional boards, including the San Francisco Bay Regional Water Board provide for protection of state waters in accordance with the Porter-Cologne Water Quality Act of 1969. The Regional Water Board can act as lead agency to provide oversight of sites where the quality of groundwater or surface waters is threatened and has the authority to require investigations and remedial actions. The Regional Water Board also developed Environmental Screening Levels to help expedite the evaluation of environmental risks at sites where contaminated soil and groundwater have been identified.

- **Bay Area Air Quality Management District.** The Bay Area Air Quality Management District (BAAQMD) has primary responsibility for control of air pollution from sources other than motor vehicles and consumer products (which are the responsibility of the EPA and the CARB). The BAAQMD is responsible for preparing attainment plans for nonattainment criteria pollutants, control of stationary air pollutant sources, and issuance of permits for activities that include asbestos demolition and renovation activities (District Regulation 11, Rule 2).
- **Alameda County Environmental Health.** The ACEH is the primary agency responsible for local enforcement of State and federal laws pertaining to hazardous materials and hazardous waste management. In Oakland, the ACEH is the Certified Unified Program Agency (CUPA), responsible for coordination of the following programs: Hazardous Materials Business Plan Program, Hazardous Waste Generator Program, UST Program, California Accidental Release Program (CalARP), Tiered Permitting Program, and Aboveground Storage Tank Program. The ACEH also provides regulatory oversight for investigation and cleanup of leaking underground fuel tank sites and spills, leaks, investigation, and cleanup sites.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plan (HMBPs), including basic information on the location, type, quantity, and health risks of hazardous materials and/or waste. Each business must prepare a HMBP if that business uses, handles, or stores a hazardous material and/or waste or an extremely hazardous material in quantities greater than or equal to the following:

- 55 gallons for a liquid,
- 500 pounds of a solid,
- 200 cubic feet for any compressed gas,
- Threshold planning quantities of an extremely hazardous substance.

The CalARP Program requires any business that handles more than threshold quantities of an extremely hazardous substance to develop a Risk Management Plan (RMP). The RMP is implemented by the business to prevent or mitigate releases of regulated substances that could have off-site consequences through hazard identification, planning, source reduction, maintenance, training, and engineering controls.

b. Lead, Asbestos, and Other Hazardous Building Materials

Prior to 1978, lead compounds were commonly used in exterior and interior paints. Lead is a suspected human carcinogen (i.e., may cause cancer), a known teratogen (i.e., causes birth defects), and a reproductive toxin (i.e., can cause sterility). Prior to the 1980s, building materials often contained asbestos fibers, which are a known human carcinogen. Due to its strength and fire resistance, asbestos was frequently incorporated into insulation, roofing, siding, textured paint and patching compounds used on wall and ceiling joints, vinyl floor tiles and adhesives, and water and steam pipes.

PCBs were used as coolants and lubricants in transformers, capacitors, heating/cooling equipment, and other electrical equipment, and were also used as plasticizers in paints, plastics, rubber products, and caulking. Although manufacturing of PCBs has been banned in the United States since 1979, they may still be found in older electrical equipment and other building materials such as light ballasts and caulking. PCBs have been demonstrated to cause cancer and a variety of other adverse health effects in animals, including effects on the immune system, reproductive system, nervous system, and endocrine system. Studies in humans support evidence for potential carcinogenic and non-carcinogenic effects of PCBs.⁹ PCBs and PCB-contaminated items require proper off-site transport and disposal at a facility that can accept such wastes.

Fluorescent lighting tubes and ballasts, computer displays, and several other common items containing hazardous materials (including mercury, a heavy metal) are regulated as “universal wastes” by the State of California. Universal waste regulations allow common, low-hazard wastes to be managed under less stringent requirements than other hazardous wastes. Management of other hazardous wastes is governed by DTSC hazardous waste rules.

c. City of Oakland Regulations

The following section summarizes relevant hazards and hazardous materials related policies and standards from the General Plan and Standard Conditions of Approval (SCAs).

(1) General Plan

The Safety Element¹⁰ and Environmental Justice Element¹¹ of the City of Oakland General Plan contains the following policies and action items related to hazardous materials:

Safety Element

Policy SAF-5.2: Hazardous Materials. Minimize the potential risks to human and environmental health and safety associated with the past and present use, handling, storage and disposal of hazardous materials. Toxic materials removed as part of cleanup efforts should be disposed of in the least harmful manner so that the impact is not shifted from one vulnerable community to another.

⁹ United States Environmental Protection Agency (EPA), 2016b. Learn about Polychlorinated Biphenyls (PCBs). Updated September 15. Available at: <https://www.epa.gov/pcbs/learn-about-polychlorinated-biphenyls-pcbs>, accessed December 5, 2023.

¹⁰ City of Oakland, 2023. General Plan, Oakland Safety Element. Available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/Safety-Element_Adopted-9.26.23_89907-C.M.S-1.pdf.

¹¹ City of Oakland, 2023. General Plan, Oakland Environmental Justice Element. Available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/EJ-Element_Adopted-9.26.23_89907-C.M.S.pdf.

Action SAF-A.25: Continue to coordinate with ACDEH, the unified-program agency responsible for issuance of permits for and inspection of certain industrial facilities, monitoring the filing of disclosure forms and risk-management plans, hazardous-materials assessment reports and remediation plans, and closure plans by such facilities.

Action SAF-A.28: Continue to participate in the Alameda County Waste Management Authority and, as a participant, continue to implement policies under the county's hazardous-waste management plan to properly dispose of hazardous wastes.

Policy SAF-5.4: Hazardous Materials Accidents. Seek to prevent industrial and transportation accidents involving hazardous materials, and enhance the City's capacity to respond to such incidents. Continue to enforce regulations limiting truck travel through certain areas of the city to designated routes, and consider updating OMC 10.52.010 to establish timebased restrictions on truck travel on certain routes to reduce the risk and potential impact of accidents during peak traffic hours.

Action SAF-A.24: As part of the LUTE, the City of Oakland will include policy recommendations from the West Oakland Truck Management Plan. These include: 1) traffic calming measures to keep truck traffic off residential streets; 2) improved signage regarding existing truck routes; 3) preferred routes to use when destinations are not located on truck routes; and 3) modifications to truck routes and prohibited streets.

Action SAF-A.26: Continue to rely on, and update, the City's hazardous materials area plan to respond to emergencies related to hazardous materials.

Action SAF-A.27: Continue to offer basic emergency-response education and training to local businesses.

Environmental Justice Element

Policy EJ-1.1: Toxic Air Contaminants. Reduce the public's exposure to toxic air contaminants through appropriate land use and transportation strategies, identified through the LUTE update in Phase 2 of the GPU process, particularly in Environmental Justice Communities and other areas most burdened by air pollution, as identified in Figure EJ-12.

Action EJ-A.2: Adopt more stringent air quality construction and operations requirements for development near or within industrially zoned land as part of standard conditions of approval.

(2) Standard Conditions of Approval

The City has developed SCAs that are applied to projects when they receive discretionary planning-related approval. The SCAs related to hazards and hazardous materials would apply to the project are presented below. SCA-AIR-7: Asbestos in Structures (#26) also addresses impacts related to releases of hazardous materials, and is listed *in Section V.D, Air Quality*.

SCA-HAZ-1: Hazardous Materials Related to Construction (#47)

Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:

- a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction;
- b. Avoid overtopping construction equipment fuel gas tanks;
- c. During routine maintenance of construction equipment, properly contain and remove grease and oils;
- d. Properly dispose of discarded containers of fuels and other chemicals;
- e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and
- f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during 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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48)

a. Hazardous Building Materials Assessment

Requirement: The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.

When Required: Prior to approval of demolition, grading, or building permits

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Environmental Site Assessment Required

Requirement: The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.

When Required: Prior to approval of construction-related permit

Initial Approval: Applicable regulatory agency with jurisdiction

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

c. Health and Safety Plan Required

Requirement: The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

d. Best Management Practices (BMPs) Required for Contaminated Sites

Requirement: The project applicant shall ensure that BMPs are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:

- i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements.
- ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section describes the impacts related to hazardous materials that could result from implementation of the project. The section begins with the criteria of significance that establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

Implementation of the project would result in a significant hazard and hazardous materials impact on the environment if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
2. 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
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school
4. Be located on a site that 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, create a significant hazard to the public or the environment
5. 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
6. Be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and result in a significant safety hazard for people residing or working in the project area
7. Be located within the vicinity of a private airstrip, and result in a significant safety hazard for people residing or working in the project area
8. Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
9. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

b. Less-Than-Significant Hazards and Hazardous Materials Impacts

Implementation of the project would result in the less-than-significant impacts described below. Because implementation of the project would not exceed the significance criteria described above, the project's impacts described in this subsection would not be considered significant and no mitigation measures are needed.

(1) Routine Transportation, Use, or Disposal of Hazardous Materials (Criterion 1)

Operation of the project would result in less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, as the proposed residential land use would involve only small quantities of commercially available hazardous materials for routine maintenance (e.g., paint and cleaning supplies).

Construction of the project would involve transportation, use, and disposal of hazardous materials. These materials could include building demolition debris containing hazardous materials; and fuels, oils, paints, adhesives, and other chemicals used during construction activities. The routine transportation, use, and disposal of hazardous materials during construction and operation may pose health and safety hazards to workers if the hazardous materials are improperly handled, or to nearby residents and the environment if the hazardous materials are accidentally released into the environment. Potential impacts associated with accidental releases of hazardous materials into the environment are discussed below.

The routine handling and use of hazardous materials by workers would be performed in accordance with OSHA regulations, which include training requirements for workers and a requirement that hazardous materials are accompanied by manufacturer's Safety Data Sheets (SDSs). Cal/OSHA regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. Compliance with these existing regulations would ensure that workers are protected from exposure to hazardous materials that may be transported, stored, or used on-site.

The project would be required to comply with SCA-HAZ-1: Hazardous Materials Related to Construction (#47), which requires that BMPs are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health which could occur as a result of hazardous materials handling and storage. Compliance with SCA-HAZ-1: Hazardous Materials Related to Construction (#47) would minimize the potential for accidental releases of hazardous materials used during construction and ensure that potential impacts of the project associated with routine transport, use, or disposal of hazardous materials would be less than significant.

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

secondary containment to prevent any spillage or leakage) or in a storage shed (completely enclosed).

Construction of the project would result in the generation of various waste materials that would require recycling and/or disposal, including some waste materials that may contain hazardous materials or be classified as hazardous waste. Hazardous materials would be transported by a licensed hazardous waste hauler and disposed of at facilities that are permitted to accept such materials as required by DOT, RCRA, and State regulations.

Compliance with existing hazardous materials regulations enforced by OSHA and Cal/OSHA, implementation of the SWPPP as required by the Construction General Permit, and compliance with SCA-HAZ-1: Hazardous Materials Related to Construction (#47) would ensure that the project would have less-than-significant impacts related to the routine transportation, use, or disposal of hazardous materials.

(2) Government Code Section 65962.5 (Criterion 4)

The project site is not included on any of the lists of hazardous materials release sites compiled pursuant to Government Code Section 65962.5, also known as the "Cortese List".¹² Therefore, the project would not result in impacts related to being included on a list of hazardous materials release sites compiled pursuant to Government Code Section 65962.5.

(3) Emergency Response and Evacuation (Criteria 5 and 8)

Figure SAF-13a of the Safety Element of the City of Oakland General Plan¹³ identifies Broadway and 51st Street/Paradise Valley Avenue as primary local routes as part of the City's emergency assessment in the vicinity of the project site. Construction of the project could require temporary closure of portions of streets adjacent to the project site, including Broadway for construction activities such as utility connections and driveway construction. Traffic control requirements imposed by the City for the permitting of temporary closure of streets areas would ensure that appropriate emergency access is maintained at all times during construction activities.

The project would not permanently alter roadways in the vicinity of the project site. Therefore, the project would not result in less than two emergency access routes for streets exceeding 600 feet in length. As a result, the project would have a less-than-significant impact related to emergency response and evacuation.

¹² California Environmental Protection Agency (CalEPA), 2019. Cortese List data Resources. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed December 5, 2023.

¹³ City of Oakland, 2023. General Plan, Safety Element. Available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/Safety-Element_Adopted-9.26.23_89907-C.M.S-1.pdf, accessed December 5, 2023.

(4) Aviation Hazards (Criteria 6 and 7)

Oakland International Airport is the closest airport to the project site. The project site is located approximately 8 miles north of the nearest runway at the Oakland International Airport. The project site is not located within the Airport Influence Area of the Oakland International Airport or in the vicinity of a private airstrip.¹⁴ Therefore, the project would not result in aviation-related noise or safety hazards.

(5) Wild Fires (Criterion 9)

The project site is within a highly urbanized area and is not located near heavily vegetated areas or wildlands that could be susceptible to wild fires. The project site is not located in or near a State responsible area or a very high fire hazard severity zone as mapped by the California Department of a Forestry and Fire Protection.¹⁵ Therefore, the project would have no significant impact related to wild fires.

c. Significant Hazards and Hazardous Materials Impacts

(1) Accidental Release of Hazardous Materials (Criterion 2)

An accidental release of hazardous materials (e.g., oils, fuels, solvents, paints, contaminated soil/groundwater, or hazardous building materials) during project construction could result in exposure of construction workers, the public, and/or the environment to hazardous materials. As discussed above, construction of the project would be subject to the requirements of the Construction General Permit and SCA-HAZ-1: Hazardous Materials Related to Construction (#47), which require preparation and implementation of a SWPPP and BMPs to reduce the risk of spills or leaks from reaching the environment, including procedures to address minor spills of hazardous materials. Measures to control spills, leakage, and dumping must be addressed through structural as well as nonstructural BMPs, as required by the Construction General Permit. For example, equipment and materials for cleanup of spills must be available on-site, and spills and leaks must be cleaned up immediately and disposed of properly. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage. Potential impacts to stormwater runoff quality related to hazardous materials that would be handled during construction are discussed under *Section V.H, Hydrology and Water Quality*.

¹⁴ Alameda County Community Development Agency, 2010. Oakland International Airport, Airport Land Use Compatibility Plan, December.

¹⁵ California Department of a Forestry and Fire Protection, 2008. Very High Fire Hazard Severity Zones in LRA, Alameda County, September 3.

The project would be required to comply with SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48), which requires that the Project Sponsor ensure that BMPs are implemented by the contractor during construction to minimize potential soil and groundwater hazards including proper management of potentially contaminated soil and groundwater, and use of engineering controls such as impermeable barriers to prohibit groundwater and vapor intrusion into buildings. The management and disposal of potentially contaminated groundwater that could be generated during construction activities is discussed in *Section V.H, Hydrology and Water Quality*.

As discussed in the Regulatory Setting above, the transportation of hazardous materials is subject to both RCRA and DOT regulations. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill), and is responsible for the discharge cleanup.

Existing structures on the project site may contain hazardous building materials including ACMs; lead based paint, and PCBs containing equipment and material. Demolition and relocation of structures on the project site would require the disturbance and management/disposal of these hazardous building materials.

Compliance with SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48) requires that a comprehensive assessment be prepared to document the presence of ACMs, lead based paint, PCBs-containing equipment and material, or any other hazardous materials present at the project site, and would require the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations.

As discussed in the Setting section above, a gas station and auto service facility were formerly located on the Clifton Hall parcel. Documentation of the removal of USTs associated with the gas station was not identified; however, according to the architect of Clifton Hall (Mark Horton), USTs were not encountered during construction of the underground parking garage of the existing structure.¹⁶ Contamination from the former gas station was identified in soil samples collected in the western portion of the Clifton Hall parcel during a subsurface investigation in 1999.¹⁷ Although excavation was performed throughout the Clifton Hall parcel for construction of the existing structure and underground parking garage, it is possible that contaminated soil and groundwater remain in the area of the Clifton Hall parcel, and contaminated soil and groundwater could extend away from the Clifton Hall parcel and potentially beneath the adjacent

¹⁶ Brandon Northart, 2019. Email communication between Brandon Northart of Urban Planning Partners and Cem Atabek of Baseline Environmental Consulting, July 8.

¹⁷ Treadwell & Rollo, 2000. Memorandum, Results of Analytical Testing, CCAC Student Housing, Oakland, California, January 28.

project site. The Memorandum prepared in 2000 to document the subsurface investigation performed in 1999 recommended further investigation of the extent of potentially contaminated soil and groundwater at the Clifton Hall parcel;¹⁸ however, additional investigation was not performed. Additionally, the 2017 Phase I ESA indicated that there could be an historical heating oil UST associated with Macky Hall;¹⁹ however, the 2017 Phase I ESA did not recommend performing a Phase II ESA.

Impact HAZ-1: Contaminated soil or groundwater in the subsurface of the project site could pose a risk of exposure to hazardous materials. (S)

If contaminated soil or groundwater are present beneath the project site, construction workers and the surrounding public could be exposed to hazardous vapors that could be generated by excavation into the subsurface, construction dewatering activities could potentially draw contaminated groundwater towards areas that were not previously contaminated, and future residents could be exposed to hazardous materials in indoor air from soil vapor intrusion. This is a potentially significant impact. Implementation of the following mitigation measure would reduce impacts related to contaminated soil and groundwater to a less-than-significant level.

Mitigation Measure HAZ-1: A Phase II Environmental Site Assessment (ESA) shall be performed for the project site by a qualified environmental professional before the start of construction. The Phase II ESA shall include, but not necessarily be limited to, a geophysical survey to evaluate the potential presence of a UST in the area of Macky Hall, and sampling of soil and groundwater in the area between the Clifton Hall parcel and the northern edge of the project site. The Phase II ESA shall also include sampling of soil and groundwater in the area of Macky Hall if a potential UST is identified in the area. If a potential UST is identified by the geophysical survey or if soil or groundwater contamination is identified in any area of the project site at levels that exceed appropriate human health screening levels for residential land use (e.g., the Regional Water Board's environmental screening levels), the appropriate regulatory agencies shall be immediately notified of the findings and further investigation and/or remediation of the project site shall be performed under regulatory agency oversight. A report documenting the findings of the Phase II ESA shall be submitted to the City for review and approval prior to the issuing of construction permits. (LTS)

In accordance with the requirements SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48) the Phase II ESA report must include recommendations for remedial action, as appropriate, and the Project Sponsor must implement the approved recommendations and

¹⁸ Treadwell & Rollo, 2000. Memorandum, Results of Analytical Testing, CCAC Student Housing, Oakland, California, January 28.

¹⁹ Geoterren Environmental Services, 2017. All Appropriate Inquiry – Phase I Environmental Site Assessment California College of the Arts 5212 Broadway Avenue Oakland, CA, September 21..

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

Implementation of Mitigation Measure HAZ-1 and compliance with SCA-HAZ-1: Hazardous Materials Related to Construction (#47), and SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48), and SCA-AIR-7: Asbestos in Structures (#26) would ensure that potential impacts related to releases of hazardous materials would be less than significant.

(2) Hazardous Emissions near Schools (Criterion 3)

The only school located within a ¼-mile of the project site is Oakland Technical High, a public high school. The Oakland Technical High Main Campus is located at 4351 Broadway, approximately 1,000 feet southwest of the project site. The Oakland Technical High Upper Campus is located at 5623 Broadway Terrace, immediately north of the project site.²⁰

Impact HAZ-2: Potential excavation and handling of contaminated soil, groundwater, and underground storage tanks (USTs) in the subsurface of the project site could result in emissions of hazardous materials that could pose a risk of exposure for nearby schools. (S)

Mitigation Measure HAZ-2: Implementing Mitigation Measure HAZ-1 would also mitigate Impact HAZ-2; no additional mitigation is necessary. (LTS)

As discussed above, the project would include the handling of hazardous materials during construction and implementation of implementation of a SWPPP, compliance with SCA-HAZ-1: Hazardous Materials Related to Construction (#47) and SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48), and implementation of Mitigation Measure HAZ-1 would ensure that the project would result in less than significant impacts related to potential releases of hazardous materials. Therefore, the project would result in less than significant impacts related to the handling of hazardous materials near schools.

d. Cumulative Impacts

Hazards and hazardous materials impacts are generally site-specific and/or have limited mobility and would not be expected to have cumulatively considerable effects beyond this distance. The geographic area considered for potential public health or hazards cumulative impacts consists of an area within ¼-mile of the project site, and the area along transportation routes used during demolition and construction activities associated with projects within this radius.

²⁰ California Department of Education. 2019. California Schools Directory. Available at: <https://www.cde.ca.gov/schooldirectory/>, accessed December 5, 2023.

As discussed above, accidents involving hazardous materials releases or disturbance of soil and groundwater that may be impacted with hazardous materials during construction activities could result in adverse effects to construction workers, the public, or the environment. Occurrence of a cumulative effect would require that multiple projects release hazardous materials at the same time in close proximity to each other. Compliance with existing regulations, implementation of Mitigation Measures HAZ-1, and implementation of SCA- HAZ-1: Hazardous Materials Related to Construction (#47) and SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48) would ensure that potential impacts associated with releases of hazardous materials or disturbance of soil and groundwater that may be impacted with hazardous materials would be less than significant. Each site, including the project, would be required to comply with existing hazardous materials regulations to reduce the risk of impacts associated with hazardous materials releases. Therefore, the potential for impacts associated with hazardous materials releases from the project to combine with impacts associated with hazardous materials releases from other sites is not cumulatively considerable.

H. HYDROLOGY AND WATER QUALITY

This section describes the existing hydrological setting at the project site, including runoff, drainage, and water quality characteristics; summarizes the federal, State, and local regulations related to hydrology and water quality; assesses the potentially significant impacts that could result from implementation of the project; describes required Standard Conditions of Approval (SCAs); and provides mitigation measures, where appropriate, to reduce the identified impacts to a less-than-significant level.

The evaluation in this section is based on a review of information provided as part of the project application, as well as other published materials.

1. Setting

The following describes the existing hydrological setting at the project site and vicinity.

a. Climate

The climate of the project site vicinity is characterized as Mediterranean, with cool wet winters and warm dry summers. The average annual high temperature between 1970 and 2012 was approximately 67 degrees Fahrenheit (°F), and the average annual low temperature was approximately 51.8 °F.¹ The mean annual rainfall in the project site vicinity for the period between 1970 and 2012 was approximately 23.27 inches, and primarily occurred from October through April.² During the period of record, annual rainfall has varied from approximately 9.99 inches (1976) to approximately 41.07 inches (1998), with a highest one-day precipitation total of approximately 4.47 inches on January 4, 1982.³

b. Runoff and Drainage

The project site slopes down towards the west. The existing ground surface elevation of the project site ranges from approximately 180 feet above the North American Vertical Datum of 1988 (NAVD88) on the west side of the project site to approximately 220 feet above the NAVD88 datum on the east side.⁴ The project site is developed with buildings, a parking lot, access roads, and landscaped areas. Stormwater runoff from the project site flows over land into the City's

¹ Western Regional Climate Center, 2019a. General Climate Summary Tables-Temperature, Oakland Museum, California. Available at: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6336>, accessed December 5, 2023.

² Western Regional Climate Center, 2019b. General Climate Summary Tables-Precipitation, Oakland Museum, California. Available at: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6336>, accessed December 5, 2023.

³ Western Regional Climate Center, 2019b. General Climate Summary Tables-Precipitation, Oakland Museum, California. Available at: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6336>, accessed December 5, 2023.

⁴ United States Geological Survey (USGS), 2018. Oakland West Quadrangle, California, 7.5-Minute Series.

storm drains in surrounding streets or is captured in the campus storm drain system beneath the project site that connects to the City's stormwater drainage system.

The northern portion of the project site is located within the West Oakland Watershed. Stormwater runoff within the West Oakland Watershed drains through underground storm drains and culverts and discharges to the Central San Francisco Bay (the Bay) approximately 2.5 miles west of the project site.⁵

The southern portion of the project site is located within the Glen Echo Creek Watershed. Stormwater runoff within the Glen Echo Creek Watershed drains through underground storm drains and culverts and natural creeks segments and discharges into Glen Echo Creek prior to being discharged into Lake Merritt.⁶

c. Flooding

The project site is not within a Federal Emergency Management Agency (FEMA)-designated 100-year Flood Hazard Zone. The project site is designated as "Other Areas" Zone X on Flood Insurance Rate Maps published by FEMA.⁷ The "Other Areas" Zone X designation indicates that the project site is outside of the 0.2-percent-annual-chance floodplain (also known as the 500-year flood zone).

The project site is not located within a dam failure inundation area, as indicated on Figure SAF-6 of the City of Oakland General Plan Safety Element.⁸

d. Coastal Hazards

Based on the location of the project site (approximately 2.5 miles from the Bay) and the elevation of the site (180 feet or greater above the NAVD88 datum), the project site is unlikely to be subject to coastal hazards, including sea level rise, seiche, tsunami, or extreme high tides.

⁵ Alameda County Flood Control District, 2014a. West Oakland and West Oakland Bayshore Watersheds. Available at: https://acffloodcontrol.org/files/watersheds/maps/pdfs/west_oakland-west_oakland-bayshore.pdf, accessed December 5, 2023.

⁶ Alameda County Flood Control District, 2014b. Glen Echo Creek Watershed. Available at: https://acffloodcontrol.org/files/watersheds/maps/pdfs/glen_echo_creek.pdf, accessed December 5, 2023.

⁷ Federal Emergency Management Agency (FEMA), 2009. Flood Insurance Rate Map, Alameda County, California and Incorporated Areas, Map Number 06001C0059G. Effective August 3.

⁸ City of Oakland, 2023. General Plan, Safety Element Update. September. Available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/Safety-Element_Adopted-9.26.23_89907-C.M.S-1.pdf.

e. Surface Water and Groundwater Quality

The quality of surface water and groundwater in the vicinity of the project site is affected by past and current land uses (both at the site and within the watershed) and by the composition of geologic materials in the vicinity. The State Water Resources Control Board (State Water Board) and its nine regional water quality control boards (regional water boards) regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, including the project vicinity, the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) is responsible for implementing the Water Quality Control Plan (Basin Plan).⁹ The Basin Plan establishes beneficial water uses for waterways and water bodies within the region and is a master policy document for managing water quality in the region.

Glen Echo Creek is listed in the Basin Plan as providing the beneficial uses of warm freshwater habitat, wildlife habitat, water contact recreation, and noncontact water recreation. Lake Merritt is listed as providing the beneficial uses of commercial and sport fishing, shellfish harvesting, estuarine habitat, fish spawning, warm freshwater habitat, wildlife habitat, water contact recreation, and noncontact water recreation. The Central San Francisco Bay is listed as providing the beneficial uses of industrial service supply, industrial process supply, commercial and sport fishing, shellfish harvesting, estuarine habitat, fish migration, preservation of rare and endangered species, fish spawning, wildlife habitat, water contact and noncontact recreation, and navigation.¹⁰

Under Section 303 (d) of the Clean Water Act (CWA), described in the Regulatory Setting below, states must present the U.S. Environmental Protection Agency (EPA) with a list of “impaired water bodies,” defined as those water bodies that do not meet water quality standards, that in some cases result in the development of a total maximum daily load (TMDL). On a broad level, the TMDL process leads to a “pollution budget” designed to restore the health of a polluted body of water. The TMDL process provides a quantitative assessment of the sources of pollution contributing to a violation of the water quality standards and identifies the pollutant load reductions or control actions needed to restore and protect the beneficial uses of the impaired waterbody. Glen Echo Creek is not listed as an impaired water body. Lake Merritt has been listed as an impaired water body due to impacts from organic enrichment/low dissolved oxygen and trash. The Central San Francisco Bay has been listed as an impaired water body due to impacts from pesticides (chlordane, dichlorodiphenyltrichloroethane [DDT], and dieldrin), dioxin compounds, furan compounds, invasive species, mercury, polychlorinated biphenyls (PCBs),

⁹ San Francisco Bay Regional Water Quality Control Board, 2023. San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan). Incorporating all amendments as of March 7.

¹⁰ San Francisco Bay Regional Water Quality Control Board, 2017. San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan). Incorporating all amendments as of May 4.

dioxin-like PCBs, selenium, and trash. TMDLs have been established for mercury, PCBs, and selenium in San Francisco Bay.

The project site is in the Santa Clara Valley Groundwater Basin, East Bay Plain Subbasin. The East Bay Plain Subbasin is listed in the Basin Plan as providing the beneficial uses of municipal and domestic water supply, industrial process water supply, industrial service water supply, and agricultural water supply.¹¹

2. Regulatory Setting

This section provides a brief description of the regulations affecting water resources at the federal, State, and local level; and local policies and programs related to hydrology and water quality.

a. Federal

(1) Federal Clean Water Act of 1972

The Federal CWA of 1972 is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. It is administered by the EPA. The CWA operates on the principle that all discharges into the nation's waters are unlawful unless specifically authorized by a permit. The EPA has delegated its authority to implement and enforce most of the applicable water quality provisions of this law to the individual states. In California, the provisions are enforced by nine regional water boards under the oversight of the State Water Board.

(2) National Pollutant Discharge Elimination System Permit Program

Under Section 402 of the CWA, the discharge of pollutants through a point source¹² into waters of the United States is prohibited unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The NPDES program regulates the discharge of pollutants from municipal and industrial wastewater treatment plants and sewer collection systems, as well as stormwater discharges from industrial facilities, municipalities, and construction sites. In California, implementation and enforcement of the NPDES program is conducted through the State Water Board and the nine regional water boards. The regional

¹¹ State Water Board, 2017. Final 2014 and 2016 California Integrated Report (Clean Water Act Section 303(d) List/305(b) Report), Available at: https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml, accessed December 5, 2023.

¹² A point source is any single identifiable source of pollution from which pollutants are discharged, such as a pipe, ditch, ship, or smokestack.

water boards set standard conditions for each permittee in their region that include effluent limitations and monitoring programs.

(3) Federal Flood Insurance Program

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer-funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. FEMA manages the NFIP and creates flood insurance rate maps that designate 100-year flood hazard zones and delineate other flood hazard areas. A 100-year Flood Hazard Zone defines the areas that have a 1-in-100 (1 percent) chance of being flooded in any given year based on historical data and hydraulic modeling.

b. State Regulations

(1) Porter-Cologne Act and State Implementation of Clean Water Act Requirements

The Porter-Cologne Water Quality Control Act (California Water Code, Division 7, Water Quality) was promulgated in 1969. It established the State Water Board and divided the State into nine hydrologic regions, each overseen by a regional water board. The State Water Board is the primary State agency responsible for protecting the quality of the State's surface and groundwater supplies, but much of its daily implementation authority is delegated to the nine regional water boards. The Porter-Cologne Act also provides for the development and tri-annual review of Water Quality Control Plans that designate beneficial uses of California's major rivers and groundwater basins and establish narrative and numerical water quality objectives for those waters. The City of Oakland lies within the jurisdiction of the San Francisco Bay Regional Water Board, which enforces compliance with water quality objectives for beneficial uses of surface waters.

(2) Sustainable Groundwater Management Act Requirements

The Sustainable Groundwater Management Act (SGMA) was signed into law in September 2014 and requires local public agencies and Groundwater Sustainability Agencies in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs.¹³ GSPs are detailed road maps for how groundwater basins will reach long

¹³ California Department of Water Resources (DWR), 2019. Groundwater Sustainability Plans. Available at: <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainability-Plans>, accessed December 5, 2023.

term sustainability. Existing Groundwater Management Plans (GWMPs), if completed, will continue to be in effect until GSPs are adopted in medium and high priority basins. The project site is located in the Santa Clara Valley, East Bay Plain Groundwater Basin, which is designated as a medium priority basin, subject to SGMA, and required to develop a GSP.¹⁴ A GSP or GWMP has not yet been developed for the portion of the Santa Clara Valley, East Bay Plain Groundwater Basin where the project site is located.¹⁵

(3) National Pollutant Discharge Elimination System Construction General Permit

Construction projects disturbing more than 1 acre of land during construction are required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ (as amended by Orders 2010-0014-DWQ and 2012-0006-DWQ), NPDES No. CAS000002 (Construction General Permit).¹⁶

To obtain coverage under the Construction General Permit, the Project Sponsor must provide, via electronic submittal, a Notice of Intent (NOI), a Stormwater Pollution Prevention Plan (SWPPP), and other documents required by Attachment B of the Construction General Permit. Activities subject to the Construction General Permit include clearing, grading, and ground disturbances such as grubbing and excavation. The permit also covers linear underground and overhead projects such as pipeline installations. Construction General Permit activities are regulated at the local level by the Regional Water Board.

The Construction General Permit uses a risk-based permitting approach and mandates certain requirements based on the project risk level (i.e., Level 1, Level 2, or Level 3). The project risk level is based on the risk of sediment discharge and the receiving water risk. The sediment discharge risk depends on the project location and season (e.g., wet-weather versus dry-weather activities). The receiving water risk depends on whether the project would discharge to a sediment-sensitive water body. The project risk level would be determined by the Project Sponsor when the NOI is filed (and when further details on the timing of construction activity are known).

¹⁴ California Department of Water Resources (DWR), 2019b. 2018 SGMA Basin Prioritization Dashboard. Available at: <https://gis.water.ca.gov/app/bp2018-dashboard/p1/#>, accessed December 5, 2023.

¹⁵ California Department of Water Resources (DWR), 2019c. Groundwater Information Center Interactive Map Application. Available at: <https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels>, accessed December 5, 2023.

¹⁶ State Water Board, 2009. Construction General Permit Fact Sheet. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ.

The Construction General Permit performance standard calls for dischargers to minimize or prevent pollutants in stormwater discharges (as well as authorized non-stormwater discharges) through the use of controls, structures, and best management practices (BMPs) that utilize Best Available Technology for treatment of toxic and nonconventional pollutants and Best Conventional Technology for treatment of conventional pollutants. A SWPPP must be prepared by a Qualified SWPPP Developer that meets the certification requirements in the Construction General Permit. The purposes of the SWPPP are to (1) help identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges; and (2) describe and ensure implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges resulting from construction activity. The operation of BMPs must be overseen by a Qualified SWPPP Practitioner who meets the requirements outlined in the Construction General Permit.

The SWPPP must include a construction site monitoring program. Depending on the project risk level, the monitoring program could include visual observations of site discharges, water quality monitoring of site discharges (pH, turbidity, and non-visible pollutants, if applicable), and receiving water monitoring (pH, turbidity, suspended sediment concentration, and bioassessment).

(4) National Pollutant Discharge Elimination System Municipal Regional Permit

Pursuant to Section 402 of the CWA and the Porter-Cologne Water Quality Control Act, municipal stormwater discharges in the City of Oakland are regulated under the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008 (MRP). The MRP is overseen by the Regional Water Board.¹⁷ The City participates in the Alameda Countywide Clean Water Program, which provides guidance and assistance to municipalities in Alameda County to help them comply with requirements of the MRP.

MRP Provision C.3 addresses post-construction stormwater management requirements for regulated projects: new development and redevelopment projects that create or replace 10,000 square feet or more of impervious surface, and special land use categories¹⁸ that create or replace 5,000 square feet or more of impervious surface. Provision C.3 requires regulated projects to implement Low Impact Development (LID) source control, site design, and stormwater

¹⁷ Regional Water Board, 2022. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008, May.

¹⁸ Special land use categories include auto service facilities, retail gasoline outlets, restaurants, or stand-alone uncovered parking lots.

treatment. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and flow-through planter/tree boxes.

MRP Provision C.3.g pertains to hydromodification¹⁹ management and contains the following requirements: (1) stormwater discharges shall not cause an increase in the erosion potential of the receiving stream over the existing condition; and (2) increases in runoff flow and volume shall be managed such that post-project runoff does not exceed estimated pre-project rates and durations, where such increased flow and/or volume is likely to cause increased potential for erosion of creek beds and banks, silt pollutant generation, or other adverse impacts on beneficial uses due to increased erosive force. The northern portion of the project site is located within the West Oakland Watershed, which is not susceptible to hydromodification as all drainage to the Bay is conveyed through underground storm drains and culverts (i.e., pipes and structures not subject to erosion).²⁰ The southern portion of the project site is located within the Glen Echo Creek Watershed, and drainage from this portion of the project site would be conveyed through segments of natural creeks prior to being discharged into Lake Merritt, and therefore would be susceptible to hydromodification.

To address the impairment of water bodies with trash, the City of Oakland prepared a Long-Term Trash Load Reduction Plan and Assessment Strategy (Long-Term Plan)²¹ and submitted it to the Regional Water Board in compliance with Provision C.10.c of the MRP. The Long-Term Plan is consistent with the Long-Term Trash Load Reduction Framework developed in collaboration with Water Board staff. The Long-Term Plan includes specific provisions to address trash problems in the area of the project site, which is identified as part of the arterial roadways Trash Management Area where passengers littering from cars and retail industries result in an elevated trash problem. Specifically, the Long-Term Plan calls for street sweeping three times per week; litter cleanup; trash reduction policies that will encourage installation of automatic retractable screens, pipe screen baskets, and other trash capture devices; and jurisdiction-wide control measures including a polystyrene foam ban, single use bag ban, trash neutral policies, special events waste

¹⁹ Hydromodification is defined as the modification of a stream's hydrograph, caused in general by increases in runoff flow rate and duration that result when land is developed (e.g., made more impervious). The effects of hydromodification include, but are not limited to, increased bed and bank erosion, loss of habitat, increased sediment transport and deposition, and increased flooding.

²⁰ Alameda County Flood Control District, 2014a. West Oakland and West Oakland Bayshore Watersheds. Available at: https://acfloodcontrol.org/files/watersheds/maps/pdfs/west_oakland-west_oakland-bayshore.pdf, accessed December 5, 2023.

²¹ City of Oakland, 2014. Long-Term Trash Reduction Plan and Progress Assessment Strategy, February 1.

reduction, and street sweeping evaluation and recommendations for the arterial roadways Trash Management Area.

c. City of Oakland Regulations

(1) City of Oakland General Plan

The following objections, policies, and actions from the City of Oakland General Plan's Open Space, Conservation and Recreation Element and Safety Element related to hydrology and water quality pertain to the project.

Open Space, Conservation, and Recreation – Chapter 3: Conservation, Water Resources

Objective CO-5: Water Quality. To minimize the adverse effects of urbanization on Oakland's groundwater, creeks, lakes, and nearshore waters.

Policy CO 5.3: Control of Urban Runoff: Employ a broad range of strategies, compatible with the Alameda Countywide Clean Water Program, to: (a) reduce water pollution associated with stormwater runoff; (b) reduce water pollution associated with hazardous spills, runoff from hazardous material areas, improper disposal of household hazardous wastes, illicit dumping, and marina "live-aboards;" and (c) improve water quality in Lake Merritt to enhance the lake's aesthetic, recreational, and ecological function.

Safety Element – Chapter 2: Natural Hazards

Goal SAF-1: Minimize the risk to life and property caused by seismic and geologic hazards.

Policy SAF-1.3: Limit Development in Hazardous Areas and Minimize Erosion. Minimize threat to structures and humans by limiting development in areas subject to landslides or other geologic threat and undertake efforts to limit erosion from new development.

Action SAF-A.1: Continue to require site-specific geologic reports for development proposals in the Hayward Fault Special Studies Zone, or Zones of Required Investigation, as shown in Figure SAF-1. Restrict development within 50 feet of the fault trace.

Action SAF-A.3: Regulate development by slope categories and continue to enforce provisions that require geotechnical reports and soil hazards investigations be made in areas prone to landslides as shown in Figure SAF-2 as part of project proposals.

Action SAF-A.4: Continue to enforce ordinances for grading, erosion, and sedimentation; provisions under the creek protection, storm water management and discharge control ordinance; and regulations for site-design and source control techniques for peak stormwater runoff flows and landslide and erosion impacts from increased runoff volumes as shown in Figure SAF-2.

Goal SAF-3. Protect people and property from flooding.

Policy SAF-3.1: Minimize Storm-Induced Flooding. Continue or strengthen city programs that seek to minimize the storm-induced flooding hazard.

Policy SAF-3.2: Storm-Induced Flooding Structural Risk. Enforce and update local ordinances, and comply with regional orders, that would reduce the risk of storm-induced flooding.

Action SAF-A.17: Ensure that new construction and major improvements to existing structures within flood zones are in compliance with federal requirements and, thus, remain a participant in the National Flood Insurance Program (NFIP).

(2) Oakland Municipal Code

Creek Protection, Stormwater Management, and Discharge Control Ordinance (Chapter 13.16)

This ordinance prohibits activities that would result in the discharge of pollutants to Oakland's waterways or in damage to creeks, creek functions, or habitat. The ordinance requires the use of standard BMPs to prevent pollution or erosion to creeks and/or storm drains. The ordinance establishes comprehensive guidelines for the regulation of discharges to the city's storm drain system and the protection of surface water quality. The ordinance identifies BMPs and other protective measures for development projects. In 1997, the ordinance was amended to include the requirement for a creek protection permit for any construction or related activity on Creekside property.²² As the project would not involve any construction or related activity on Creekside property, a creek protection permit is not required for the project. The ordinance includes enforcement provisions to provide more effective methods to deter and reduce the discharge of pollutants to the storm drain system, local creeks, and San Francisco Bay. The provisions also list clear guidelines for creekside residents to protect the creek and habitat.

CBC Chapter 18B Added, Grading, Excavation, and Fills Ordinance (Chapter 15.04.3.2240)

This ordinance requires a permit for grading activities on private or public property for projects that exceed certain criteria, including if the volume of excavation or fill would exceed 100 cubic yards on a parcel or contiguous parcels; or if grading, clearing or grubbing, or land disturbance activity that otherwise does not require a grading permit involves an area of one acre or more. When a grading permit is required, the application for the grading permit must include a grading plan, erosion and sedimentation control plan (where required by the Building Official), which

²² Creekside property means those properties located in Oakland, as identified by the Environmental Services Manager, as having a creek or riparian corridor crossing the property and/or are contiguous to a creek or riparian corridor.

must include interim and permanent erosion and sedimentation control measures, statement from the Civil Engineer(s) in Responsible Charge, soils report, dust control measures, and proposed work schedule. The ordinance indicates that no grading work may occur during the grading moratorium (wet season, October 15 to April 15) except for emergency stabilization of geotechnical instability. Temporary erosion and sedimentation control facilities must be completely in place prior to October 15 and must be diligently maintained to ensure effectiveness through April 15.

(3) Standard Conditions of Approval

The City has developed SCAs that are applied to projects when they receive discretionary planning-related approval. The SCAs related to hydrology and water quality would apply to the project are presented below.

SCA-HYD-1: Erosion and Sedimentation Control Plan Measures for Construction (#53)

Erosion and Sedimentation Control Plan Required

Requirement: 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 onto lands of adjacent property owners or public streets or into 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 could 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 modification as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The plan shall specify that, after construction is completed, the project applicant shall ensure that the storm drain system is inspected and that the project applicant clears the system of any debris or sediment.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

Erosion and Sedimentation Control During Construction

Requirement: 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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-HYD-2: State Construction General Permit (#54)

Requirement: The project applicant shall comply with the requirements of the Construction General Permit issued by the SWRCB. The project applicant shall submit an NOI, SWPPP, and other required Permit Registration Documents to the SWRCB. The project applicant shall submit evidence of compliance with permit requirements to the City.

When Required: Prior to approval of construction-related permit

Initial Approval: SWRCB; evidence of compliance submitted to Bureau of Building

Monitoring/Inspection: SWRCB

SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58)

Post-Construction Stormwater Management Plan Required

Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the NPDES. The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:

- i. Location and size of new and replaced impervious surface.
- ii. Directional surface flow of stormwater runoff.
- iii. Location of proposed on-site storm drain lines.
- iv. Site design measures to reduce the amount of impervious surface area.
- v. Source control measures to limit stormwater pollution.
- vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures.
- vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

Maintenance Agreement Required

Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:

- i. The project applicant accepting responsibility for the adequate installation/ construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity.
- ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the RWQCB, San Francisco Bay Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures, and to take corrective action if necessary.

The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.

When Required: Prior to building permit final

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section describes the impacts related to hydrology and water quality that could result from implementation of the project. The section begins with the criteria of significance that establish the thresholds for determining whether a project impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts, as needed.

a. Significance Criteria

Implementation of the project would result in a significant hydrology or water quality impact if it would:

1. Violate any water quality standards or waste discharge requirements.
2. 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 level which would not support existing land uses or planned uses for which permits have been granted).
3. Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters.
4. Result in substantial flooding on- or off-site.
5. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems.
6. Create or contribute substantial runoff which would be an additional source of polluted runoff.
7. Otherwise substantially degrade water quality.
8. 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.
9. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
10. Expose people or structures to a substantial risk of loss, injury or death involving flooding.
11. Expose people or structures to a substantial risk of loss, injury or death involving seiche, tsunami, or mudflow.

12. 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.
13. Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources.²³

b. No Impacts

Implementation of the project would result in no impacts related to the topics described below.

(1) Placing Housing or Structures in a 100-Year Flood Hazard Area that Could Impede or Redirect Flood Flows (Criteria 8 and 9)

The project site is not located within a FEMA-designated 100-year Flood Hazard Zone.²⁴ Therefore, the project would have no impact related to impeding or redirecting flood flows within a FEMA-designated 100-year flood hazard zone.

(2) Exposure People or Structures to Flooding (Criterion 10)

As discussed above, the project site is not located within a FEMA-designated 100-year Flood Hazard Zone, 500-year flood zone, or area protected from flooding by levees, and compliance with SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58), which requires the City's review of the Post-Construction Stormwater Management Plan, would ensure that the project would have less-than-significant impacts related to flooding on- or off-site. The project site is not located in a dam failure inundation area.²⁵ Therefore, the project would have no impact related to exposing people or structures to significant risk of loss, injury, or death involving flooding.

(3) Seiche, Tsunami, or Mudflow (Criterion 11)

As discussed in the City's General Plan, the only threat of large-scale damage from seiches in Oakland appears to come from downstream flooding that would be caused by large volumes of

²³ Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of the water or capacity, (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability, or (d) substantially endangering public or private property or threatening public health or safety.

²⁴ Federal Emergency Management Agency (FEMA), 2009. Flood Insurance Rate Map, Alameda County, California and Incorporated Areas, Map Number 06001C0059G. Effective August 3.

²⁵ City of Oakland, 2023. General Plan, Safety Element. September. Available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/Safety-Element_Adopted-9.26.23_89907-C.M.S-1.pdf.

water overtopping a dam or reservoir.²⁶ Since the project site is not located in a dam failure inundation area as indicated above, the likelihood of flooding at the project site resulting from seiches is negligible. The project site is also not located in a tsunami inundation area.²⁷

A mudflow is defined by FEMA as “a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water. Other earth movements, such as landslide, slope failure or a saturated soil mass moving down a slope, are not mudflows.”²⁸ There are no river or stream channels that could support and convey a mudflow in the vicinity of the project site. In addition, the project would not exacerbate the likelihood of a mudflow occurring. Therefore, the project would have no impacts related to inundation from seiches, tsunamis, or mudflows.

(4) Fundamentally Conflicting with the City of Oakland Creek Protection Ordinance (Criterion 13)

The project would not alter a creek. The project would also not involve any construction or related activity on Creekside property,²⁹ and therefore a creek protection permit is not required for the project. However, stormwater from portions of the project site could drain through underground storm drains and culverts and natural creek segments then into Glen Echo Creek prior to being discharged into Lake Merritt. As discussed above, compliance with the Construction General Permit, MRP, SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#53), SCA-HYD-2: State Construction General Permit (#54), and SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58) would ensure that stormwater runoff from the project site would not result in adverse impacts to creeks, therefore the project would have no impact related to conflicting with the City’s Creek Protection Ordinance.

c. Less-Than-Significant Impacts

Implementation of the project would result in the less-than-significant impacts described below. Because implementation of the project would not exceed the significance criteria described above, the project’s impacts would not be considered significant and no mitigation measures are needed.

²⁶ Ibid.

²⁷ California Emergency Management Agency, 2009. Tsunami Inundation Map for Emergency Planning, Oakland West Quadrangle. July 31.

²⁸ Federal Emergency Management Agency (FEMA), 2019. Definitions web page. Available at: <https://www.fema.gov/national-flood-insurance-program/definitions>, accessed December 5, 2023.

²⁹ Creekside property means those properties located in Oakland, as identified by the Environmental Services Manager, as having a creek or riparian corridor crossing the property and/or are contiguous to a creek or riparian corridor.

(1) Water Quality (Criterion 1)

Construction Period

The project would involve construction activities that would disturb over 1 acre of land and would therefore be required to comply with the Construction General Permit issued by the State Water Board. On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and stockpiling. The Construction General Permit also requires the development of a SWPPP by a certified Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments and construction materials and includes a list of BMPs to reduce discharges of construction-related stormwater pollutants. A SWPPP includes a detailed description of controls to reduce pollutants and outlines maintenance and inspection procedures and is kept onsite for ongoing monitoring requirements. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exists, and perimeter controls. A SWPPP also defines proper building material staging areas, paint and concrete washout areas, outlines proper equipment/vehicle fueling and maintenance practices, controls equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan. Under existing programs, the Project Sponsor must submit evidence of compliance with Construction General Permit requirements to the City, in accordance with SCA-HYD-2: State Construction General Permit (#49).

In addition, the project would be required to comply with SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#53), which requires construction activities to be performed under an Erosion and Sedimentation Control Plan, which, when properly implemented, would prevent excessive erosion and stormwater runoff of solid materials as a result of construction activities, which could otherwise degrade receiving water quality.

Dewatering may be performed during construction of the project. As discussed in *Section V.G, Hazards and Hazardous Materials*, there is the potential for groundwater contamination to be present near or within the project site related to former off-site USTs and potential unidentified on-site USTs. Impacts related to potential accidental spreading of groundwater contamination as a result of dewatering are discussed in *Section V.G, Hazards and Hazardous Materials*. Dewatering effluent may have high turbidity and could contain contaminants. Turbid/contaminated groundwater could cause degradation of the receiving water quality if discharged directly to storm drains without treatment. Any groundwater dewatering would be limited in duration (to the construction period) and the discharge of dewatering effluent would be subject to permits from East Bay Municipal Utility District (EBMUD) or the Regional Water Quality Control Board (RWQCB), depending if the discharge were to the sanitary sewer or storm drain system, respectively. Dewatering activities would also be required to comply with SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48) (as discussed under *Section V.G, Hazards and*

Hazardous Materials), which requires that groundwater pumped from the subsurface be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies.

Under existing State law, it is illegal to allow unpermitted non-stormwater discharges to receiving water. As stated in the Construction General Permit, non-stormwater discharges directly connected to receiving waters or the storm drain system have the potential to negatively impact water quality. The discharger must implement measures to control all non-stormwater discharges during construction, and from dewatering activities associated with construction. Discharging any pollutant-laden water that would cause or contribute to an exceedance of the Basin Plan criteria from a dewatering site or sediment basin into any receiving water or storm drain is prohibited (i.e., illegal).³⁰

The Construction General Permit allows the discharge of dewatering effluent if the water is not contaminated and properly filtered or treated, using appropriate technology. These technologies include but are not limited to retention in settling ponds (where sediments settle out prior to discharge of water) and filtration using gravel and sand filters (to mechanically remove the sediment). If the dewatering activity is deemed by the Regional Water Board not to be covered by the Construction General Permit, then the discharger could potentially prepare a Report of Waste Discharge, and if approved by the Regional Water Board, be issued site-specific Waste Discharge Requirements (WDRs) under the NPDES regulations. Site-specific WDRs contain rigorous monitoring requirements and performance standards that, when implemented, ensure that receiving water quality is not substantially degraded.

If the water is not suitable for discharge to the storm drain (receiving water), 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 BMPs which will result in achieving compliance with the wastewater discharge limits. Discharges to EBMUD's facilities must occur under a Special Discharge Permit. EBMUD manages the water it accepts into its facilities so that it can ensure proper treatment of wastewater at the treatment facility prior to discharge.

If it is infeasible to meet the requirements of the Construction General Permit, acquire site-specific WDRs, or meet the EBMUD Special Discharge Permit requirements, the construction contractor would be required to transport the dewatering effluent off-site for treatment in order to comply with existing regulations for the disposal of dewatering effluent.

³⁰ State Water Board, 2009. Construction General Permit Fact Sheet. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ.

Compliance with SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#53), SCA-HYD-2: State Construction General Permit (#54), SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48), and Construction General Permit regarding stormwater and dewatering would protect receiving water quality and ensure that the project would result in less-than-significant impacts to water quality during construction.

Operational Period

Because the project site would replace over 10,000 square feet of existing impervious surface area, the project would be required to comply with Provision C.3 requirements of the NPDES Municipal Regional Permit (MRP),³¹ which is also required by SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58). Regulated projects are required to incorporate post-construction stormwater management measures to reduce stormwater pollution from all new and replaced impervious surfaces. Stormwater from portions of the project site could be conveyed to the Bay via enclosed pipes and culverts, and stormwater runoff from these portions of the project site would not be subject to hydromodification requirements of the MRP. Stormwater from portions of the project site could also drain through underground storm drains and culverts and natural creek segments then into Glen Echo Creek prior to being discharged into Lake Merritt. In accordance with the requirements of the MRP,³² because the project would include replacement of over 1 acre of impervious surfaces and would result in an increase in impervious surface area (as the project would replace the existing impervious surfaces from demolition and new construction on the project site and increase impervious surface area from 3.13 acres to 3.27 acres), the project would be required to implement hydromodification management for the portions of the project site that would drain to Glen Echo Creek. Potential increases in runoff flow and volume from these portions of the project site must be managed (e.g., through detention, retention, and/or infiltration) so that the post-project runoff does not exceed estimated pre-project rates and durations, such that increased flow and/or volume would not cause increased potential for erosion of creek beds and banks, silt pollutant generation, or other adverse impacts on beneficial uses due to increased erosive force.

The project would be required to comply with SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58), which requires compliance with provision C.3 of the MRP, and the preparation and implementation of a Post-Construction Stormwater Management Plan, which would include and identify stormwater control and treatment systems. Compliance with SCA-HYD-3 also requires the Project Sponsor to enter into a maintenance agreement with the City, to

³¹ San Francisco Bay Regional Water Quality Control Board, 2017. San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan). Incorporating all amendments as of May 4.

³² Regional Water Board, 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

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

Compliance with SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58) and the MRP requirements regarding stormwater control and treatment would ensure that the project would result in less-than-significant impacts to water quality during operation.

(2) Groundwater Supplies (Criterion 2)

The project would replace the existing impervious surfaces from demolition and new construction on the project site and increase impervious surface area from 3.13 acres to 3.27 acres. The project site is underlain with Hydrologic Group D soils,³³ which have high runoff potential and water transmission through the soil is restricted or very restricted. Hydrologic D soils have high clay content and little infiltration capacity.³⁴ Therefore, even under undeveloped conditions (i.e., no impervious cover), these soils would not allow substantial infiltration of precipitation and aquifer recharge to occur.

As discussed above, compliance with Provision C.3 of the MRP would require the project to implement hydromodification management measures (e.g., detention, retention, and/or infiltration) and LID stormwater control/treatment measures (e.g., infiltration, permeable pavement, and biotreatment/bioretention) for runoff from the project site. Implementation of hydromodification management measures and LID stormwater control/treatment measures would allow some of the runoff from impervious surfaces to infiltrate the ground surface.

As discussed above, dewatering may be performed during construction of the project. Construction-related dewatering would be temporary and limited to the area of the project site and would not substantially contribute to depletion of groundwater supplies. Operation of the project would not involve long-term (i.e., operation period) dewatering or the use of groundwater as potable water would be supplied to the project site by EBMUD. Therefore, the project would result in less-than-significant impacts related to depletion of groundwater supplies or interference with groundwater recharge.

³³ Natural Resources Conservation Service, 2019. Web Soil Survey, USDA Mapping Website. Available at: <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>, accessed December 5, 2023.

³⁴ Natural Resources Conservation Service, 2007. Part 630 Hydrology National Engineering Handbook, Chapter 7, Hydrologic Soil Groups. Available at: <https://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba>, accessed December 5, 2023.

(3) Erosion/Siltation (Criterion 3)

Construction activities would involve excavation and grading, which would temporarily alter drainage patterns and expose soil to potential erosion. As described under the Water Quality section above, compliance with the Construction General Permit and the City's SCAs would ensure that erosion of exposed soil and sedimentation of receiving waters or the sewer system would not occur during construction of the project.

During operation of the project, stormwater could be conveyed from portions of the project site to the Bay via enclosed pipes and culverts, therefore stormwater runoff from these portions of the project site would not cause erosion in the downstream drainage courses.

As discussed above, runoff from portions of the project site could also drain through natural creek segments and Glen Echo Creek and these portions of the project site would be subject to hydromodification management requirements of the MRP so that increased runoff would not cause erosion/siltation. Compliance with SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58) and the hydromodification management requirements of the MRP would ensure that the project would result in less-than-significant impacts related to erosion or siltation associated with changing drainage patterns.

(4) Result in Flooding or Exceed Storm Drain System Capacity (Criteria 4 and 5)

The project site is not located within a FEMA-designated 100-year Flood Hazard Zone.³⁵ The project would convey stormwater runoff to the same storm drains which currently serve the project site, which ultimately discharge to the Glen Echo Creek and Lake Merritt, and the Bay.

The project would be required to comply with SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58), which requires preparation and implementation of a Post-Construction Stormwater Management Plan that must include and identify the location and size of new and replaced impervious surface; directional surface flow of stormwater runoff; location of proposed on-site storm drain lines; site design measures to reduce the amount of impervious surface area; and the method used to hydraulically size stormwater runoff treatment measures. Compliance with SCA-HYD-3 and the City's review of the Post-Construction Stormwater Management Plan would ensure that appropriate stormwater controls are incorporated into the project design to ensure that changes in drainage patterns and stormwater runoff from the project would have less-than-significant impacts related to exceeding the capacity of existing storm drain systems or resulting in flooding on- or off-site.

³⁵ Federal Emergency Management Agency (FEMA), 2009. Flood Insurance Rate Map, Alameda County, California and Incorporated Areas, Map Number 06001C0059G. Effective August 3.

(5) Contribution to Polluted Runoff or Otherwise Degrade Water Quality (Criteria 6 and 7)

As discussed above, compliance with the requirements of SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#48), SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#53), SCA-HYD-2: State Construction General Permit (#54), SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58), the Construction General Permit, and the MRP, would ensure that the project would result in less-than-significant impacts related to polluted runoff. No other potential impacts to water quality were identified beyond those discussed above.

(6) Resulting in Erosions, Siltation or Flooding from Altering Drainage Patterns, Including Altering a Creek, River, or Stream (Criterion 12)

The project would not alter a creek, river, or stream. As discussed previously, the project could alter drainage patterns; however, compliance with the Construction General Permit, MRP, SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#53), SCA-HYD-2: State Construction General Permit (#54), and SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58) would ensure that the project would result in less-than-significant impacts related to erosion/siltation and flooding.

d. Significant Impacts

Implementation of the project would not result in any significant impacts to hydrology and water quality.

e. Cumulative Impacts

The geographic area of concern for cumulative hydrology and water quality impacts to stormwater and surface water is the local watershed and the waterbody that receives runoff from the project site, primarily Glen Echo Creek, Lake Merritt, and the Central San Francisco Bay. As Lake Merritt and the Central San Francisco Bay are designated as “impaired” by the State Water Board, a cumulative water quality impact related to particular pollutants is currently occurring. Many of the pollutants for which the Central San Francisco Bay is considered impaired are related to legacy pollutants³⁶ that are no longer in use (and therefore would not be used for the project)

³⁶ Legacy pollutants are those that are primarily the result of historical contributions. They are pollutants that were used in the development of Northern California’s industries before their negative aspects were understood. Legacy pollutants stem from agricultural, manufacturing, and mining activities no longer practiced and include some pollutants currently banned by regulation.

but persist in the environment. For example, DDT was banned in the United States in 1972, but residual amounts of DDT persist in soils and surface water bodies in the Bay Area.

To address cumulative water quality impacts, stormwater regulations have become progressively more stringent since the passage of the federal CWA, and the continued evolution of NPDES permits which now require new development and redevelopment projects to manage and treat all significant sources of stormwater pollutants and reduce runoff rate and volume. NPDES permit requirements apply to the cumulative projects as well as that would be implemented under the project. As such, a reduction in runoff and overall pollutant loads in stormwater in the vicinity of the project site is anticipated over time, thereby reducing cumulative impacts. As the project would be required to comply with NPDES programs and applicable SCAs, the project's contribution related to future projects would not be cumulatively considerable.

Because the project would increase the amount of impervious area, the amount of stormwater runoff leaving the project site would increase compared to the existing condition. Compliance with SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#58), the hydromodification management requirements of the MRP, and the City's review of the Post-Construction Stormwater Management Plan would ensure that appropriate stormwater controls are incorporated into the project design to ensure that changes in drainage patterns and stormwater runoff from the project would have less-than-significant impacts related to exceeding the capacity of existing storm drain systems, erosion/siltation, or flooding on- or off-site. Other cumulative projects would be subject to similar existing stormwater regulations and local requirements (SCAs) that would ensure that stormwater runoff is appropriately managed to prevent flooding, erosion/siltation, or exceeding storm drainage capacity. Therefore, the project would not have a cumulatively considerable impact on flooding, erosion/siltation, or exceeding storm drainage capacity.

The project is not anticipated to substantially affect groundwater recharge and would not use groundwater during operation of the project. Therefore, the project would not have a cumulatively considerable impact related to impeding groundwater recharge or depletion of groundwater resources.

I. NOISE AND VIBRATION

This section described the noise and vibration setting at the project site; defines noise and vibration terminology; summarizes the relevant State and local regulatory policies and guidance for evaluating noise and vibration; assesses the potential noise and vibration impacts that may result from project implementation; and provides, where appropriate, the City's Standard Conditions of Approval (SCAs) and mitigation measures to address those impacts.

1. Setting

The following discussion provides background information on noise and vibration and summarizes the existing noise environment.

a. Noise and Vibration Context

The following subsections provide general information about noise and vibration to provide context for the remaining section.

(1) General Information on Noise

Noise is commonly defined as unwanted sound that annoys or disturbs people and that can have an adverse psychological or physiological effect on human health. Sound is measured in units of decibels (dB) on a logarithmic scale. Decibels describe the purely physical intensity of sound based on changes in air pressure but cannot accurately describe sound as perceived by the human ear, which is only capable of hearing sound within a limited frequency range. Thus, to obtain a single number that better characterizes the noise level perceived by a human ear, a decibel scale called A-weighting (dBA) is typically used. On this scale, the low and high frequencies are given less weight than the middle frequencies. Decibels and other technical terms are defined in Table V.I-1. Typical A-weighted noise levels at specific distances are shown for different noise sources in Table V.I-2.

In an unconfined space, such as outdoors, noise attenuates with distance. Noise levels at a known distance from point sources are reduced by 6 dBA for every doubling of that distance for hard surfaces (e.g., cement or asphalt) and by 7.5 dBA for every doubling of distance for soft surfaces (e.g., undeveloped or vegetative).¹ Noise levels at a known distance from line sources (e.g., roads, highways, and railroads) are reduced by 3 dBA for every doubling of the distance for hard surfaces and 4.5 dBA for every doubling of distance for soft surfaces. Greater decreases in noise levels can result from the presence of intervening structures or buffers.

¹ California Department of Transportation (Caltrans), 1998. Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol.

TABLE V.I-1 DEFINITION OF ACOUSTICAL TERMS

Term	Definition
Decibel (dB)	A unit describing the amplitude of sound on a logarithmic scale. Sound described in decibels is usually referred to as sound or noise “level.” This unit is not used in this analysis because it includes frequencies that the human ear cannot detect.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level (dBA)	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, in a manner similar to the frequency response of the human ear, and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted.
Equivalent Noise Level (L _{eq})	The average A-weighted noise level during the measurement period. For this CEQA evaluation, L _{eq} refers to a 1-hour period unless otherwise stated.
Community Noise Equivalent Level (CNEL)	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels to sound levels during the evening from 7:00 to 10:00 p.m. and after addition of 10 decibels to sound levels during the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level (L _{dn})	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to sound levels during the night between 10:00 p.m. and 7:00 a.m.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Vibration Decibel (VdB)	A unit describing the amplitude of vibration on a logarithmic scale.
Peak Particle Velocity (PPV)	The maximum instantaneous peak of a vibration signal.
Root Mean Square (RMS) Velocity	The average of the squared amplitude of a vibration signal.

Sources: Charles M. Salter Associates, Inc., 1998. Acoustics – Architecture, Engineering, the Environment. William Stout Publishers. Federal Transit Administration, 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No.0123, September.

TABLE V.I-2 TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND INDUSTRY

Noise Source (Distance in Feet)	A-Weighted Sound Level in Decibels (dBA)
Jet Aircraft (200)	112
Subway Train (30)	100
Truck/Bus (50)	85
Vacuum Cleaner (10)	70
Automobile (50)	65
Normal Conversation (3)	65
Whisper (3)	42

Source: Charles M. Salter Associates Inc., 1998. Acoustics – Architecture, Engineering, the Environment, William Stout Publishers.

A typical method for determining a person's subjective reaction to a new noise is by comparing it to existing conditions. The following describes the general effects of noise on people:²

- A change of 1 dBA cannot typically be perceived except in carefully controlled laboratory experiments.
- A 3-dBA change is considered a just-perceivable difference.
- A minimum of 5-dBA change is required before any noticeable change in community response is expected.
- A 10-dBA change is subjectively perceived as approximately a doubling or halving in loudness.

Because sound pressure levels are based on a logarithmic scale, they cannot be simply added or subtracted. For instance, if one noise source emits a sound level of 90 dBA and a second source is placed beside the first and also emits a sound level of 90 dBA, the combined sound level is 93 dBA, not 180 dBA. When the difference between two noise levels is 10 dBA or more, the amount to be added to the higher noise level is zero. In such cases, no adjustment factor is needed because adding in the contribution of the lower noise source makes no perceptible difference in what people can hear or measure. For example, if one noise source generates a noise level of 95 dBA and another noise source is added that generates a noise level of 80 dBA, the higher noise source dominates, and the combined noise level will be 95 dBA.

(2) General Information on Groundborne Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Several different methods are used to quantify vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors to vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment. Vibration amplitudes are usually expressed as either PPV or as RMS velocity. PPV is defined as the maximum instantaneous peak of the vibration signal. PPV is appropriate for evaluating potential damage to buildings, but it is not suitable for evaluating human response to vibration because it takes the human body time to respond to vibration signals. The response of the human body to vibration is dependent on the average amplitude of a vibration. Thus, RMS is more appropriate for evaluating human response to vibration. PPV and RMS are normally described in units of inches per second (in/sec), and RMS is also often described in VdB.

² Charles M. Salter Associates, Inc., 1998. Acoustics – Architecture, Engineering, the Environment. William Stout Publishers.

b. Local Noise Environment

The local noise environment in the vicinity of the project site, including sensitive receptors and existing noise conditions, is described below.

(1) Surrounding Receptors

The Noise Element of the Oakland General Plan defines noise-sensitive receptors as land uses whose purpose and function can be disrupted or jeopardized by noise. Noise-sensitive receptors include residences, schools, churches, hospitals, elderly-care facilities, hotels, libraries, and certain types of passive recreational open space.^{3,4}

Noise-sensitive receptors located near the project site include: (1) transitional housing (Clifton Hall) at 5276 Broadway, located 50 feet north of the project site boundary; (2) an apartment building at 5217 Broadway Terrace, located 110 feet north of the project site boundary;⁵ (3) an apartment building at 225 Clifton Street, located approximately 15 feet east of the project site boundary;⁶ (4) Oakland Technical High School Upper Campus, located 50 feet from the project site boundary; and (5) the Merrill Gardens at Rockridge assisted living facility, located approximately 100 feet west of the project site across Broadway.⁷

Commercial land uses, which are not considered noise-sensitive receptors, are located approximately 95 feet west of the project site across Broadway.⁸ A gas station, located to the north, and a vacant lot, located to the south, are not considered susceptible to noise or vibration disturbance because they do not contain noise-sensitive activities or uses.

(2) Ambient Noise Environment

The primary sources of noise in the vicinity of the project site are related to traffic on State Route (SR) 24 and traffic along major roadways. Sources of noise from major roadways include: (1) traffic on Broadway, which runs north to south adjacent to the western border of the project site; and (2) traffic on Broadway Terrace, which runs east and west adjacent to the northern border of the project site. Based on the roadway noise contours for the year 2025 in the City of Oakland

³ Passive open space is generally undeveloped and covered with vegetation.

⁴ City of Oakland, 2005. General Plan, Noise Element, March.

⁵ The apartment building is located 65 feet from the nearest outdoor construction activities (street improvement), and 125 feet from the other outdoor construction activities.

⁶ The apartment building is located 25 feet from all outdoor construction activities due to the 10-foot setback.

⁷ The assisted living facility is located 100 feet from all outdoor construction activities.

⁸ Commercial land use is located 95 feet from all outdoor construction activities.

General Plan, traffic noise levels range from 60 to 65 dBA Ldn⁹ at the project site and its vicinity.^{10,11}

2. Regulatory Setting

Noise standards in the City of Oakland (City) are promulgated by the State as well as by the City of Oakland General Plan and local ordinances. In California, noise is primarily regulated at the local level, through the implementation of general plan policies and local noise ordinances, and the State provides guidance for the preparation of general plan noise elements. The purpose of a local general plan is to identify the general principles intended to guide land use and development, and the purpose of the ordinances is to specify the standards and requirements for implementing the principles of the general plan.

a. Federal Transit Administration

The United States Federal Transit Administration's (FTA's) Transit Noise and Vibration Impact Assessment Manual establishes general methodology guidelines and impact criteria for assessment of construction noise impacts for transit projects. It is not a regulation but does function as one of the few federal sources that suggest both a methodology and guidelines for assessing noise impacts from construction activities. The FTA Manual does not contain standardized criteria for assessing construction noise impacts but includes noise limit thresholds at land uses that, when exceeded, may result in an adverse community reaction. Guidelines are provided for both general assessment and detailed assessments of construction noise. As a reasonable worst-case scenario, this methodology calls for estimating a combined noise level from the simultaneous and side-by-side operation of the two noisiest pieces of equipment expected to be used in each construction phase.

Although not a regulation, the FTA's Transit Noise and Vibration Impact Assessment Manual also provides guidance on the evaluation of building damage and human response to different levels of construction-related groundborne vibration. It functions as one of the few federal sources that provide guidance on the evaluation and assessment procedures and impact criteria for groundborne vibration induced by construction equipment.

⁹ The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to sound levels during the night between 10:00 p.m. and 7:00 a.m.

¹⁰ City of Oakland, 2005. General Plan, Noise Element, March.

¹¹ The City of Oakland General Plan notes that existing traffic noise levels are not expected to change substantially over the 20-year period between 2005 and 2025 (i.e., changes in noise levels would not be distinguishable) given the minor changes expected to occur in traffic levels. Therefore, existing noise levels at the project site and its vicinity from traffic along the surrounding streets are assumed to be the same as what is indicated in the 2025 roadway noise contours.

b. State Regulations

The California Noise Act and the applicable sections of the California Building Code are summarized below.

(1) California Noise Control Act

Sections 46000 to 46080 of the California Health and Safety Code codify the California Noise Control Act of 1973. This act established the Office of Noise Control under the California Department of Health Services. It requires that the Office of Noise Control adopt, in coordination with the Office of Planning and Research, guidelines for the preparation and content of noise elements for general plans. The most recent guidelines are contained in the California Office of Planning and Research's General Plan Guidelines.¹² The document provides land use compatibility guidelines for cities and counties to use in general plans to reduce conflicts between land use and noise. The City has adopted a modified version of the State's land use compatibility guidelines, as discussed below.

(2) California Occupational Safety and Health Administration Regulations

Noise exposure of construction workers is regulated by the California Occupational Safety and Health Administration (Cal/OSHA). Title 8, Subchapter 7, Group 15, Article 105 of the California Code of Regulations (Control of Noise Exposure) sets noise exposure limits for workers and requires employers who have workers who may be exposed to noise levels above these limits to establish a hearing conservation program, make hearing protection available, and keep records of employee noise exposure measurements. The Cal/OSHA also requires backup warning alarms that activate immediately upon reverse movement on all vehicles that have a haulage capacity of 2.5 cubic yards or more (Title 8, California Code of Regulations). The backup alarms must be audible above the surrounding ambient noise level at a distance of 200 feet. In order to meet this requirement, backup alarms are often designed to generate sound as loud as 82 to 107 dBA L_{max} at 4 feet.¹³

¹² California Office of Planning and Research, 2017. State of California General Plan Guidelines.

¹³ National Cooperative Highway Research Program (NCHRP), 1999. Mitigation of Nighttime Construction Noise, Vibrations, and Other Nuisances. NCHRP Synthesis 218.

(3) California Building Standards Code

The 2019 California Building Standards Code¹⁴ specifies interior noise levels for both residential and nonresidential uses during operation. Specifically, it specifies that interior noise levels attributable to exterior sources shall not exceed 45 dBA L_{dn} in any habitable room (e.g., residential homes for living, sleeping, eating, or cooking).¹⁵ The noise metric used (either L_{dn} or CNEL) shall be consistent with the noise element of the local general plan.¹⁶ The 2019 California Building Standards Code also specifies that buildings containing non-residential uses (e.g., retail spaces and offices) that are exposed to exterior noise levels at or above 65 dBA L_{eq} or CNEL shall maintain an interior noise level below 50 dBA L_{eq} in occupied areas during any hour of operation.¹⁷ An acoustical analysis documenting compliance with this interior sound level is required.

c. City of Oakland

The following section summarizes relevant noise policies and standards from the General Plan, Noise Ordinances, and SCAs.

(1) General Plan

The Noise Element of the City of Oakland General Plan contains the following noise policies and action items that are applicable to the project:¹⁸

Policy 1: Ensure the compatibility of existing and, especially, of proposed development projects not only with neighboring land uses but also with their surrounding noise environment.

Action 1.1: Use the noise-land use compatibility matrix (Figure 6 of the Noise Element [Table V.I-3 below]) in conjunction with the noise contour maps (especially for roadway traffic) to evaluate the acceptability of residential and other proposed land uses and also the need for any mitigation or abatement measures to achieve the desired degree of acceptability.

Action 1.2: Continue using the City's zoning regulations and permit processes to limit the hours of operation of noise-producing activities which create conflicts with residential uses and to attach noise-abatement requirements to such activities.

¹⁴ The design of the project would be required to conform to the 2019 CBC (which went into effect on January 1, 2020).

¹⁵ Habitable space is a space in a building for living, sleeping, eating or cooking. Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces.

¹⁶ California Code of Regulations, Title 24, Part 2, Vol. 1, Section 1206.4.

¹⁷ California Code of Regulations, Title 24, Part 11, Section 5.507.

¹⁸ City of Oakland, 2005. General Plan, Noise Element, March.

TABLE V.I-3 OAKLAND GENERAL PLAN NOISE LAND USE COMPATIBILITY MATRIX

Land Use Category	Community Noise Exposure in Decibels (L _{dn} or CNEL, dB)						
	50	55	60	65	70	75	80
Residential							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
	NORMALLY ACCEPTABLE Development may occur without an analysis of potential noise impacts to the proposed development (though it might still be necessary to analyze noise impacts that the project might have on its surroundings).			NORMALLY UNACCEPTABLE Development should generally be discouraged; it may be undertaken only if a detailed analysis of the noise-reduction requirements is conducted, and if highly effective noise insulation, mitigation or abatement features are included in the design.			
	CONDITIONALLY ACCEPTABLE Development should be undertaken only after an analysis of noise-reduction requirements is conducted, and if necessary, noise-mitigating features are included in the design. Conventional construction will usually suffice as long as it incorporates air conditioning or forced-air-supply systems, though it will likely require that project occupants maintain their windows closed.			CLEARLY UNACCEPTABLE Development should not be undertaken.			

Source: City of Oakland, 2005. City of Oakland General Plan, Noise Element, March. Figure 6.

Policy 2: Protect the noise environment by controlling the generation of noise by both stationary and mobile noise sources.

Action 2.2: As resources permit, increase enforcement of noise-related complaints and also of vehicle speed limits and of operational noise from cars, trucks and motorcycles.

Policy 3: Reduce the community's exposure to noise by minimizing the noise levels that are received by Oakland residents and others in the City. (This policy addresses the reception of noise whereas Policy 2 addresses the generation of noise.)

Action 3.1: Continue to use the building-permit application process to enforce the California Noise Insulation Standards regulating the maximum allowable interior noise level in new multi-unit buildings.

Policy N3.9: Orienting Residential Development. Residential developments should be encouraged to face the street and to orient their units to desirable sunlight and views, while avoiding unreasonably blocking sunlight and views for neighboring buildings, respecting the privacy needs of residents of the development and surrounding properties, providing for sufficient conveniently located on-site open space, and avoiding undue noise exposure.

Policy N5.2: Buffering residential areas. Residential areas should be buffered and reinforced from conflicting uses through the establishment of performance-based regulations, the removal of non-conforming uses, and other tools.

(2) Noise Ordinances

Chapter 17.120.050 of the Municipal Code establishes performance standards to control dangerous or objectionable environmental effects of noise. The operational noise level standards for residential and commercial zones are presented in Table V.I-4. The construction and demolition noise level standards for residential and commercial/industrial land uses are presented in Table V.I-5. Noise from mechanical heating, ventilation, and air conditioning (HVAC) systems is prohibited from exceeding the nighttime noise levels presented in Table V.I-4, and the systems are required to be housed within an enclosure if located within 200 feet of a residential zone. Chapter 17.120.060 prohibits activities from generating vibration that is perceptible without instruments by the average person at or beyond the lot line of the lot containing such activities. Vibration generated by motor vehicles, trains, and temporary construction or demolition work is exempt from this standard. Chapter 17.120.050 further requires that:

- (1) All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- (2) Unnecessary idling of internal combustion engines is prohibited.

TABLE V.I-4 CITY OF OAKLAND OPERATIONAL NOISE STANDARDS AT RECEIVING PROPERTY LINE, DBA

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

^a These standards are reduced by 5 dBA for simple tone noise, noise consisting primarily of speech or music, or recurring impact noise.

^b If the ambient noise level exceeds these standards, the standard shall be adjusted to equal the ambient noise level.

^c Legal residences, schools and childcare facilities, health care or nursing home, public open space, or similarly sensitive land uses.

^d L_{max} = maximum instantaneous noise level

Source: City of Oakland Municipal Code Section 17.120.050 Noise.

- (3) All stationery noise-generating construction equipment such as tree grinders and air compressors are to be located as far as is practical from existing residences.
- (4) Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- (5) Use of pile drivers and jack hammers shall be prohibited on Sundays and holidays, except for emergencies and as approved in advance by the Building Official.

TABLE V.I-5 CITY OF OAKLAND CONSTRUCTION NOISE STANDARDS AT RECEIVING PROPERTY LINE, dBA

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

Notes: If the ambient noise level exceeds these standards, the standard shall be adjusted to equal the ambient noise level. Nighttime noise levels from construction and demolition between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and between 8:00 p.m. and 9:00 a.m. on weekends and federal holidays are prohibited from exceeding the applicable nighttime operational noise level standards (see Table V.I-4).

^a Nonscheduled, intermittent, short-term construction or demolition operation is less than 10 days.

^b Repetitively scheduled and long-term construction or demolition operation is 10 days or more.

Source: City of Oakland Municipal Code Section 17.120.050 Noise.

Standard Conditions of Approval

The City’s SCAs¹⁹ that are relevant to noise and vibration are listed below. The SCAs are adopted as requirements for all projects approved within the City of Oakland.

SCA-NOI-1: Construction Days/Hours (#67)

Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours:

- a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.
- b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.
- c. No construction is allowed on Sunday or federal holidays.

Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-

¹⁹ City of Oakland Department of Planning and Building Bureau of Planning. Standard Conditions of Approval. Adopted by City Council on November 3, 2008 (Ordinance No. 12899 C.M.S.), revised January 24, 2020.

case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-NOI-2: Construction Noise (#68)

Requirement: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:

- a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.
- b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- c. Applicant shall use temporary power poles instead of generators where feasible.
- d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
- e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-NOI-3: Extreme Construction Noise (#6g)

a. Construction Noise Management Plan Required

Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90 dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:

- i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;
- 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;
- iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;
- 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
- v. Monitor the effectiveness of noise attenuation measures by taking noise measurements.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Public Notification Required

Requirement: 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.

When Required: During construction

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

SCA-NOI-4: Construction Noise Complaints (#71)

Requirement: The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:

- a. Designation of an on-site construction complaint and enforcement manager for the project;
- b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit;
- c. Protocols for receiving, responding to, and tracking received complaints; and
- d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City’s request.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

SCA-NOI-5: Exposure to Community Noise (#72)

Requirement: The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window,

wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following:

- a. 45 dBA: Residential activities, civic activities, hotels
- b. 50 dBA: Administrative offices; group assembly activities
- c. 55 dBA: Commercial activities
- d. 65 dBA: Industrial activities

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-NOI-6: Operational Noise (#73)

Requirement: 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.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#75)

Requirement: The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage Macky Hall, Carriage House, and retained portion of Broadway Wall and Stairs. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.

When Required: Prior to construction

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section describes environmental impacts related to noise and vibration that could result from implementation of the project. The section begins with the criteria of significance that establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

Implementation of the project would have a significant impact related to noise and vibration if it would result in the following:

1. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise (Table V.I-5), except if an acoustical analysis is performed that identifies recommended measures to reduce potential impacts.²⁰ 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 (Table V.I-4).
2. Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020) regarding persistent construction-related noise.
3. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise.
4. 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).²¹
5. Expose persons to interior L_{dn} or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories, and long-term care facilities (may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (Title 24 of the California Code of Regulations, Part 2).
6. Expose the project to community noise in conflict with the land use compatibility guidelines of the City of Oakland General Plan (Table V.I-3) after incorporation of all applicable SCAs.²²

²⁰ The acoustical analysis must identify, at a minimum: (a) the types of construction equipment expected to be used and the noise levels typically associated with the construction equipment; and (b) the surrounding land uses, including any sensitive land uses (e.g., schools and childcare facilities, health care and nursing homes, public open space). If sensitive land uses are present, the acoustical analysis must recommend measures to reduce potential impacts.

²¹ Outside of a laboratory, a 3-dBA change is considered a just-perceivable difference. Therefore, 3 dBA is used to determine if the project-related noise increases are cumulatively considerable. Project-related noise should include both vehicle trips and project operations.

²² The evaluation of land use compatibility should consider the following factors: type of noise source; sensitivity of the noise receptor; the noise reduction likely to be provided by structures; the degree to which the noise

7. 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).
8. During either project construction or project operation, expose persons to or generate groundborne vibration that exceeds the criteria established by the FTA.²³
9. Be located within an airport land use plan and expose people residing or working in the project area to excessive noise levels.
10. Be located within the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels.

b. Less-Than-Significant Noise and Vibration Impacts

Implementation of the project would result in the less-than-significant impacts described below. Because these impacts would not exceed the significance criteria described above, they do not require mitigation measures.

(1) Construction Noise (Criteria 1 and 2)

Construction is expected to occur over a period of approximately 28 months and would temporarily increase noise levels in the vicinity of the project site. The primary noise impacts from construction of the project would occur from noise generated by the operation of heavy construction equipment on the project site, which is analyzed under Section I.3.c. Secondary sources of noise during construction include increased traffic flow from the transport of equipment and materials to the project site, which are analyzed below.

Construction Truck Trips

Construction of the project could generate up to 524 truck trips during demolition over a course of 30 work days, and 1,750 truck trips during grading over a course of 10 work days.²⁴ Based on noise modeling results (Appendix E), truck trips during demolition could generate noise levels of up to approximately 50.7 dBA L_{eq} , which is lower than the long-term (more than 10 days)

source may interfere with speech, sleep, or other activities characteristic of the land use; seasonal variations in noise source levels; existing outdoor ambient levels; general societal attitudes toward the noise source; prior history of the noise source; and tonal characteristics of the noise source. To the extent that any of these factors can be evaluated, the measured or computed noise exposure values may be adjusted to more accurately assess local sentiments toward acceptable noise exposure.

²³ The FTA criteria were developed to apply to transit-related groundborne vibration. However, these criteria should also be applied to non-transit-related sources of vibration.

²⁴ Numbers of truck trips and duration are based on the California Emissions Model (CalEEMod) (see *Section V.D, Air Quality* and Appendix D).

construction noise threshold of 65 dBA at residential land use and 70 dBA at commercial and industrial land uses (Table V.I-5). Truck trips during grading could generate noise levels of up to approximately 59.3 dBA L_{eq} , which is lower than the short-term (less than ten days) construction noise threshold of 80 dBA at residential land use and 85 dBA at commercial and industrial land uses (Table V.I-5). Therefore, impacts related to increased truck trips along local roadways during construction would be less than significant.

(2) Operational Noise (Criteria 3 and 4)

The primary noise generation from the long-term operation of the project would occur as a result of (1) the use of HVAC systems; (2) increased vehicular traffic on area roads; or (3) outdoor community events.

HVAC Systems

Noise generated from HVAC systems would be subject to SCA-NOI-6: Operational Noise (#73), which requires all operational noise to comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. Implementation of SCA-NOI-6: Operational Noise (#73) would ensure that the project would not violate the City's operational noise standards (Table V.I-4), which is required by law and will be enforced by the City, and no significant impacts would occur. In addition, given the existing urban setting at the project site, which include noise generated by traffic and similar HVAC systems at surrounding buildings, the noise generated by HVAC systems at the project site would not result in a perceptible (i.e., 3 dBA) increase in ambient noise levels. For these reasons, the potential for noise generated by the HVAC systems to result in a significant permanent noise increase at the project site is less than significant.

Traffic-Generated Noise

Implementation of the project would result in increased traffic on local area roadways. As indicated in Criterion 4, a project is considered to generate a significant increase in ambient noise levels if it results in a 5-dBA permanent increase in noise levels in the project vicinity.

The assessment of AM and PM peak hour traffic volumes at five intersections near the project site indicates that the highest project-generated traffic volumes would occur along Clifton Street between Broadway and project driveway (149 vehicles per hour during AM peak hour). Based on the roadway noise contours for the year 2025 in the City of Oakland General Plan, traffic noise levels range from 60 to 65 dBA L_{dn} at the project site and its vicinity.²⁵ Generally, during the peak

²⁵ City of Oakland, 2005. City of Oakland General Plan, Noise Element, March.

traffic hour under normal traffic conditions, L_{dn} is within plus or minus 2 dBA of the L_{eq} .²⁶ Therefore, the existing AM and PM peak hour traffic noise levels range from approximately 58-67 dBA L_{eq} .

The ambient noise levels and predicted ambient plus project traffic noise levels for this roadway segment are summarized in Table V.I-6 below. Traffic noise is expected to increase by up to about 1 dBA L_{eq} along this roadway segment. Because this is the roadway segment with the greatest predicted increase in traffic volumes, traffic noise increases along other roadway segments would be less than 1 dBA L_{eq} . This is below the 5-dBA significance threshold for project-generated traffic noise. Therefore, implementation of the project would not result in a significant increase in traffic noise.

TABLE V.I-6 AMBIENT NOISE AND AMBIENT PLUS PROJECT PEAK HOUR TRAFFIC NOISE LEVELS FOR THE ROADWAY SEGMENT WITH HIGHEST INCREASE, dBA L_{eq} AT 50 FEET

Roadway Segment	Ambient Noise	Ambient Plus Project Traffic Noise Levels ^a	Estimated Increase in Noise ^b
Clifton Street between Broadway and project driveway (AM peak hour)	58-67	59-67	0-1

^a Noise levels were determined using FHWA TNM Version 2.5 model. Traffic noise model outputs are included in Appendix E. Road center to receptor distance is approximately 50 feet. The analysis considered 100 percent automobile for project-generated traffic. Traffic speeds for automobiles were set at 30 mph.

^b Considered significant if the incremental increase in noise from traffic is greater than the existing ambient noise level by 5 dBA L_{eq} , per City of Oakland, CEQA Thresholds/Criteria of Significance Guidelines. Violations are in **bolded** text.

Source: Traffic Study (Appendix C).

Outdoor Community Events

The project would include the provision of 11,884 square feet of assembly space. This would include 10,718 square feet of group assembly space on Macky Lawn, 1,487 square feet of recreational assembly (playground) and 1,166 square feet of gr recreational assembly or personal instruction and improvement services. Macky Lawn and the Carriage House Terrace would be available to be used for activities including community or cultural performing arts by non-profit groups. Outdoor community events would be limited to between 8:00 a.m. to 10:00 p.m. and could generate noise from people congregating and amplified-sound systems. The closest sensitive receptor is the Merrill Gardens at Rockridge assisted living facility, located approximately 250 feet southwest of Macky Lawn across Broadway. Offsite sensitive receptors located to the north, northeast, east, and southeast of the project would be shielded from noise

²⁶ California Department of Transportation (Caltrans), 1998. Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol.

generated by the outdoor community events by the proposed buildings surrounding Macky Lawn and the Carriage House Terrace. There are no nearby sensitive receptors south of the project site.

According to the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code, the maximum allowable noise level during the daytime (7:00 a.m. to 10:00 p.m.) at a receiving residential property is 60 dBA (see Table V.I-4) or the ambient noise level, whichever is higher. Conservatively assuming the ambient noise level at the assisted living facility is 60 dBA or lower, outdoor community events at the project site could generate noise levels as high as about 95 dBA onsite without exceeding the 60 dBA limit at the offsite assisted living facility (see Table V.I-7). If an outdoor community event at the project site could potentially exceed 60 dBA at the assisted living facility, then SCA-NOI-6: Operational Noise (#73) would require the project to implement noise reduction measures to ensure compliance with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. Examples of noise reduction measures could include lowering speaker volumes or angling speakers away from nearby receptors. Alternatively, if an event is open to the public and a Special Event Permit and Sound Amplification Permit (if applicable) have been obtained from the City, then the noise generated by the event may be exempt from the City's noise limits summarized in Table V.I-4. Therefore, implementation of the project would not result in a significant increase in noise from outdoor community events.

TABLE V.I-7 POTENTIAL NOISE LIMIT FOR OUTDOOR COMMUNITY EVENTS

Source	Noise Limit at Receptor (dBA ₁)	Distance to Receptor (D ₁)	Distance from Source (D ₂)	Noise Limit at Source (dBA ₂)
Community Event	60 dBA	250 Feet	10 Feet	95 dBA L _{eq}

Notes: Noise level at the receptor calculated based on the following equation: $dBA_2 = dBA_1 + 10 * \log_{10}(D_1/D_2)^{2.5}$. Source: California Department of Transportation, 1998. Technical Noise Supplement (TeNS). Equation N-2141.2. October.

(3) Exposure of Persons to Significant Noise during Construction and Operation (Criteria 5, 6, and 7)

Construction Period

Construction workers could be exposed to excessive noise from the heavy equipment used during construction of the project. However, as discussed under Regulatory Setting, noise exposure of construction workers is regulated by Cal/OSHA. Title 8, Subchapter 7, Group 15, Article 105 of the California Code of Regulations (Control of Noise Exposure) sets noise exposure limits for workers and requires employers that have workers that may be exposed to noise levels above these limits to establish a hearing conservation program, make hearing protectors available, and keep records of employee noise exposure measurements. The construction contractor for the project

would be subject to these regulations, and compliance with these Cal/OSHA regulations would ensure that the potential for construction workers to be exposed to excessive noise is less than significant.

Operational Period

Upon completion of project construction, future occupants of the project could be exposed to noise levels in excess of regulatory standards. As described above, traffic noise levels from traffic on SR 24 and traffic along major roadways range from 60 to 65 dBA L_{dn} at the project site. This noise environment is regarded as “conditionally acceptable” for residential land uses and office buildings (Table V.I-3).²⁷ The City of Oakland General Plan indicates that development within a “conditionally acceptable” environment requires an analysis of noise-reduction requirements and, if necessary, noise mitigation features in the design.

The project would be subject to SCA-NOI-5: Exposure to Community Noise (#72), which requires noise reduction to be incorporated into building design based on the recommendations of a qualified acoustical engineer. The noise reduction measures would be required to reduce interior noise levels to 45 dBA L_{dn} for residential units and 50 dBA L_{eq} for non-residential spaces (e.g., offices) in accordance with the 2019 California Building Standards Code.

A typical building facade with windows closed provides a noise level reduction of approximately 25 dBA,²⁸ and therefore conventional construction of a building will ensure that the interior noise levels from exterior sources will be reduced to about 35 to 40 dBA L_{dn} , thereby satisfying the interior noise standards for both residential units of 45 dBA L_{dn} and non-residential spaces of 50 dBA L_{dn} . Sound Transmission Class (STC) rated windows, exterior doors (such as balcony doors), and exterior walls are also commonly used to control interior noise from exterior sources.

The noise control measures are required to be submitted to the City for review and approval prior to the issuance of a construction-related permit. Compliance with this SCA would therefore reduce the potential for future occupants of the project to be exposed to excessive or incompatible noise levels to a less-than-significant level.

²⁷ The project description specifies that the Project Sponsor is proposing to reclassify the entire project site to the Community Commercial General Plan Land Use. However, this analysis used the land use category as residential and office buildings from Table V.I-3 to discuss the land use compatibility impact.

²⁸ Charles M. Salter Associates, Inc., 1998. Acoustics – Architecture, Engineering, the Environment. William Stout Publishers.

(4) Groundborne Vibration during Project Construction (Criterion 8)

Construction activities can result in varying degrees of groundborne vibration, depending on the equipment, activity, and relative proximity to sensitive receptors.

Table V.I-8 summarizes the vibration criteria to prevent disturbance of the nearest residences and the Oakland Technical High School Upper Campus to the project site. In this analysis, the “occasional events” criterion is applied for construction equipment. Table V.I-9 summarizes the vibration criteria to prevent damage to structures.

TABLE V.I-8 VIBRATION CRITERIA TO PREVENT DISTURBANCE – RMS (VdB)

Land Use Category	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Residences and buildings where people normally sleep	72	75	80
Institutional land uses with primarily daytime use	75	78	83

^a More than 70 vibration events of the same kind per day or vibration generated by a long freight train.

^b Between 30 and 70 vibration events of the same kind per day.

^c Fewer than 30 vibration events of the same kind per day.

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

TABLE V.I-9 VIBRATION CRITERIA TO PREVENT DAMAGE TO STRUCTURES

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

^a More than 70 vibration events of the same kind per day or vibration generated by a long freight train.

^b Between 30 and 70 vibration events of the same kind per day.

^c Fewer than 30 vibration events of the same kind per day.

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

The vibration criterion for engineered concrete and masonry (no plaster) is selected to represent the building types adjacent to and near the project site.

The reference vibration levels at 25 feet away from the construction equipment that could be used at the project site are summarized in Table V.I-10. Although the table provides one vibration level for each piece of equipment, it should be noted that there is considerable variation in reported ground vibration levels from construction activities, primarily due to variation in soil characteristics. Table V.I-10 also shows the buffer distance that would be required to reduce vibration levels to below the FTA thresholds for disturbance and building damage. For instance, if

a vibratory roller is approximately 107 feet or more away from a given receptor, the vibration levels generated by the bulldozer would not have the potential to disturb that receptor. The potential impacts from vibration disturbance are evaluated further under Section I.3.c, and potential impacts from vibration damage are evaluated below.

Vibration Damage

All adjacent buildings are located more than 18 feet from construction activities. Therefore, according to Table V.I-10, vibration from the construction equipment would not have the potential to damage adjacent buildings. The impact would be less than significant. On-site buildings would be located adjacent to many of the demolition and construction locations under the project and therefore could be subject to potentially damaging levels of vibration during construction. However, consideration of damage to buildings on the developer's own property is a standard part of the design and review process for a development. This process would ensure that existing buildings remain in good condition both during and after the implementation of the project. In addition, with implementation of SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#75) the Project Sponsor shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage Macky Hall, the Carriage House and the Broadway Wall and Stairs. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. Therefore, the potential of construction-generated vibration to result in damage to on-site buildings is less than significant.

(1) Aircraft Noise (Criteria 9 and 10)

Oakland Children's Hospital Heliport is located approximately 0.8 miles to the west of the project site.²⁹ A typical light- or medium-duty medical helicopter could generate noise levels of 90 dBA L_{max} at a distance of 50 feet.³⁰ According to Federal Aviation Administration, an altitude of 1,000 feet above the highest obstacle is required as the minimum safe helicopter flight altitude over a congested area of a city. At a distance of 1,000 feet, a light or medium helicopter would generate noise levels of approximately 57 dBA L_{max} on the ground surface directly below the flight path. As the existing ambient noise levels in the vicinity of the project site range from 60 dBA L_{dn} to 65 dBA L_{dn} , helicopter noise could increase ambient noise by 2 dBA if the project site is directly

²⁹ Federal Aviation Administration (FAA), 2019. Airport Data and Contact Information. Effective: June 20, 2019. Database searched for both public-use and private-use facilities in Alameda County. Available at: <https://adip.faa.gov/agis/public/#/simpleAirportMap/7CL1/>, accessed December 5, 2023.

³⁰ California Public Utilities Commission, 2017. Fulton-Fitch Mountain Reconducting Project, Final Initial Study/Mitigated Negative Declaration. State Clearinghouse No. 2017072049, October.

TABLE V.I-10 REFERENCE SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT AND THE ASSOCIATED BUFFER DISTANCES REQUIRED TO PREVENT EXCEEDANCE OF FTA THRESHOLDS

Equipment	At 25 Feet		Required Buffer Distance from Source to Avoid Exceedance of:		
	PPV (In/Sec) ^a	RMS (VdB) ^b	Building Damage Threshold, 0.3 PPV (Feet)	Human Annoyance Threshold for Residences, 75 VdB (Feet)	Human Annoyance Threshold for Schools, 78 VdB (Feet)
Vibratory Roller	0.21	94	18	107	85
Large Bulldozer	0.089	87	7	63	50
Loaded Trucks	0.076	86	6	58	46
Small Bulldozers	0.003	58	<1	7	5

Notes: Receptors within the buffer distance could be affected by construction-generated vibration.

^a PPV = peak particle velocity, in/sec = inches per second

^b RMS = root mean square, VdB = vibration decibel

Buffer distances are calculated based on the following equations:

$$PPV2 = PPV1 \times (D1/D2)^1$$

Where:

PPV1 is the reference vibration level at the reference distance (25 feet), and PPV2 is the calculated vibration level (in this case 0.3 in/sec).

D1 is the reference distance (in this case 25 feet), and D2 is the distance from the equipment to the receiver (in this case the buffer distance).

n=1 as the project site is underlain mostly by bedrock.

$$RMS2 = RMS1 - 30 \text{ Log}_{10} (D2/D1)$$

Where:

RMS1 is the reference vibration level at the reference distance (25 feet), and RMS2 is the calculated vibration level (in this case 75 VdB or 78 VdB).

D1 is the reference distance (in this case 25 feet), and D2 is the distance from the equipment to the receiver (in this case the buffer distance).

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

Source: California Department of Transportation (Caltrans), 2013. Transportation and Construction Vibration Guidance Manual, September.

below the flight path. As discussed above, a 3-dBA change is considered a just-perceivable difference and therefore helicopter noise would not be noticeable at the project site. In addition, an occasional overhead flight of a service helicopter is not an unusual event in a city setting. Therefore, the potential for exposure of people residing or working in the project area to excessive noise related to a private airstrip would be less than significant.

The nearest public use airport to the project site is the Oakland International Airport approximately 8 miles to the southwest of the project site. The project site is not within the area

of a public airport land use plan.³¹ Therefore, the project would not expose people at the project site to excessive noise levels from any public use airports.

c. Significant Noise and Vibration Impacts

Implementation of the project would result in significant noise and vibration impacts as described below.

(1) Construction Noise (Criteria 1 and 2)

Construction of the project would involve demolition of existing structures, site preparation, grading, building construction, and paving and street improvement on the project site. Construction is expected to occur over a period of approximately 28 months and would temporarily increase noise levels in the vicinity of the project site. Demolition, excavation/grading, and foundation work are typically the noisiest phases of construction and would occur during the first phases of construction. The later phases of construction include activities that are typically quieter and that occur within the building under construction, thereby providing a barrier for noise between the construction activity and any nearby receptors. Although pile driving can generate extreme levels of noise, pile driving is not proposed as part of this project.³²

Construction Equipment

Table V.I-11 includes typical noise levels associated with various types of construction equipment that would be used at the project site. To evaluate potential construction noise impacts associated with the project, this analysis quantified the noise levels that would result from the simultaneous operation of the two noisiest pieces of equipment expected to be used during each construction phase (this is a standard analytical approach used in acoustical analysis to estimate construction noise associated with proposed projects).³³

The addition of the two noisiest pieces of equipment presented in Table V.I-12 to characterize the noise impact from the project at the nearest receptors in the vicinity of the project site based on short-term and long-term construction activities. Site preparation is the only project construction phase that is anticipated to be less than 10 days and, therefore, noise levels are compared to the City's short-term construction thresholds. All other phases are repetitively scheduled to occur during weekdays over a longer period of time of 10 days or more and, therefore, noise levels are

³¹ Alameda County Community Development Agency, 2010. Oakland International Airport, Airport Land Use Compatibility Plan, December.

³² Northart, Brandon from Urban Planning Partners, Inc., 2019. Email communication with Lisa Luo from Baseline, June 25.

³³ Federal Transit Administration, 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No.0123, September.

TABLE V.I-11 TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT (DBA)

Phase	Equipment	Noise Level at 50 Feet
Demolition and Relocation	Concrete/Industrial Saws	90
	Forklifts	NA
	Off-Highway Trucks	84
	Rubber Tired Dozers	80
	Rubber Tired Loaders	80
	Tractors/Loaders/Backhoes	84
Site Preparation	Graders	85
	Scrapers	85
	Tractors/Loaders/Backhoes	84
Grading	Graders	85
	Rubber Tired Dozers	85
	Tractors/Loaders/Backhoes	84
Building Construction	Forklifts	NA
	Welders	73
Paving and Street Improvement	Cement and Mortar Mixers	85
	Off-Highway Trucks	84
	Pavers	85
	Paving Equipment	85
	Rollers	85
	Sweepers/Scrubbers	80
	Tractors/Loaders/Backhoes	84

Notes: NA - Not available. Forklifts are not considered heavy construction equipment and therefore their noise levels are not available.

The types of construction equipment are based on the California Emissions Estimator Model (CalEEMod) equipment list (see *Section V.D, Air Quality*, and Appendix D).

Source: U.S. Department of Transportation, 2006. FHWA Highway Construction Noise Handbook.

compared to the City’s short-term construction thresholds. As shown, site preparation would generate exterior noise levels above the 80 dBA short-term construction noise standard at the nearest noise-sensitive receptors, and above the 85 dBA short-term construction noise standard at the nearest commercial land uses. As shown, all other construction phases would generate exterior noise levels above the 65 dBA long-term construction noise standard at the nearest noise-sensitive receptors, and above the 70 dBA long-term construction noise standard at the nearest commercial land uses. Construction noise levels also have the potential to exceed 90 dBA at the apartment complex at 225 Clifton Street.

TABLE V.I-12 CALCULATED PROJECT CONSTRUCTION NOISE LEVELS AT NEAREST RECEPTORS, DBA

Phase	Construction Noise at Receptors without SCAs ^a					
	Clifton Hall ^b	Oakland Technical High School Upper Campus ^b	Apartment at 225 Clifton Street ^c	Apartment at 5217 Broadway Terrace ^d	Assisted Living Facility ^e	Commercial Land Use ^f
Short-Term Construction Activities						
Site Preparation	86	86	94	80	82	82
Short-Term Construction Thresholds (Table V.I-5)	80	80	80	80	80	85
Long-Term Construction Activities						
Demolition and Relocation	89	89	97	83	85	85
Grading	86	86	94	80	82	82
Building Construction	71	71	79	65	67	67
Paving and Street Improvement	88	88	94	81	82	82
Long-Term Construction Thresholds (Table V.I-5)	65	65	65	65	65	70

Notes: **Bold** text indicates exceedance of thresholds.

The two noisiest pieces of equipment during each construction phase are: a concrete/industrial saw and an off-highway truck or a tractor/loader/backhoe (demolition); a grader and a scraper (site preparation); a grader and a rubber-tired dozer (grading); one welder (building construction); two of the following: cement and mortar mixers, a paver, paving equipment, and rollers (paving and street improvement).

^a Implementation of the City’s SCAs will reduce construction noise levels. For example, a Construction Noise Management Plan will be prepared and implemented that contains site-specific noise attenuation measures to reduce construction impacts associated with extreme noise generating activities.

^b Clifton Hall and the Oakland Technical High School Upper Campus is located 50 feet from the nearest outdoor construction activities (street improvement) and 65 feet from the other outdoor construction activities.

^c The apartment complex at 225 Clifton Street is located 25 feet from all outdoor construction activities due to the 10-foot setback.

^d The apartment building at 5217 Broadway Terrace is located 110 feet from the nearest outdoor construction activities (street improvement), and 125 feet from the other outdoor construction activities.

^e The assisted living facility is located 100 feet from all outdoor construction activities.

^f Commercial land use is located 95 feet from all outdoor construction activities.

Source: Baseline Environmental Consulting, 2019.

Construction of the project would be subject to Oakland’s SCAs. The impacts from construction noise would be reduced by implementation of SCA-NOI-1: Construction Days/Hours (#67), SCA-NOI-2: Construction Noise (#68), SCA-NOI-3: Extreme Construction Noise (#69), and SCA-NOI-4: Construction Noise Complaints (#71). SCA-NOI-1: Construction Days/Hours (#67) includes limits on the days and hours of construction to avoid the project generating noise when it would be most objectionable to neighboring residences. These limitations, which specify that construction activities would be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday (among other restrictions), would prevent the disturbance of nighttime sleep for residents

located near the project site. If the construction contractor wants to extend these work hours, this SCA also requires that the request be approved in advance by the City and requires property owners and occupants within 300 feet of the project site to be notified of such an extension. SCA-NOI-2: Construction Noise (#68) requires all construction projects to implement basic noise reduction measures during construction. Because the construction of the project could generate noise levels greater than 90 dBA at the nearest receptors; it also requires the noisiest phases of construction to 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. SCA-NOI-3: Extreme Construction Noise (#69) would be triggered. This SCA requires that the Project Sponsor prepare and implement a Construction Noise Management Plan that contains site-specific noise attenuation measures to reduce construction impacts associated with extreme noise generating activities.

The types of measures that would be included in the Construction Noise Management Plan include the following:

- **Temporary Noise Blankets.** As feasible, noise control blankets may be utilized on the building structure or hung on scaffolding as the building is erected to reduce noise emission from the site upon sensitive receptors. The use of noise control blankets may be targeted to cover the levels of the building that have line of sight with the windows of nearby receptors. For example, when performing framing cutting and drywall installation prior to install of exterior skin, blankets will be hung from the perimeter of the building adjacent to sensitive receptors. A 5 dBA reduction can be provided by a temporary noise blanket, if breaking the line of sight between the noise source and the receptors.
- **Best Available Noise Control Techniques.** Best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) may be used for commonly available project equipment and trucks during construction wherever feasible. For example, exhaust mufflers on pneumatic tools can lower noise levels by up to about 10 dBA and external jackets can lower noise levels by up to about 5 dBA.
- **Equipment Positioning.** Construction equipment may be positioned as far away from noise-sensitive receptors as possible. For every doubling of the distance between a given receptor and construction equipment for hard surfaces, noise will be reduced by approximately 6 dBA.
- **Monitoring.** Monitoring the effectiveness of noise attenuation measures by taking periodic noise measurements would ensure that the best practices being implemented are effective at reducing noise levels to acceptable levels.
- **Notification and Communication.** Notification and open lines of communication with potentially affected nearby receptors is an effective way to manage construction-period noise. When property owners and occupants feel informed about a project's daily schedule

and duration, they are typically better able to accept potential noise-related inconvenience. All receptors located within 300 feet of the construction activities should be notified and informed about the project prior to commencing extreme noise generating activities.

Implementation of site-specific measures identified in the Construction Noise Management Plan could provide noise reductions of at least 5 to 10 dBA for various equipment.

SCA-NOI-4: Construction Noise Complaints (#71) provides additional measures to respond to and track construction noise complaints during construction to allow sources of potentially disruptive construction noise to be quickly controlled or eliminated. The proximity of the project site to sensitive receptors, and the type of construction equipment that would be used as part of the project, are similar to other projects in Oakland and other urban areas. Because the project site and its vicinity are part of an established, urbanized area, periodic exposure to construction-related noise and vibration are existing conditions. Implementation of SCA-NOI-1: Construction Days/Hours (#67), SCA-NOI-2: Construction Noise (#68), SCA-NOI-3: Extreme Construction Noise (#69), and SCA-NOI-4: Construction Noise Complaints (#71) would lessen the impacts of noise generated by construction to receptors in the vicinity of the project site and would require the preparation of a Construction Noise Management Plan with site-specific noise attenuation measures.

Impact NOI-1: The noise levels from operation of heavy construction equipment on the project site could impact nearby receptors. (S)

The potential site-specific measures contained in a Construction Noise Mitigation Plan would be expected to achieve reductions of between 5 to 10 dBA per equipment, but the reductions may not reduce the construction noise below the thresholds of significance.

Mitigation Measure NOI-1: The Project Sponsor would be required to implement SCA-NOI-1: Construction Days/Hours (#67), SCA-NOI-2: Construction Noise (#68), SCA-NOI-3: Extreme Construction Noise (#69), and SCA-NOI-4: Construction Noise Complaints (#71), which includes preparation of a Construction Noise Management Plan with site-specific noise attenuation measures. To further reduce impacts, an acoustical analysis shall be prepared by a qualified acoustical consultant prior to first construction related-permit issuance. The acoustical analysis shall show how the measures identified in the Construction Noise Management Plan will reduce impacts to below the project-specific performance standard of 80 dBA at each sensitive receptor. If such measures cannot reduce construction noise impacts at the nearest sensitive receptors to below 80 dBA, then the specific construction equipment operating above 80 dBA will be limited to 5 days at a time. Even with this specific performance standard and additional project specific mitigation measures, the impact may exceed the City's noise thresholds so the impact would conservatively remain significant and unavoidable. (SU)

(2) Groundborne Vibration during Project Construction (Criterion 8)

Vibration Disturbance

As shown in Table V.I-10, the apartment building at 5217 Broadway Terrace is located outside of the 107-foot buffer distance for an exceedance of human annoyance threshold to occur.

Therefore, the construction equipment would not have the potential to disturb the apartment building at 5217 Broadway Terrace. However, Clifton Hall, the apartment building at 225 Clifton Street and the assisted living facility are located within 107 feet from the nearest construction activities. Oakland Technical High School Upper Campus is also located within 85 feet from the nearest construction activities. Therefore, according to Table V.I-10, the construction equipment could have the potential to disturb sensitive receptors near the project site.

The nearest location where a vibratory roller could be used is located within 107 feet from Clifton Hall, the apartment building at 225 Clifton Street and the assisted living facility, and within 85 feet from the Oakland Technical High School Upper Campus. Each vibratory roller would be used for about 2 hours per day for 27 working days.³⁴ Because construction activity locations that would require the use of a vibratory roller with the potential to exceed the disturbance threshold (75 VdB for residences, and 78 VdB for schools) would vary over time across the site, the impacts of these activities on the adjacent receptors would not be expected to last more than a few days at a time.

Bulldozers and trucks could be used during other phases of construction. However, the other construction phases would occur at least 65 feet away from Clifton Hall and the Oakland Technical High School Upper Campus, and at least 100 feet away from the assisted living facility. As shown in Table V.I-10, these distances are beyond the 63-foot buffer distance (for residences) and the 50-foot buffer distance (for schools) for an exceedance of human annoyance threshold to occur. Therefore, bulldozers and trucks would not generate vibration levels that exceed the applicable thresholds at Clifton Hall, the Oakland Technical High School Upper Campus, and the assisted living facility. Bulldozers and trucks could be used within 63 feet of the apartment building at 225 Clifton Street. Although the nearest location where construction could occur is about 25 feet from the 225 Clifton Street apartment building, the furthest boundary of the project site is located more than 350 feet from the apartment. Because the locations of grading, soil compaction, and other construction activities that would require the use of construction equipment with the potential to exceed the disturbance threshold (75 VdB for residences) would vary over time across the site, the impacts of these activities on the residences at the 225 Clifton Street apartment building would not be expected to last more than a few days at a time. In

³⁴ The durations are based on the California Emissions Estimator Model (CalEEMod) equipment list (see Section V.D, Air Quality, and Appendix D).

addition, SCA-NOI-1: Construction Days/Hours (#67) limits construction activities to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and limits construction with the potential to generate extreme noise (which is generally correlated with the potential to generate high vibration) to the hours between 8:00 a.m. and 4:00 p.m. Therefore, severe vibration would be restricted to normal daytime hours, thereby reducing the likelihood of disturbing residents by interfering with sleep. However, the disturbances generated from vibrations during the daytime could have a potentially significant impact on high school activities when school is in session.

Impact NOI-2: Use of vibratory rollers from project construction could impact Oakland Technical High School Upper Campus activities when school is in session. (S)

Implementation of Mitigation Measures NOI-2 would reduce this impact to a less-than-significant level.

Mitigation Measure NOI-2: Use of vibratory rollers for project construction within 85 feet from the Oakland Technical High School Upper Campus shall occur when school is not in session, such as after school hours or during school breaks (e.g., summer vacation). (LTS)

d. Cumulative Impacts

For noise and vibration, the geographic scope for assessing cumulative impacts is within 1,000 feet of the project site. Noise and vibration dissipate with increased distance from the source and therefore, cumulative noise and vibration impacts would not be expected unless new sources of noise are located in close proximity to each other. Because there are no other construction projects currently planned in vicinity of the proposed project, there would be no cumulative construction noise and vibration. The proposed Safeway Redevelopment Phase 2 Project is located within 1,000 feet of the project site. Under a conservative assumption that construction of the Safeway Redevelopment Phase 2 Project overlapped with construction of the project, the Safeway Redevelopment Phase 2 Project could generate construction noise and vibration levels that are perceptible at the same noise-sensitive receptors nearest the project site (i.e., the apartment building at 225 Clifton Street and the Merrill Gardens at Rockridge assisted living facility). As discussed above, with the implementation of the required SCAs, the impact of construction-generated noise and vibration from the project on nearby receptors would be reduced to a less-than-significant level. The Safeway Redevelopment Phase 2 Project would be subject to the same construction noise and vibration SCAs which also would reduce potential cumulative construction noise and vibration impacts to a less-than-significant level.

During operation, a project is considered to contribute to a significant cumulative impact if: (1) the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the vicinity of a project site; and (2) 3 dBA of the cumulative increase is attributable to the project. Under a cumulative scenario, which considers traffic generated by past, present, and probable

future projects, including the project, the assessment of AM and PM peak hour traffic volumes at five intersections in the vicinity of the project site indicates the most impacted locations (those with increase in ambient noise levels of over 5 dBA) would occur along the roadway segments as presented in Table V.I-13.

Although a significant cumulative noise increase is anticipated to occur along these roadway segments, the contribution from the project to the cumulative increase would be below the 3-dBA cumulative contribution significance threshold for all of the roadway segments as indicated in Table V.I-13. Consequently, the contribution of the project to the cumulative traffic noise increase is less than cumulatively considerable.

TABLE V.I-13 MODELED PEAK HOUR TRAFFIC NOISE LEVELS FOR THE MOST IMPACTED LOCATIONS UNDER CUMULATIVE SCENARIO, DBA LEQ AT 50 FEET

Roadway Segment	(A) Existing Ambient Noise	(B) Cumulative No Project Traffic Noise Levels (2040)^a	(C) Cumulative Plus Project (2040)^a	(C-A) Difference Between Cumulative Plus Project and Ambient^b	(C-B) Biggest Difference Between Cumulative Plus Project and Cumulative No Project^c
Broadway between College Avenue and Coronado Avenue (PM Peak Period)	58-67	64.6-68.6	65.1-68.8	1.8-7.1	0.2-0.5
Broadway between 51 st Street/Pleasant Valley Avenue and Coronado Avenue (PM Peak Period)	58-67	64.6-68.6	65.1-68.8	1.8-7.1	0.2-0.5
Broadway between Clifton Street and College Avenue (PM Peak Period)	58-67	64.0-68.4	64.5-68.6	1.6-6.5	0.2-0.5
51 st Street/Pleasant Valley Avenue east of Broadway (PM Peak Period)	58-67	64.5-68.6	64.5-68.6	1.6-6.5	0
Broadway between 51 st Street/Pleasant Valley Avenue and Coronado Avenue (AM Peak Period)	58-67	64.3-68.5	64.9-68.7	1.7-6.9	0.2-0.6
Broadway between College Avenue and Coronado Avenue (AM Peak Period)	58-67	64.3-68.5	64.8-68.7	1.7-6.8	0.2-0.5
Broadway between Clifton Street and College Avenue (AM Peak Period)	58-67	63.8-68.3	64.5-68.6	1.6-6.5	0.3-0.7
Broadway between Broadway Terrace and Clifton Street (PM Peak Period)	58-67	63.9-68.3	64.0-68.4	1.4-6.0	0.1
Broadway between Broadway Terrace and Clifton Street (AM Peak Period)	58-67	63.8-68.3	64.0-68.4	1.4-6.0	0.1-0.2
51 st Street/Pleasant Valley Avenue east of Broadway (AM Peak Period)	58-67	63.7-68.3	63.8-68.3	1.3-5.8	0-0.1
Broadway south of 51 st Street/Pleasant Valley Avenue (AM Peak Period)	58-67	63.5-68.2	63.7-68.3	1.3-5.7	0.1-0.2
Broadway south of 51 st Street/Pleasant Valley Avenue (PM Peak Period)	58-67	63.6-68.2	63.8-68.3	1.3-5.8	0.1-0.2
51 st Street/Pleasant Valley Avenue west of Broadway (PM Peak Period)	58-67	63.4-68.2	63.7-68.3	1.3-5.7	0.1-0.3
Broadway north of Broadway Terrace (PM Peak Period)	58-67	63.1-68.1	63.2-68.1	1.1-5.2	0-0.1

TABLE V.I-13 MODELED PEAK HOUR TRAFFIC NOISE LEVELS FOR THE MOST IMPACTED LOCATIONS UNDER CUMULATIVE SCENARIO, dBA LEQ AT 50 FEET

Roadway Segment	(A) Existing Ambient Noise	(B) Cumulative No Project Traffic Noise Levels (2040)^a	(C) Cumulative Plus Project (2040)^a	(C-A) Difference Between Cumulative Plus Project and Ambient^b	(C-B) Biggest Difference Between Cumulative Plus Project and Cumulative No Project^c
51 st Street/Pleasant Valley Avenue west of Broadway (AM Peak Period)	58-67	62.9-68.0	63.2-68.1	1.1-5.2	0.1-0.3
Broadway north of Broadway Terrace (AM Peak Period)	58-67	62.8-68.0	63.0-68.0	1.0-5.0	0-0.2

^a Noise levels were determined using FHWA TNM Version 2.5 model. Traffic noise model outputs are included in Appendix E. Road center to receptor distance is approximately 50 feet for all roadway segments. The analysis considered the following vehicle distribution for AM Period: 94% automobile, 4% medium truck, and 2% heavy truck; and the following vehicle distribution for PM Period: 95% automobile, 4% medium truck, and 1% heavy truck. Traffic speeds for automobiles were set at 30 miles per hour.

^b Considered significant if the incremental increase in noise is greater than 5 dBA.

^c Considered a cumulatively considerable contribution to a significant noise increase if the incremental increase in noise is greater than 3.

Source: Traffic Study (Appendix C).

J. BIOLOGICAL RESOURCES

This section describes the biological resources setting for the project, including biological resources found at and in the vicinity of the project site, and discusses potential impacts to these resources that could result from implementation of the project, and provides, where appropriate, Standard Conditions of Approval (SCAs) and mitigation measures to address those impacts.

LSA completed a biological resources field survey and assessment (Biological Resources Assessment) and documented their findings in a letter dated June 12, 2019 (LSA letter). The LSA letter is included in Appendix F of this Draft EIR.

1. Setting

The following discussion provides background information on biological resources and summarizes the methodology used in the Biological Resources Assessment, describes habitat at the project site, the potential for special-status species, sensitive natural communities, and jurisdictional waters.

a. Methodology

LSA conducted a reconnaissance-level survey of the project site on May 22, 2019, to evaluate the potential occurrence of special-status species and sensitive habitats on the site. Prior to conducting the survey, LSA reviewed available background information/literature and searched the records of the California Natural Diversity Database (CNDDDB), the Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) online database for occurrences of special-status plant and wildlife species on or adjacent to the project site. LSA surveyed the project site by walking throughout the project site to search for biological resources such as special status plants, animals, and their habitats and sensitive habitats such as wetlands or drainages. The potential presence of special-status species was determined based on an evaluation of the habitat types present on the site and the CNDDDB records and other occurrence information from the vicinity of the site. During the field survey, LSA also investigated the site for the presence of waters of the United States/waters of the State (including adjacent wetlands) that would be subject to regulation under Section 404 of the Clean Water Act and/or the California Porter-Cologne Water Quality Control Act (both of which are described further in *Section V.H, Hydrology and Water Quality*).

b. Habitat

The project site is located in the Rockridge Neighborhood, a highly urban setting on Broadway, south of Clifton Street, north of Pleasant Valley Avenue and the Safeway Shopping Center, and east of the intersection of College Avenue and Broadway. The Rockridge Neighborhood is a

residential and commercial area within the North Oakland/North Hills planning areas. Existing uses in the vicinity primarily include a mix of single- and multi-family homes and commercial uses (including retail and restaurant).

The property is situated opposite to a variety of small-scale commercial establishments along Broadway and is surrounded by a shopping mall, apartment buildings, and a vacant lot (currently planned for Phase 2 of the Safeway Redevelopment Project) to the south. The project site currently supports the existing CCA campus, including buildings, parking lots, driveways, and landscaping. Soils on the project site are mapped as Xerorthents-Los Osos complex, 30 to 50 percent slopes, which is a well-drained soil type.

(1) Vegetative Habitat

Vegetation within the project site includes landscaping with planted native and ornamental/ non-native trees, shrubs, and forbs with patches of ruderal (weedy) grass and forb species. There are 119 trees both within the project site and 10 feet from the property line. A total of 109 trees were surveyed within the project site as part of a separate tree survey, of which 81 qualified as protected trees by the City of Oakland Tree Preservation and Removal Ordinance (Oakland Municipal Code [OMC] Chapter 12.36), which is further described below under the Regulatory Setting of this resource topic.^{1,2}

Native species observed during the field survey include coast live oak (*Quercus agrifolia*), valley oak (*Q. lobata*), California bay (*Umbellularia californica*), California buckeye (*Aesculus californica*), and coast redwood (*Sequoia sempervirens*). Non-native trees, shrubs, and forbs observed include southern magnolia (*Magnolia grandiflora*), Canary Island palm (*Phoenix canariensis*), Mexican fan palm (*Washingtonia robusta*), Tasmanian blue gum (*Eucalyptus globulus*), red iron bark (*E. sideroxylon*), silver wattle (*Acacia dealbata*), blackwood acacia (*A. melanoxylon*), deodar cedar (*Cedrus deodara*), atlas cedar (*C. atlantica*), cedar of Lebanon (*C. libani*), incense cedar (*Calocedrus decurrens*), American sweetgum (*Liquidambar styraciflua*), Chinese elm (*Ulmus parvifolia*), London plane sycamore (*Platanus x hispanica*), yarwood (*Platanus x hispanica* 'Yarwood'), Lombardy poplar (*Populus nigra* 'Italica'), Japanese yew (*Taxus cuspidate*), bunya (*Araucaria bidwillii*), zelkova (*Zelkova serrata*), ponderosa pine (*Pinus ponderosa*), giant redwood (*Sequoiadendron giganteum*), holly oak (*Quercus ilex*), red oak (*Q. rubra*), Washington thorn (*Crataegus phaenopyrum*), western juniper (*Juniperus occidentalis*), Grecian bay (*Laurus nobles*), tulip tree (*Liriodendron tulipifera*), tarata (*Pittosporum eugenioides*), Victorian box (*P. undulatum*), olive (*Olea europaea*), loquat (*Eriobotrya japonica*), cherry (*Prunus serrulata*), Catalina cherry (*P. ilicifolia* ssp. *lyonii*), fig (*Ficus*

¹ Emerald Fund, 2022. California College of the Arts, Oakland, CA, Preliminary Development Application, April 22.

² SBCA Tree Consulting, 2018. California College of the Arts, Oakland, Tree Survey, January 25.

sp.), agave (*Agave* sp.), agapanthus (*Agapanthus* sp.), bamboo (*Phyllostachys* sp.), jade plant (*Crassula ovata*), cotoneaster (*Cotoneaster* sp.), French broom (*Genista monspessulana*), pink jasmine (*Jasminum polyanthum*), English ivy (*Hedera helix*), nasturtium (*Nasturtium officinale*), and turf grass.

(2) Wildlife Habitat

The project site provides suitable nesting habitat for several bird species. Birds, such as California towhee (*Melospiza crissalis*) and house finch (*Haemorhous mexicanus*), could nest on the buildings and in the trees and shrubs on and adjacent to the site. Fox squirrel (*Sciurus niger*) nests were observed in some of the on-site trees, but nests of this non-native squirrel are not protected under the California Environmental Quality Act (CEQA).

Wildlife species or wildlife sign observed within or adjacent to the project site during the field survey consisted of American crow (*Corvus brachyrhynchos*), chestnut-backed chickadee (*Poecile rufescens*), bushtit (*Psaltriparus minimus*), oak titmouse (*Baeolophus inornatus*), Bewick's wren (*Thryomanes bewickii*), Anna's hummingbird (*Calypte anna*), cedar waxwing (*Bombycilla cedrorum*), dark-eyed junco (*Junco hyemalis*), California towhee, house finch, and fox squirrel.

c. Special-Status Species

Special-status species are defined as follows:

- Species that are listed, formally proposed, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (FESA);
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Plant species that are on the California Rare Plant Rank Lists 1A, 1B, and 2;
- Animal species that are designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW); or
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA Guidelines.

(1) Special-Status Plant Species

Several CNDDDB occurrences of special-status plant species have been recorded within 2 miles of the project site, but the project site does not support suitable habitat for special-status plants due to prior disturbance and development at the site and the resulting lack of suitable natural habitat.

(2) Special-Status Animal Species

Special-status animal species that are known to occur in the vicinity of the site and for which suitable habitat may be present include the white-tailed kite (*Elanus leucurus*), which could nest in the trees and large shrubs within or adjacent to the project site, and the pallid bat (*Antrozous pallidus*), which could roost in the large trees or buildings on or adjacent to the project site. No trees with stick nests or large hollows or evidence of roosting bats were observed during the field survey. Special-status animal species evaluated at the project site are shown in the Table V.J-1 below.

d. Sensitive Natural Communities

(1) Riparian or Other Sensitive Habitat

No riparian habitat or other sensitive natural communities occur at the project site.

(2) Wildlife Nursery Sites

The project site does not support suitable habitat for wildlife nursery sites, including bird rookeries or roosting bat colonies. No evidence of roosting bats (i.e., guano, urine stains, droppings, and odor) or bird rookeries were detected during LSA's field survey.

(3) Wildlife Movement Corridors

The existing project site includes buildings, paved surfaces, and landscaping. Existing wildlife that currently move through the existing campus are urban-adapted species. Typical urban wildlife that may move through the site include various native and non-native birds, raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), and striped skunk (*Mephitis mephitis*).

(4) Habitat Conservation Plan or Natural Community Conservation Plan

The project site is not located within the limits of a habitat or natural community conservation plan.

e. Jurisdictional Waters

No wetlands or waters of the United States/State that are potentially jurisdictional under Section 404 of the Clean Water Act or the Porter-Cologne Act occur at the project site.

TABLE V.J-1 SPECIAL-STATUS SPECIES EVALUATED FOR THE PROJECT SITE

Species	Status (Federal/ State)	Habitat	Potential for Occurrence
Reptiles			
Alameda whipsnake (<i>Masticophis lateralis auryxanthus</i>)	FT/ST	Chaparral and sage scrub with rock outcrops and an abundance of prey species such as western fence lizard (<i>Sceloporus occidentalis</i>)	No suitable habitat present.
Birds			
White-tailed kite (<i>Elanus leucurus</i>)	-/CFP	Nests in shrubs and trees in open areas and forages in adjacent grasslands and agricultural land.	Suitable nesting habitat present in the trees on and adjacent to the site, but limited foraging habitat present in the grasslands. No CNDDDB occurrences within 5 miles of the project site.
American peregrine falcon (<i>Falco peregrinus anatum</i>)	Delisted/ CFP	Forages in open country, mountains, and sea coasts. Nests on high cliffs, bridges, and buildings.	No suitable habitat present.
Mammals			
Townsend's western big-eared bat (<i>Corynorhinus townsendii</i>)	-/SSC	Found in wooded areas with caves or old buildings for roost sites.	No suitable roosting or hibernating habitat present. No tree hollows or bat roosts observed on the buildings or in the trees during LSA's reconnaissance-level survey. Closest CNDDDB occurrence is a possibly extirpated record from 1938 from specimens collected at Strawberry Canyon near UC Berkeley.
Pallid bat (<i>Antrozous pallidus</i>)	-/SSC	Occupies a wide variety of habitats at low elevations. Most commonly found in open, dry habitats with rock areas for roosting.	Suitable or hibernating habitat may be present within trees on or adjacent to the project site. No tree hollows or bat roosts observed on the buildings or in the trees during LSA's reconnaissance-level survey. Closest CNDDDB occurrence is from specimens collected in 1919 at an unknown location in Berkeley.

Notes: Nearest records are based on CNDDDB occurrences unless otherwise noted.

Status Codes:

FT = Federally Listed as a threatened species

ST = State-listed as a threatened species

CFP = State-listed as a fully protected species

SSC = State Species of Special Concern

- = No states

Source: LSA, 2019.

2. Regulatory Setting

An overview of federal, State, and local regulations related to biological resources is provided below.

a. Federal

(1) Federal Endangered Species Act

The USFWS and National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service are responsible for implementation of the FESA. The act protects fish and wildlife species that are listed as threatened or endangered, as well as their habitats. “Endangered” species, subspecies, or distinct population segments are those that are in danger of extinction through all or a significant portion of their range, and “threatened” species, subspecies, or distinct population segments are likely to become endangered in the near future.

Section 9 of the FESA prohibits the “take” of any fish or wildlife species listed as endangered, including the destruction of habitat that prevents the species’ recovery. “Take” is defined as an action or attempt to hunt, harm, harass, pursue, shoot, wound, capture, kill, trap, or collect a species. Section 9 prohibitions also apply to threatened species unless a special rule has been defined with regard to take at the time of listing. Under Section 9 of the FESA, the take prohibition applies only to wildlife and fish species.

The USFWS also designates critical habitat for threatened and endangered species listed under the FESA. Critical habitats are areas occupied by the species, located within a specific geographic region determined to be critical for survival, and protected from adverse modification. No critical habitats were identified for federally threatened or endangered species in the project site or vicinity.³

(2) Migratory Bird Treaty Act

The USFWS is also responsible for implementing the Migratory Bird Treaty Act (MBTA). The MBTA implements a series of treaties between the United States, Mexico, and Canada that provide for the international protection of migratory birds. Wording in the MBTA makes it clear that most actions that result in taking or possession (permanent or temporary) of a protected species can be a violation of the MBTA. On December 27, 2017, the Department of the Interior issued an opinion that the MBTA only applies to the intentional and not the inadvertent take of

³ U.S. Fish and Wildlife Services (USFWS), 2018. Threatened & Endangered Species Active Critical Habitat Report. Available at: <https://ecos.fws.gov/ecp/report/table/critical-habitat.html>, accessed December 5, 2023.

species protected under the Act. The word “take” is defined as to “pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect.”

(3) Clean Water Act

The U.S. Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into waters of the United States under Section 404 of the Clean Water Act. “Discharge of fill material” is defined as the addition of fill material into waters of the U.S., including, but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

Waters of the U.S. include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Wetlands are defined as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” [33 C.F.R. Section 328.3(b)].

Furthermore, jurisdictional “Waters of the U.S.” can be identified where they exhibit a defined bed and bank and ordinary high water mark. The ordinary high water mark is defined by the USACE as “that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas” [33 C.F.R. Section 328.3(e)].

b. State Regulations

(1) California Endangered Species Act

The CESA (Fish and Game Code (FGC) Section 2050 et seq.) was enacted in 1984 and establishes State policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The CESA mandates that State agencies should not approve projects that jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. For projects that would affect a species that is on the federal and State lists, compliance with the FESA satisfies the CESA if the CDFW determines that the federal incidental take authorization is consistent with the CESA

under FGC Code Section 2080.1. For projects that would result in take of a species that is only State listed, the project proponent must apply for a take permit under Section 2081(b).

(2) California Native Plant Protection Act

The California Native Plant Protection Act (CNPPA) of 1977 prohibits importation of rare and endangered plants into California, “take” of rare and endangered plants, and sale of rare and endangered plants. The CESA defers to the CNPPA, which ensures that State-listed plant species are protected when State agencies are involved in projects subject to CEQA. In this case, plants listed as rare under the CNPPA are not protected under the CESA but rather under CEQA.

The California Native Plant Society (CNPS) is a non-governmental conservation organization dedicated to the preservation of native flora in California. The CNPS has been involved in assembling, evaluating, and distributing information on special-status plant species in the State, as listed in the Inventory of Rare and Endangered Plants of California (2001 and electronic inventory update). CNPS has updated their rating system for the rarity of special-status plants, and now include both a California Rare Plant Rank and a Threat Rank. CEQA requires government agencies to consider environmental impacts of discretionary projects and to avoid or mitigate them where possible. Under Section 15380, CEQA provides protection for both State-listed species and for any other species which can be shown to meet the criteria for State listing. The CDFW recognizes that special-status plants with a California Rare Plant Rank of 1A (Presumed extinct in California), 1B (Rare, threatened, or endangered in California and elsewhere), and 2 (Rare and endangered in California, but are more common elsewhere) in the CNPS Inventory consist of plants that, in a majority of cases, would qualify for listing and these species should be addressed under CEQA review. In addition, the CDFW recommends, and local governments may require, protection of species which are regionally significant, such as locally rare species, disjunct populations, essential nesting and roosting habitat for more common wildlife species, or plants with a CNPS California Rare Plant Rank of 3 (Plant species for which additional data is needed—a review list) and 4 (Plant species of limited distribution – a watch list).

(3) California Fish and Game Code

Under the State FGC, the CDFW provides protection from “take” for a variety of species. The CDFW also protects streams, water bodies, and riparian corridors through the Streambed Alteration Agreement process under Section 1601 to 1606 of the FGC. The FGC stipulates that it is “unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake” without notifying the Department, incorporating necessary mitigation, and obtaining a Streambed Alteration Agreement. CDFW’s jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

Plant and wildlife species receive additional consideration during the CEQA process. Species that may be considered for review are included on a list of California "Species of Special Concern" or SSC species developed by the CDFW. These species are broadly defined as animals that are of concern to the CDFW because of population declines and restricted distribution, and/or because they are associated with habitats that are declining in California. These species are sometimes inventoried in the CNDDDB, focusing on nesting, roosting, and congregation sites for non-listed species. In addition, wildlife species designated as "Fully Protected" or "Protected" may not be taken or possessed without a permit from the Fish and Game Commission and/or the CDFW.

FGC Section 3503.5 prohibits "take," possession, or destruction of any raptor (e.g., bird of prey species in the orders Falconiformes and Strigiformes), including their nests or eggs. Violations of this law may include destruction of active raptor nests as a result of tree removal and disturbance to nesting pairs by nearby human activity that causes nest abandonment and reproductive failure.

Several provisions in the FGC provide for the protection of birds and bird nests in active use. Unless the FGC or its implementing regulations provide otherwise, under California law it is unlawful to:

- Take a bird, mammal, fish, reptile, or amphibian (FGC Section 2000).
- Take, possess, or needlessly destroy the nest or eggs of any bird (FGC Section 3503).
- Take, possess, or destroy any bird of prey in the orders Strigiformes (owls) and Falconiformes (such as falcons, hawks and eagles) or the nests or eggs of such bird (FGC Section 3503.5).
- Take or possess any of the 13 fully protected bird species listed in FGC Section 3511.
- Take any non-game bird (i.e., bird that is naturally occurring in California that is not a gamebird, migratory game bird, or fully protected bird) (FGC Section 3800).
- Take or possess any migratory non-game bird as designated in the MBTA or any part of such bird, except as provided by rules or regulations adopted by the Department of the Interior I under the MBTA (FGC Section 3513).
- Take, import, export, possess, purchase, or sell any bird (or products of a bird), listed as an endangered or threatened species under the CESA unless the person or entity possesses an Incidental Take Permit or equivalent authorization from CDFW (FGC Section 2050 et seq.).

(4) State Regulated Waters

In addition to waters regulated by the CDFW under the Streambed Alteration Agreement process, the Regional Water Quality Control Board (RWQCB) is responsible for implementing Section 401 of the Clean Water Act and for upholding state water quality standards. Pursuant to Section 401 of the Act, projects that apply for a Corps permit for discharge of dredge or fill

material, and projects that qualify for a Nationwide Permit must obtain water quality certification. The RWQCB has taken an increasing role over regulating wetlands that are hydrologically isolated following the U.S. Supreme Court decision in 2001 regarding the case Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers, which limits the jurisdictional authority of the Corps under Section 404. These hydrologically isolated features are now often regulated by the RWQCB under authority of Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act.

c. Local Regulations

(1) City of Oakland General Plan

The Open Space, Conservation, and Recreation (OSCAR) Element of the City of Oakland General Plan was adopted in 1996. Relevant OSCAR policies pertaining to natural resources with the project include the following:

Open Space

Policy OS-1.2: Open Space Protection Priorities for Private Land. Conserve privately-owned areas with important natural resource values through a combination of land acquisition and development controls. Use the following criteria when developing priorities for acquisition or protection:

- Steep hillside parcels over 10 acres in size;
- Parcels with significant biological resources, including endangered species habitat and native plant communities;
- Parcels which can potentially link together or expand existing open space areas;
- Visually prominent properties, including ridgelines and other areas with high scenic value; and
- Properties where the use of eminent domain is not required.

Policy OS-1.3: Development of Hillside Sites. On large sites with subdivision potential, generally conserve ridges, knolls and other visually prominent features as open space. Maintain development regulations which consider environmental and open space factors such as land stability, plant, and animal resources, earthquake and fire hazards, and visual impacts, in the determination of allowable density. Where hillside development does occur, encourage creative architecture and site planning which minimizes grading and protects the natural character of the hills.

Policy OS-9.1: Protection of Natural Landforms. Design new development to preserve natural topography and terrain. Enhance prominent topographic features where appropriate by parks, plazas, or architectural expressions.

Conservation

Policy CO-1.1: Soil Loss in New Development. Regulate development in a manner which protects soil from degradation and misuse or other activities which significantly reduce its ability to support plant and animal life. Design all construction to ensure that soil is well secured so that unnecessary erosion, siltation of streams, and sedimentation of water bodies does not occur.

Policy CO-4.2: Drought-Tolerant Landscaping. Require use of drought-tolerant plants to the greatest extent possible and encourage the use of irrigation systems which minimize water consumption.

Policy CO-6.1: Creek Management. Protect Oakland's remaining natural creek segments by retaining creek vegetation, maintaining creek setbacks, and controlling bank erosion. Design future flood control projects to preserve the natural character of creeks and incorporate provisions for public access, including trails, where feasible. Strongly discourage projects which bury creeks or divert them into concrete channels.

Policy CO-7.1: Protection of Native Plant Communities. Protect native plant communities, especially oak woodlands, redwood forests, native perennial grasslands, and riparian woodlands, from the potential adverse impacts of development. Manage development in a way which prevents or mitigates adverse impacts to these communities.

Policy CO-7.2: Native Plant Restoration. Encourage efforts to restore native plant communities in areas where they have been compromised by development or invasive species, provided that such efforts do not increase an area's susceptibility to wildfire.

Policy CO-7.3: Forested Character. Make every effort to maintain the wooded or forested character of tree-covered lots when development occurs on such lots.

Policy CO-7.4: Tree Removal. Discourage the removal of large trees on already developed sites unless removal is required for biological, public safety, or public works reasons.

Policy CO-7.5: Non-Native Plant Removal. Do not remove non-native plants within park and open space areas solely because they are non-natives. Plant removal should be related to other valid management policies, including fire prevention.

Policy CO-7.6: Rehabilitation of Damaged or Dead Vegetation. Encourage programs which rehabilitate, enhance, or replace damaged or dead vegetation as appropriate.

Policy CO-8.1: Mitigation of Development Impacts. Work with federal, state, and regional agencies on an ongoing basis to determine mitigation measures for development which could potentially impact wetlands. Strongly discourage development with unmitigable adverse impacts.

Policy CO-9.1: Habitat Protection. Protect rare, endangered, and threatened species by conserving and enhancing their habitat and requiring mitigation of potential adverse impacts when development occurs within habitat areas.

Policy CO-11.1: Protection from Urbanization. Protect wildlife from the hazards of urbanization, including loss of habitat and predation by domestic animals.

Policy CO-11.2: Migratory Corridors. Protect and enhance migratory corridors for wildlife. Where such corridors are privately owned, require new development to retain native habitat or take other measures which help sustain local wildlife population and migratory patterns.

The Land Use and Transportation Element (LUTE) of the City of Oakland General Plan was adopted in 1998. The LUTE policy pertaining to natural resources and the project include the following:

Policy W3.3: Protecting and Preserving Wetland Plant and Animal Habitats. Native plant communities, wildlife habitats, and sensitive habitats should be protected and enhanced.

(2) City of Oakland Municipal Code

City of Oakland Tree Ordinance

City of Oakland Tree Preservation and Removal Ordinance (OMC Chapter 12.36) permits removal of protected trees under certain circumstances. To grant a tree removal permit, the City must determine that removal is necessary in order to accomplish one of the following objectives:

- to ensure public health and safety;
- to avoid an unconstitutional taking of property;
- to take reasonable advantage of views;
- to pursue acceptable professional practice of forestry or landscape design; or
- to implement the vegetation management prescriptions in the S-11 site development review zone.

Protected trees include *Quercus agrifolia* (California or coast live oak) measuring four inches diameter at breast height (dbh) or larger, and any other tree measuring 9 inches dbh or larger except *Eucalyptus* spp. and *Pinus radiata* (Monterey pine); provided, however, Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be protected trees. Impacted protected trees would likely require a tree removal permit from the City, payment of a permit fee, and/or planting of replacement trees at a minimum 1:1 ratio.

City of Oakland Creek Ordinance

Title 13, Chapter 13.16, City of Oakland Creek Protection, Storm Water Management, and Discharge Control Ordinance, provides a high level of protection for creeks within Oakland's city

limits. The ordinance defines a creek as "...a watercourse that is a naturally occurring swale or depression, or engineered channel that carries fresh or estuarine water either seasonally or year around."

In addition, under the ordinance definition, a creek channel must be hydrologically connected to a waterway above or below a site location, and the channel must exhibit a defined bed and bank. A creek protection permit is required whenever work is to be undertaken on a creekside property. The ordinance prohibits, among other things, the discharge of concentrated stormwater or other modification of the natural flow of water in a watercourse, development within a watercourse or within 20 feet from the top of the bank, and the deposition or removal of any material within a watercourse without a permit. Depending on the type of activity being permitted, conditions of approval may include the submittal of a creek protection plan and/or a hydrology report, revegetation with native plant species, the use of soil bioengineering techniques for bank stabilization and erosion control, and implementation of stormwater quality protection measures.

The following activities, among others, are typically not permitted:

- Removal of riparian vegetation;
- Culverting or undergrounding of a creek;
- Moving the location of a creek;
- Structures spanning a creek; and/or
- Riprap, rock gabions, or concrete within the bed or on the creek banks.

(3) City of Oakland Standard Conditions of Approval

The City's SCAs that are relevant to biological resources are listed below. The SCAs are adopted as requirements for all projects approved within the City of Oakland.

SCA-BIO-1: Bird Collision Reduction Measures (#28)

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

- i. For large buildings subject to federal aviation safety regulations, install minimum-intensity white strobe lighting with three-second flash instead of solid red or rotating lights.
- ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures.
- iii. Monopole structures or antennas shall not include guy wires.
- iv. Avoid the use of mirrors in landscape design.
- v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird

friendly treatments no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule), as explained below.

- vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following:
 - Use opaque glass in window panes instead of reflective glass.
 - Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule).
 - Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule).
 - Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects.
 - Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans.
 - Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule).
 - Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides.
 - Install opaque window film or window film with a pattern/design which also adheres to the “two-by-four” rule for coverage.
- vii. Reduce light pollution. Examples include the following:
 - Extinguish night-time architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30).
 - Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise.
 - Reduce perimeter lighting whenever possible.
 - Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass.
 - Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration.
- viii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following:
 - Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, State and local laws.
 - Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials.
 - Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day.
 - Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs.

- Schedule nightly maintenance during the day or to conclude before 11:00 p.m., if possible.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-BIO-2: Tree Removal during Bird Breeding Season (#32)

Requirement: 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.

When Required: Prior to removal of trees

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

SCA-BIO-3: Tree Permit (#33)

a. Tree Permit Required

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

When Required: Prior to approval of construction-related permit

Initial Approval: Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Tree Protection during Construction

Requirement: Adequate protection shall be provided during the construction period for any trees that are to remain standing, including the following, plus any recommendations of an arborist:

- 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.
- Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water

and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.

- iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.
- iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.
- vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.

When Required: During construction

Initial Approval: Public Works Department, Tree Division

Monitoring/Inspection: Bureau of Building

c. Tree Replacement Plantings

Requirement: Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:

- i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.
- ii. Replacement tree species shall consist of *Sequoia sempervirens* (Coast Redwood), *Quercus agrifolia* (Coast Live Oak), *Arbutus menziesii* (Madrone), *Aesculus californica* (California Buckeye), *Umbellularia californica* (California Bay Laurel), or other tree species acceptable to the Tree Division.
- iii. Replacement trees shall be at least 24-inch box size, unless a smaller size is recommended by the arborist, except that three 15-gallon size trees may be substituted for each 24-inch box size tree where appropriate.
- iv. Minimum planting areas must be available on-site as follows:
 - For *Sequoia sempervirens*, 315 square feet per tree;

- For other species listed, 700 square feet per tree.
- v. In the event that replacement trees are required but cannot be planted due to site constraints, an in-lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.
- vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within 1 year of planting shall be replanted at the project applicant's expense.

When Required: Prior to building permit final

Initial Approval: Public Works Department, Tree Division

Monitoring/Inspection: Bureau of Building

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section describes environmental impacts related to biological resources that could result from implementation of the project. The section begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

Implementation of the project would result in a significant impact to biological resources if it would:

1. 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 by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.
2. 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 Wildlife, or United States Fish and Wildlife Service.
3. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. 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.
5. Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan.

6. Fundamentally conflict with the City of Oakland Tree Protection Ordinance (OMC Chapter 12.36) by removal of protected trees under certain circumstances;⁴ or
7. Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources.⁵

b. Less-than-Significant Biological Resources Impacts

(1) Riparian Habitat or other Sensitive Natural Community (Criterion 2)

No riparian habitat or other sensitive natural community types were observed during LSA's field survey or have been identified by the CNDDDB within, or immediately adjacent to, the project site. Therefore, the project would have no impacts related to riparian habitat or other sensitive natural communities and no mitigation measures are required.

(2) Regulated Waters (Criterion 3)

No wetlands or waters of the U.S./State that are potentially jurisdictional under Section 404 of the Clean Water Act or Porter-Cologne Act occur at the project site. Therefore, the project would have no impacts related to regulated waters and no mitigation measures are required.

(3) Movement of Fish and Wildlife Species (Criterion 4)

Urban wildlife that may move through the site include various native and non-native birds, racoon, Virginia opossum, striped skunk, and other urban-adapted wildlife. Under the project, the project site would continue to consist of buildings, paved surfaces, and landscaping. Due to the circumstances of the project site would be similar before and after redevelopment, and urban wildlife would be able to continue to move through the site. Therefore, the project would have a less-than-significant impact related to movement of wildlife species and no mitigation measures are required.

⁴ Factors to be considered in determining significance include the number, type, size, location, and condition of (a) the protected trees to be removed and/or impacted by construction and (b) protected trees to remain, with special consideration given to native trees. Protected trees include *Quercus agrifolia* (California or coast live oak) measuring 4 inches dbh or larger, and any other tree measuring 9 inches dbh or larger except eucalyptus and *Pinus radiata* (Monterey pine); provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be protected trees

⁵ Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of riparian and/or aquatic habitat through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of the water, (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability, or (d) adversely impacting the riparian corridor by significantly altering vegetation or wildlife habitat.

(4) Habitat Conservation Plan or Natural Community Conservation Plan (Criterion 5)

The project site is not located within the limits of a conservation plan, and therefore would not conflict with any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the project would have no impact related to habitat conservation plans or natural community conservation plans and no mitigation measures are required.

(5) City of Oakland Tree Protection Ordinance (Criterion 6)

As previously mentioned, the project site currently contains 109 surveyed trees and 81 are considered protected by the City of Oakland Tree Protection Ordinance standards. In 2018, prior to publication of the Notice of Preparation for this Draft EIR, a tree survey was conducted to determine the health and status of the trees at the project site. During this survey, it was determined that the two Giant Sequoia (*Sequoiadendron giganteum*) trees were in significant decline and in poor health.⁶ As a result, after the Notice of Preparation, the current landowner obtained the necessary City of Oakland Tree Removal Permits to remove these two trees. In addition, several other dead trees have been removed under separate permits since release of the Notice of Preparation (14 total). After removal of these two trees, the project site now contains 99 trees.

Under the project, 38 trees would be preserved; 15 on-site and 23 within 10 feet of the property line within the public right-of-way on Broadway and on adjacent properties to the south and east, including 10 redwoods, 1 magnolia, 1 bunya bunya, 1 deodar cedar, 1 canary island palm and 1 coast live oak tree located in the existing sculpture garden area. Construction of the project would entail removal of the remaining 75 trees on-site subject to Tree Protection Ordinance Criteria. As a result, the Project Sponsor would be required to implement SCA-BIO-3: Tree Permit (#33), which requires the Project Sponsor to obtain and abide by the conditions of a Tree Permit pursuant to the City's Tree Protection Ordinance; provide adequate protection during the construction period for any trees which are to remain standing, plus any recommendations of an arborist; replacement plantings (often 1:1 replacements) or in-lieu fees for tree removals. Compliance with this SCA would ensure that the impact to protected trees is reduced to the maximum extent feasible.

Additionally, Mitigation Measure HIST-1c in *Chapter V.B, Cultural Resources* requires the applicant to prepare a Landscape Survey (HALS)-Type Documentation of Treadwell Estate landscape

⁶ SBCA Tree Consulting, 2018. California College of the Arts, Oakland, Tree Survey, January 25.

features—Eucalyptus Row, Carnegie Bricks, and Sequoia trees that will include written and photographic documentation of the Treadwell Estate landscape features.

Therefore, with implementation of SCA-BIO-3: Tree Permit (#33) and Mitigation Measure HIST-1c, impacts related to the City's Tree Protection Ordinance would be less than significant.

(6) City of Oakland Creek Protection Ordinance (Criterion 7)

The project site does not contain any creeks or other aquatic features that would be subject to the City's Creek Protection Ordinance. Therefore, the project would have no impact related to the Oakland Creek Protection Ordinance and no mitigation measures are required.

c. Significant Biological Resources Impacts

(1) Sensitive or Special Status Species (Criterion 1)

Plant Species

As described above, several CNDDDB occurrences of special-status plant species have been recorded within 2 miles of the project site but based on field reconnaissance conducted at the project site, it does not support suitable habitat for special-status plants due to prior disturbance and development.

Animal Species

As described above, several special-status animal species are known to occur in the vicinity of the project site. However, only two of these special-status species have moderate potential to occur at the project site due to the presence of suitable habitat. These species include the white-tailed kite, which could nest in the trees and large shrubs within or adjacent to the project site, and the pallid bat, which could roost in the large trees or buildings on or adjacent to the project site.

Impact BIO-1: Redevelopment at the project site could disturb nesting bird habitat. (S)

Nesting birds could nest in the trees and large shrubs within or adjacent to the project site. Construction activities, including tree removal, building demolition, and building construction have the potential to cause disturbance to nesting bird habitat, including suitable white-tailed kite nesting habitat (e.g., trees and large shrubs). Tree removal anticipated under the project would be required to comply with the City's SCAs, including SCA-BIO-2: Tree Removal During Bird Breeding Season (#32), which would ensure that appropriate protection of nesting habitat is provided when in active use during the bird nesting season (February 1 through August 15) and reduce impacts to suitable white-tailed kite nesting habitat. However, if construction activities

are scheduled during the nesting season, impacts could lead to a potentially significant impact. As a result, the Project Sponsor would be required to implement Mitigation Measure BIO-1.

Mitigation Measure BIO-1: Identify and Avoid Active Nesting Birds during Nesting Season. If construction activities are scheduled to occur during the bird nesting season (February 1 through August 15), a qualified biologist shall be hired to conduct a pre-construction survey of all suitable nesting habitat (i.e., fields, trees, shrubs, buildings, etc.) within 200 feet of the project site (where accessible). Where direct access is not prohibited, a qualified biologist will scan for nests using binoculars or other surveying method determined by the biologist. The pre-construction survey shall be conducted no more than 14 days prior to the start of project-related work. If the survey indicates the presence of nesting birds, protective no-disturbance buffer zones shall be established around the nests as follows: for raptor nests, the size of the no-disturbance buffer zone shall be a 200-foot radius centered on the nest; for other birds, the size of the buffer zone shall be a 50- to 100-foot radius centered on the nest. In some cases, and as determined by the project biologist in consultation with the CDFW, these buffers may be increased or decreased depending on the bird species and the level of disturbance that will occur. (LTS)

Impact BIO-2: Redevelopment at the project site could disturb pallid bat habitat. (S)

Bats could roost in large trees or buildings on or adjacent to the project site. Construction activities including tree removal, building demolition, and building construction have the potential to cause disturbances to suitable roosting bat habitat, including pallid bat. As such, the project could lead to a potentially significant impact from construction-related activities. As a result, the Project Sponsor would be required to implement Mitigation Measure BIO-2.

Mitigation Measure BIO-2: Pre-Construction Survey and Avoidance Measure for Pallid Bat: A qualified biologist shall be hired to conduct a pre-construction survey of all suitable bat roosting habitat (e.g., large trees, buildings, and structures) within the project site. The pre-construction survey shall be conducted no more than 14 days prior to the start of project-related work. If active bat roosts are discovered or if the evidence of recent prior occupation is established, a 200-foot protective no disturbance buffer shall be established by the project biologist around the roost site until the roost site is no longer active. If an active roost needs to be removed as a part of the project, the project biologist would be required to consult with the CDFW to determine appropriate methods for the removal of the roost, for which the Project Sponsor would be required to comply. (LTS)

Because the existing project site is substantially vegetated and would be located next to over an acre of open space and the topography of the site with buildings at the higher elevations, special-status and other bird species have a reasonable likelihood of colliding with buildings as they fly near the project. As such, the project would be required to implement SCA-BIO-1: Bird Collision

Reduction Measures (#28), which calls for minimizing the number of antennas and other rooftop structures, avoiding the use of mirrors in landscape design or bird-friendly attractants, applying bird-friendly glazing treatments on windows, reducing light pollution, and implementing operation and management activities that promotes bird safety.

Therefore, with implementation of SCA-BIO-1: Bird Collision Reduction Measures (#28), SCA-BIO-2: Tree Removal During Bird Breeding Season (#32), Mitigation Measure BIO-1: Identify and Avoid Active Nesting Birds during Nesting Season, and Mitigation Measure BIO-2: Pre-Construction Survey and Avoidance Measure for Pallid Bat, potential impacts related to sensitive or special-status species would be reduced to a less-than-significant level.

d. Cumulative Biological Resource Impacts

The geographic context for cumulative biological resources is generally the project site, the North Oakland/North Hills planning areas, and the greater-Oakland area. Because the project is not located within a riparian habitat or other sensitive natural community; is not located on wetlands or waters of the U.S./State; is not located within the limits of a conservation plan; and does not contain any creeks or aquatic features, it does not cumulatively contribute to any past, present, or future impacts from developments in relation to these aspects of biological resources nor would the project significantly impact movement of wildlife species as well.

As discussed above, the project has the chance to disturb sensitive or special status animal habitat but would be reduced to a less-than-significant impact with implementation of SCA-BIO-1: Bird Collision Reduction Measures (#28), SCA-BIO-2: Tree Removal During Bird Breeding Season (#32), Mitigation Measure BIO-1: Identify and Avoid Active Nesting Birds during Nesting Season, and Mitigation Measure BIO-2: Pre-Construction Survey and Avoidance Measure for Pallid Bat. Any past, present, or future project would be required to adhere to applicable federal, state, and local regulations as well as analyze and reduce any potential impacts to sensitive or special-status animal habitat on a project-level basis. Therefore, the project would make a less-than-cumulatively-considerable contribution to significant cumulative impacts on biological resources.

K. POPULATION AND HOUSING

This section describes the existing population and housing environment in the vicinity of the project site; discusses the State and local regulations pertinent to population and housing; assesses whether the project would have potentially significant impacts related to population growth or displacement of a significant number of existing housing units or people; and where appropriate identifies mitigation measures and Standard Conditions of Approval (SCAs) to address those impacts.

In assessing impacts to population and housing under CEQA, a project's effects related to inducing substantial unplanned population growth and substantial displacement of existing housing and/or people are the focus of the analysis. CEQA does not consider socioeconomic effects such as affordability, but the City does consider such issues as part of the review of the project merits. Consistent with this, the following Setting subsection describes the project site's and city's existing conditions related to population and housing and then provides a general overview of the City's planned/projected growth that provides the baseline for assessing the project's impacts, which are described in Section 3, Impacts, Standard Conditions of Approval and Impacts. Relevant policies are described in Section 2, Regulatory Setting.

1. Setting

The following describes existing conditions for population and housing based on the recently adopted Housing Element¹ after the Notice of Preparation date of June 21, 2019.

a. Project Site

The project site was operated as an institutional facility (college campus). The peak enrollment for CCA included 750 students and 155 staff and faculty.² The Irwin Student Center also was used as a student dormitory, which had 17 double rooms that provided housing for up to 34 first-year students.³

b. City of Oakland

(1) Population

According to the U.S. Census, Oakland had a population of 440,646 as of 2020 and was the eighth largest city in California. Oakland's population makes up 26 percent of Alameda County's population and has overall continued to grow in recent years. However, over the years Oakland's

¹ City of Oakland, 2023. 2023-2031 Housing Element. Available at: <https://cao-94612.s3.amazonaws.com/documents/Oakland-Housing-Element-draft-ch1-4.pdf>, accessed December 5.

² David Meckel, California College of the Arts. Email correspondence with Marc Babin, August 19, 2020.

³ Marc Babsin. Email correspondence with City of Oakland, January 5, 2022.

growth has varied as described in the Housing Element Housing Needs Assessment Appendix B. Prior to 1980, Oakland experienced three decades of population decline. Beginning around 1990, the Bay Area became a focal point of significant economic development and investment in the technology sector. By the late 1990s, Oakland became an attractive target for investment and, in part, a respite from higher rents and home prices present throughout the region. By the early 2000s, significant population growth without significant regional housing production resulted in severe constraints on housing throughout the region. The 2008-2009 Great Recession and foreclosure crisis saw a brief decline in housing demand, with catastrophic impacts for affected residents, but population growth picked up throughout the economic recovery and has continued to date. Oakland's 2020 population represents an increase of over 40,000 (10.6 percent) from 390,724 in 2010, making Oakland one of the top ten cities in terms of overall population growth between 2010 and 2020. But over a longer time-span, between 2000 and 2022, Oakland's population increased by approximately 8.5 percent, below the regional growth rate of 14.8 percent.⁴ Table V.K-1 shows Oakland's population estimate data from the California Department of Finance (DOF) and U.S. Census, compiled by ABAG for 2000 to 2020.

Recent data from the DOF indicates that Oakland's population decreased during the pandemic years with it dropping to 430,100 in 2021 and then to 424,464 in 2022, which is 1.8 percent drop since 2020 as shown in Table V.K-2. It is not known how much factors related to the pandemic impacted population in Oakland and other areas of the Bay Area which also experienced atypical changes in population. Alameda County's population decreased by 0.6 percent between 2021 and 2022 with the percent change in other jurisdictions within the County ranging from a decrease of -1.7 percent in communities such as Pleasanton, Union City and San Leandro to an increase of 2.7 and 5.4 percent in Berkeley and Albany.

(2) Housing Stock

The housing market and development conditions have changed in Oakland since the "Great Recession" of the late-2000s through early-2010. Since then, Oakland has been experiencing substantial new development, especially multi-story multi-family rental and condominium buildings. In 2021, even as people left Oakland, hundreds of new housing units were built (see Table V.K-2). The rate of new construction slowed during the pandemic, and in general, population growth has far outpaced housing production over the past 10+ years and is anticipated to continue grow following the current decline based on regional and State projections.

⁴ California Department of Finance, 2020, Tables E-4, E-5 and E-8.

TABLE V.K-1 OAKLAND POPULATION AND HOUSING DATA 2000 TO 2020

	2000	2005	2010	Net Change 2000-2010	Percent Change 2000-2010	2015	2020	Net Change 2010-2020	Percent Change 2010-2020
Population	399,566	389,937	390,724	-8,842	-2.2%	419,490	432,327	41,603	10.6%
Housing Units	157,508	162,630	169,710	12,202	7.7%	171,138	175,547	5,837	3.4%
Vacancy	4.30%	6.80%	9.40%	5.10%		7.60%	5.90%	-3.50%	
Average Persons/Household	2.62	2.52	2.49	-0.13		2.60	2.57	0.08	

Sources: City of Oakland, 2022. 2023-2031 HCD 2023-2031 Housing Element. ABAG/MTC, 2022. Housing Needs Data Workbook. California Department of Finance, 2020.

TABLE V.K-2 OAKLAND POPULATION AND HOUSING DATA 2020 TO 2022

	2020	2021	2022	Net Change 2020-2022	Percent Change 2020-2022
Population	432,327	430,100	424,464	-7,863	-1.8%
Housing Units	175,547	180,178	183,729	8,182	4.7%
Vacancy	5.90%	6.40%	6.40%	0.50%	
Average Persons/Household	2.57	2.49	2.41	-0.16	

Source: California Department of Finance, Table E-5, January 2022.

Table V.K-1 shows Oakland's population and housing data from the California Department of Finance (DOF) and U.S. Census, compiled by ABAG for 2000 to 2020. Table V.K-2 shows Oakland Population and Housing in 2020 to 2022.

(3) Household Characteristics

Oakland has a significantly higher percentage of single adult households and a smaller portion of three to four-person households. This trend was noted in Oakland's 2015-2023 Housing Element and was speculated to be due, in part, to a relatively low proportion of housing units with more than two bedrooms compared to surrounding jurisdictions. According to American Community Survey (ACS) 5-year estimates data compiled from the California Department of Finance, the 5-year average household size in Oakland in 2019 was 2.58, a slight increase from 2.49 in 2010. Oakland's average is lower than the average for Alameda County as a whole (2.82). The share of Oakland's population in 2019 living in a one-person household (33.28 percent) was greater than that of Alameda County (24.44 percent) and the Bay Area as a whole (24.70 percent). However, two-person households account for approximately the same percentage of households in Oakland at 30.89 percent compared to Alameda County (30.46 percent) and the Bay Area overall (31.89 percent). Instead, Oakland has a smaller share of households of three to four persons (26.44 percent) than either the county (34.26 percent) or the Bay Area (32.6 percent).⁵

2. Regulatory Setting

This subsection discusses the applicable State and local regulations related to population and housing.

a. Federal

The federal Fair Housing Act (42 U.S.C. 3601 et seq.), enacted in 1968, prohibits discrimination by direct providers of housing, such as landlords and real estate companies as well as other entities, such as municipalities, banks or other lending institutions and homeowners' insurance companies whose discriminatory practices make housing unavailable to persons because of race or color, religion, sex, national origin, familial status, or disability.

b. State

California law (Government Code Section 65580, et seq.) requires cities and counties to include a Housing Element as a part of their General Plans to address housing conditions and needs in the community. Housing Elements are prepared approximately every 8 years, following timetables

⁵ City of Oakland, 2022. City of Oakland 2023-2031 Housing Element, Appendix B, Housing Needs Assessment Available at: <https://www.oaklandca.gov/documents/2023-2031-adopted-housing-element>, accessed December 5, 2023.

set forth in the law. The Housing Element must identify and analyze existing and projected housing needs and “make adequate provision for the existing and projected needs of all Regional California Housing Element Requirements economic segments of the community,” among other requirements. The City adopted its current Housing Element in 2023.

State law mandates that all cities and counties zone land appropriately to accommodate the increasing needs of regional population growth. Regional housing needs are determined by the California Department of Housing and Community Development (HCD).

(1) Plan Bay Area 2040 and 2050

Plan Bay Area 2040 is a joint regional planning document prepared jointly by ABAG and the Metropolitan Transportation Commission (MTC). Plan Bay Area 2040 focuses on the longer-term vision for growth through 2040. The Plan addresses housing affordability, transportation requirements, the region’s widening income disparities and economic hardships faced by low- and middle-income workers, and the Bay Area’s vulnerabilities to natural disasters such as earthquakes and floods. Three principal issues form the core of the Action Plan:

- **Housing:** Lower the share of income spent on housing and transportation costs, lessen displacement risk, and increase the availability of housing affordable to low- and moderate-income households.
- **Economic Development:** Improve transportation access to jobs, increase middle wage job creation, and maintain the region’s infrastructure.
- **Resilience:** Enhance climate protection and adaptation efforts, strengthen open space protections, create healthy and safe communities, and protect communities against natural hazards.

In October, 2021, ABAG and MTC adopted an updated plan; Plan Bay Area 2050 (ABAG & MTC, 2021). While the plan has been adopted, it will take up to 3 years for the plan’s growth forecast to be integrated into MTC’s transportation model, after which updates to each county’s transportation model will take place. For these reasons, and for purposes of this EIR, Plan Bay Area 2040 is the regional plan that forms the basis for population, housing and employment projections in this EIR.

The 2040 Plan promotes focused growth (housing and population) with Priority Development Areas (PDAs) being a key to implementing the focused growth strategy. An excerpt from the 2040 Plan is provided below.

- **Priority Development Areas (PDAs)** - Plan Bay Area 2040 focuses growth and development in nearly 200 PDAs. These existing neighborhoods are served by public transit and have been identified as appropriate for additional, compact development.

In 2020, the City of Oakland added the project site to the MacArthur BART PDA.⁶

(2) Regional Housing Needs Allocation

As required by State housing law, all California cities and counties must plan for the housing needs of their residents at various income levels. This number is called the Regional Housing Needs Allocation (RHNA).

The 2023-2031, or 6th cycle, Regional Housing Needs Assessment (RHNA) identifies an overall need of 26,251 new units in Oakland, a nearly 78 percent increase from the prior cycle's allocation of 14,765 new units. Oakland's RHNA is about 6 percent of the nine-county Bay Area allocation of 441,176 units.

c. Local

(1) Land Use and Transportation Element (LUTE)

The Oakland General Plan Land Use and Transportation Element (LUTE) contains the following policies that are relevant to the project:

Policy T2.1: Transit-oriented development should be encouraged at existing or proposed transit nodes, defined by the convergence of two or more modes of public transit such as BART, bus, shuttle service, light rail or electric Trolley, ferry, and inter-city or commuter rail.

Policy N6.1: The City will generally be supportive of a mix of projects that provide a variety of housing types, unit sizes, and lot sizes which are available to households with a range of incomes.

The LUTE also identifies the site as an area to study for higher density housing as discussed in more detail in Chapter 4, Planning Policy.

(2) Housing Element

The City recently adopted a new Housing Element, as a part of the State's 6th Cycle Housing Element update process. The Housing Elements identifies current and projected housing needs and sets goals, policies, and programs to address those needs, as specified by the State's RHNA process and new State legislation. The project site is identified as a "Housing Opportunity Site" in Housing Element with the potential for 510 residential units, including 51 moderate income units and within a High Resource housing area.⁷ The Housing Element contains the following actions that are relevant to the project site as it is also within an identified high resource area.

⁶ City of Oakland 2020, Priority Development Areas, July. Available at: <https://cao-94612.s3.amazonaws.com/documents/Priority-Development-Areas.pdf>, accessed December 5, 2023.

⁷ City of Oakland, 2022. Sites Inventory. City of Oakland | 2023-2031 Adopted Housing Element. Available at: oaklandca.gov, accessed December 5, 2023.

Action 5.2.2: Promote infill, transit-oriented development (TOD), and mixed-use development.

Action 5.2.8: Encourage new affordable housing in higher resource neighborhoods.

Action 5.2.10: Promote the development of mixed-income housing to reduce income-based concentration.

(3) Standard Conditions of Approval

The City's SCAs that are relevant to population and housing are listed below. The SCAs are adopted as requirements for all projects approved within the City of Oakland.

SCA-POP-1: Jobs/Housing Impact Fee (#76)

Requirement: The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit; subsequent milestones pursuant to ordinance

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

SCA-POP-2: Affordable Housing Impact Fee (#77)

Requirement: The project applicant shall comply with the requirements of the City of Oakland Affordable Housing Impact Fee Ordinance (chapter 15.72 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit; subsequent milestones pursuant to ordinance

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

SCA-POP-3: Residential Tenants (#97)

Requirement: The property owner shall comply with all applicable laws and requirements concerning residential tenants, including but not limited to, the City's Rent Adjustment Ordinance (OMC chap. 8.22, Article I), Just Cause Eviction Ordinance (OMC chap. 8.22, Articles II & III), Tenant Protection Ordinance (OMC chap. 8.22, Article V) and Code Compliance Relocation Ordinance (OMC chap. 15.60). Existing and former tenants temporarily or permanently evicted, displaced or relocated due to the project or City action related to the project may be entitled to protections and benefits, including, but not limited to, relocation payments and the right to return to previous units. The property owner may be required to submit evidence of compliance with applicable tenant protection laws upon request of the City. For more information, please contact the Oakland Housing Assistance Center: 250 Frank H. Ogawa Plaza, 6th Floor, Oakland, California, 94612; (510) 238-6182.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: N/A

SCA-POP-4: Affordable Residential Rental Units – Agreement and Monitoring (#103)

a. Requirement #1: Pursuant to Section 17.107 of the Oakland Planning Code and the State Density Bonus Law California Government Code Section 65915 et seq. (“State Density Bonus Law”), the proposed project shall provide a minimum of ___ target dwelling units available at very low/ low/ moderate income (as ___ of the units) for receiving a density bonus, concession and/or waiver of development standards.

b. Requirement #2: The approved residential affordable units that are part of this approval shall remain and continue to be affordable at the specified level in accordance with California Health and Safety Code Section 50053 and its implementing regulations for a term of not less than 55 years or a longer period of time if required by the construction or mortgage finance assistance program, mortgage insurance program, or rental subsidy program. This Condition of Approval must also be in compliance with Section 65915(c)(1) of the State Density Bonus Law specifically, as well as all other applicable provisions of the State Density Bonus Law.

c. Requirement #3: Prior to submittal of a construction-related permit, the applicant shall contact the Housing and Community Development Department (Housing Development Services Division) to enter into a Regulatory Agreement based on the City’s model documents, as may be amended from time to time, governing the target dwelling units. The Agreement shall contain restrictive covenants to ensure the continued affordability of the target dwelling units at the specified rent levels for a period of not less than fifty-five (55) years pursuant Section 65915 (c)(1) of the State Density Bonus Law, and restrict the occupancy of those units only to residents who satisfy the affordability requirement as approved for this project. Only households meeting the eligibility standards for the target dwelling units shall be eligible to occupy the target dwelling units.

If the property has an approved condominium map and the developer chooses to rent the affordable units at initial occupancy, the units cannot convert to ownership during the term of the Agreement, even if the market rate units in the development convert to ownership.

The Regulatory Agreement shall be recorded with the Alameda County Recorder’s Office as an encumbrance against the property, and a copy of the recorded agreement shall be provided to and retained by the City. The Regulatory Agreement may not be subordinated in priority to any other lien interest in the property.

d. Requirement #4: Rental target dwelling units shall be managed / operated by the developer or developer’s agent or the developer’s successor. The developer of rental target dwelling units shall submit for review and approval by the Housing and Community Development Department and any other relevant City departments, an annual report identifying which units are target dwelling units, the monthly rent, vacancy information, monthly income for tenants of each target rental dwelling unit throughout the prior year, and other information required by the City. Said agreement shall maintain the tenants’ privacy. The applicant shall pay to the Housing and Community Development Department an annual monitoring fee pursuant to the Master Fee Schedule (updated annually and available from the Budget Office of the City Oakland’s Finance Department:

<https://www.oaklandca.gov/departments/finance-department>) for City monitoring of target dwelling units.

e. Requirement #5: The floor area, number of bedrooms, and amenities (such as fixtures, appliances, location and utilities) of the affordable units shall be substantially equal in size and quality to those of the market rate units. Further, the proportion of unit types (i.e., three-bedroom and four-bedroom, etc.) of the affordable units shall be roughly the same as the project's market rate units.

f. Requirement #6: Tenant households in affordable units must have equal access to the project's services and facilities as tenant households in all other units within the project.

g. Requirement #7: Affordable units must be evenly distributed throughout the project.

h. Requirement #8: Applicant shall comply with the requirements of Section 65915(c)(3)(A) of the State Density Bonus Law requiring, without limitation, replacement units in those circumstances where the parcel subject to the density bonus requests contains or contained affordable units within the last five years.

i. Requirement #9: Applicants shall comply with all applicable provisions of State Density Bonus Law and all provisions of the City's density bonus law that are not preempted by state law.

j. Requirement #10: Affordable units shall be constructed concurrent with the construction of the market rate units in each phase of the project.

k. Requirement #11: The City will not issue final certificates of occupancy for more than fifty percent (50%) of the market rate units in any phase of development until final certificates of occupancy are issued for all of the affordable units in that phase.

When Required: First Construction-Related Permit Application and Ongoing

Initial Approval: Housing and Community Development Department – Housing Development Services Division

Ongoing Monitoring/Inspections: Housing Development Services Division

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section analyzes impacts related to population, housing, and employment that could result from implementation of the project. The section begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

Implementation of the project would result in a significant impact related to the City's population and housing if it would:

1. Induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads and other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed.

2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, in excess of that contained in the City's Housing Element.
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, in excess of that contained in the City's Housing Element.

b. Less-than-Significant Population and Housing Impacts

The population and housing statistics analyzed in this chapter were sourced from U.S. Decennial Census data, American Community Survey 5-year estimates, and 2018 ABAG projections. Changes to population and housing that would result from implementation of the project were quantified and evaluated for potential physical environmental impacts that could result from displacement of housing and people.

(1) Induce Population Growth Not Contemplated in the General Plan Requiring Significant New Infrastructure (Criterion 1)

Population Growth – Project

As discussed above, the project site's current General Plan land use designation is Institutional and allows residential in association with an institutional use. The current LUTE Growth Strategy discussed in *Chapter 4, Planning Policy*, could be applied to Institutional growth on the site with additional intensive development allowed up to a floor area ratio of 8. Such growth could include additional dormitories as well as classrooms and administrative buildings.

The site is identified in other areas of the General Plan including: the 2023-2031 Housing Element Update as a Housing Opportunity Site and a High Resource Area C; and is within the MacArthur BART Priority Development Area (PDA).

As shown in Table V.K-3, when compared to existing conditions, the project would result in a net negative loss of approximately 33 jobs⁸ and a net gain of approximately 1,277 residents and 493 households in Oakland.⁹ Such a change would not induce substantial population growth as the site is an urban infill redevelopment project and no new major off-site infrastructure is needed for the project. Additional development may occur but it would not be a direct result of this project and likely would not be beyond what is already planned for in the Housing Element and other local and regional planning documents.

⁸ Based on subtracting 72 jobs from the project from 155 previous staff and faculty.

⁹ Based on subtracting 34 previous residents from 1,311 project residents.

TABLE V.K-3 PREVIOUS CCA CAMPUS VS. PROPOSED PROJECT POPULATION AND JOB

	Residents	Units/Households	Jobs	Students
Existing Conditions	34	17 dorm rooms	155	750
Proposed Project	1,311	510	72	0
Difference	+1,277	+493	33	-750

Note: Number of residents based on ABAG and DOF projected average household size of 2.57 persons in the City of Oakland, 2020. Existing jobs from project applicant. Proposed jobs estimated: office = 3.5 jobs per 1k sf and retail = 2.5 jobs per 1k sf plus 9 jobs related to property management per project sponsor.
Source: CCA Oakland, CA. Preliminary Development Permit Application, April 22, 2022 and personal communication with Ben Golvin, October 2019.

Population Growth – Proposed General Plan Land Use

As described in detail in *Chapter IV, Planning Policy*, the proposed development and the associated growth in households and population are specifically anticipated for this site, as detailed in the City’s Housing Element and the Phase 1 General Plan Update and Policy Package and EIR that the City approved in October 2023. Although it is noted, the City has not revised the General Plan Land Use Designation for the site that remains Industrial understanding it was proposed as part of this project.

As a part of the project, the Project Sponsor is proposing to reclassify the entire project site to the Community Commercial (CC) General Plan designation. As discussed in *Chapter IV, Planning Policy*, the project’s total site area, minus the open space area of 1.32 acres (57,433 square feet), results in a total of 2.64 acres (114,837 square feet) of residential lot area. At a density ratio of one unit per 198 square feet of lot area, this equates to a maximum development potential of approximately 580 units.¹⁰

As shown in Table V.K-4, assuming 580 units could be developed at the project site, the General Plan Amendment could result in up to 1,490 (2.57 persons per household) residents to the site and 580 households. In total, the proposed CC General Plan Amendment could lead to an additional 1,294 households and residents compared to the existing Institutional General Plan designation.

¹⁰ City of Oakland, 2020. Zoning Code Bulletin: Clarification on how to calculate the maximum intensities for a site proposed for development. Amended on February 11, 2021 and August 27, 2021.

TABLE V.K-4 EXISTING INSTITUTIONAL GENERAL PLAN DESIGNATION VS. GENERAL PLAN AMENDMENT (NOT PROJECT)

	Residents	Households
Existing	34	17 dorms
CC General Plan Amendment	1,490	580
Difference	+1,456	+580

Source: City of Oakland, 2020. Zoning Code Bulletin: Clarification on how to calculate the maximum intensities for a site proposed for development. Amended on February 11, 2021 and August 27, 2021.

Summary

While the project proposes residential density at the site well above the existing General Plan designation, the estimated population and job growth from the project would only account for a small portion of the total growth in Oakland as anticipated by ABAG projections. Development of the site at the proposed residential density was assumed in the City’s Housing Element. The project would not result in any indirect impacts. Implementation of the project would not require extensions of roads, as the project site is currently developed and connected to existing roadways. The project would also not require any additional infrastructure, such as major utility facilities or lines, fire stations, or other public facilities (the significance of which is evaluated in other EIR sections, primarily in *Section V.M, Public Services, Utilities, and Recreation*). Therefore, impacts related to population growth associated with implementation of the project would be less than significant and no SCAs or mitigation measures are required.

(2) Displacement of Housing and People (Criterion 2 and 3)

As described above, the project site previously provided housing for approximately 34 students in 17 dormitory rooming units as a use associated with college consistent with the requirements of the Institutional Land Use designation. While 493 net new residential units would be developed, these would not replace the existing dormitory units on the project site because eligibility for student housing is related to enrollment in the college, which is no longer on this campus. Although the new project does not include dormitory units, it will provide a significant amount of new housing on the site. The loss of 17 dormitory units that are no longer associated with a current institutional use and the net gain of 493 new units does not constitute displacement of a substantial numbers of existing housing units that would necessitate the construction of replacement housing elsewhere. Therefore, impacts related to displacement of housing and people associated with implementation of the project would be less than significant and no SCAs or mitigation measures are required.

c. Significant Population and Housing Impacts

Implementation of the project would not result in any significant impacts to population and housing.

d. Cumulative Population and Housing Impacts

For population and housing, the geographic scope for assessing cumulative impacts is the City of Oakland.

(1) Induce Population Growth not Contemplated in the General Plan Requiring Significant New Infrastructure (Criterion 1)

The cumulative effects of the project and the proposed General Plan Amendment when considered together with other cumulative growth in the city, similar to the project and General Plan Amendment, would not be considered significant. Although not specifically contemplated based on the site's current land use designation in the LUTE, the LUTE also identifies Growth Strategy for North Oakland as partially in Growth and Change and partially in "enhance and maintain" with a note to study the area for higher density housing as discussed in more detail in *Chapter 4, Planning Policy*.

The site is also identified as a Housing Opportunity Site in the City's Housing Element update. Redevelopment of the site with higher density housing is consistent with the objectives of many city policies and programs to increase housing density/supply and will not result in induce unplanned population growth. Further as discussed in the transportation, utilities, and public services sections of this EIR, no significant new infrastructure is needed to serve this project or to serve future uses that may be allowed under the proposed General Plan Land Use designation.

Development under the project would not require construction or extension of new roads, or other infrastructure such as major utility facilities or lines, fire stations, or other public facilities (the significance of which is evaluated in other EIR sections). Current surrounding planned projects also would not require the construction of major infrastructure. Additionally, other future developments would be required to analyze their individual contributions to growth-related infrastructure improvements at the project level. For these reasons, the project's contribution to cumulative infrastructure improvements as a result of population growth would not be cumulatively considerable. Therefore, impacts related to population growth associated with implementation of the project and other planned and future projects would be less than significant.

(2) Displacement of Housing and People (Criterion 2 and 3)

Development of the project's 510 residential units would not result in the displacement of housing or people at the project site that would result in the construction of replacement housing and is therefore not cumulatively considerable. Surrounding planned and future developments would also be required to analyze and mitigate their individual contributions to displacement at the project level. Therefore, impacts related to displacement of housing and people associated with implementation of the project and other planned and future projects would be less than significant.

L. AESTHETICS AND SHADE AND SHADOW

This section describes the potential aesthetic effects that may result from development of the CCA Oakland Campus Redevelopment Project (project). The section begins with a description of existing visual character of the project site and in its vicinity, including scenic views and vistas. Relevant State and local regulations related to aesthetics are also identified. The section concludes with potential impacts that could result from implementation of the project, and provides, where appropriate, mitigation measures and the City's Standard Conditions of Approval (SCAs) to address those impacts.

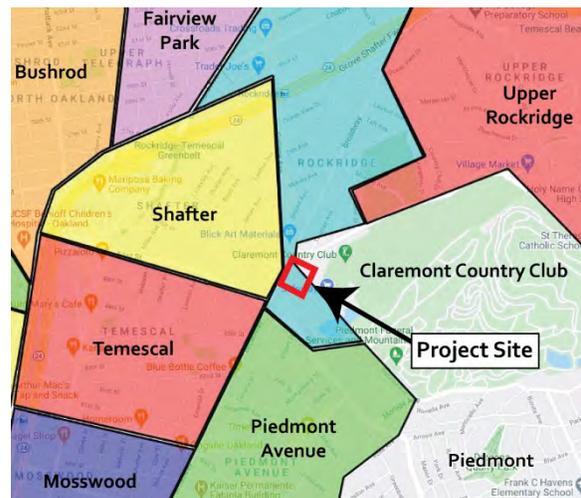
The analysis in this section is based on: (1) field surveys of the project site; (2) visual simulations and massing diagrams prepared by PreVision Design; and (3) shade/shadow simulations of existing building and of the project prepared by PreVision Design. Per the City of Oakland CEQA Thresholds of Significance Guidelines, Criterion 107 related to wind hazards does not apply to the project.

1. Setting

This section describes the visual character of the project site and its surroundings and views in the vicinity of the site, as well as the existing shade and shadow conditions in the area.

a. Local Context

The 3.95-acre project site is within an urbanized portion of Oakland along Broadway, a major arterial. The project site vicinity is an area where there is a confluence of several neighborhoods with varied scales of development and urban form, and land uses. The scale and form of development in this vicinity includes low-rise residential; commercial buildings ranging from 1 to 2 stories; and multi-family residential buildings ranging from 2 to 7 stories to the west, north, and east, with a large shopping center (retail) to the south. On-street parking is allowed along Clifton Street. Surrounding land uses generally include residential, institutional, commercial, and private open space.



b. Visual Character of the Project Site

The following describes the visual character from the context of the surrounding area, the project perimeter, and within the campus. “Visual character” is an impartial description of the defining physical features, landscape patterns, and distinctive physical qualities within a landscape. Visual character is informed by the composition of land, vegetation, water, and structures and their relationships to one another and their relative predominance, and by prominent elements of form, line, color, and texture that combine to define the composition of views. Visual character-defining resources and features within a landscape- may derive from notable landforms, vegetation, land uses, building design and façade treatments, transportation facilities, overhead utility structures and lighting, historic structures or districts, or panoramic open space.¹

General Character Description of Site’s Physical Location

When juxtaposed against the urban character of the surrounding neighborhood, the CCA campus is characterized by a dense tree canopy, concrete retaining wall and staircase that varies in height from less than 1 story at its northwest corner to 2 stories at the sites southwest corner, and the Founder’s Hall building protruding from the site’s southern facing precipice. The campus’ location on a large precipice also contributes to the site’s visual prominence, as shown in Figure V.L-1.

Description of Site’s Visual Character from the Project Perimeter

Looking towards the project site along Broadway, the campus and its inner structures are largely hidden by a dense layer of overgrown trees and landscaping and a concrete retaining wall. Although the wall along the Broadway frontage was constructed circa 1905 and is a historic contributor to the site, it is now mostly overgrown with vegetation. Other than the staircase, access to the site appears sequestered. As described in *Section V.B, Cultural and Historic Resources*, the site includes an 80-foot-wide view corridor extending westward from Macky Hall to the Broadway right-of-way that is part of the Landmark designation for the Treadwell Estate. It has not been maintained by the CCA campus and Macky Hall and other portions of the Treadwell Estate are almost entirely blocked from view from the project perimeter. Figure V.L-2 shows the location of this historic view corridor.

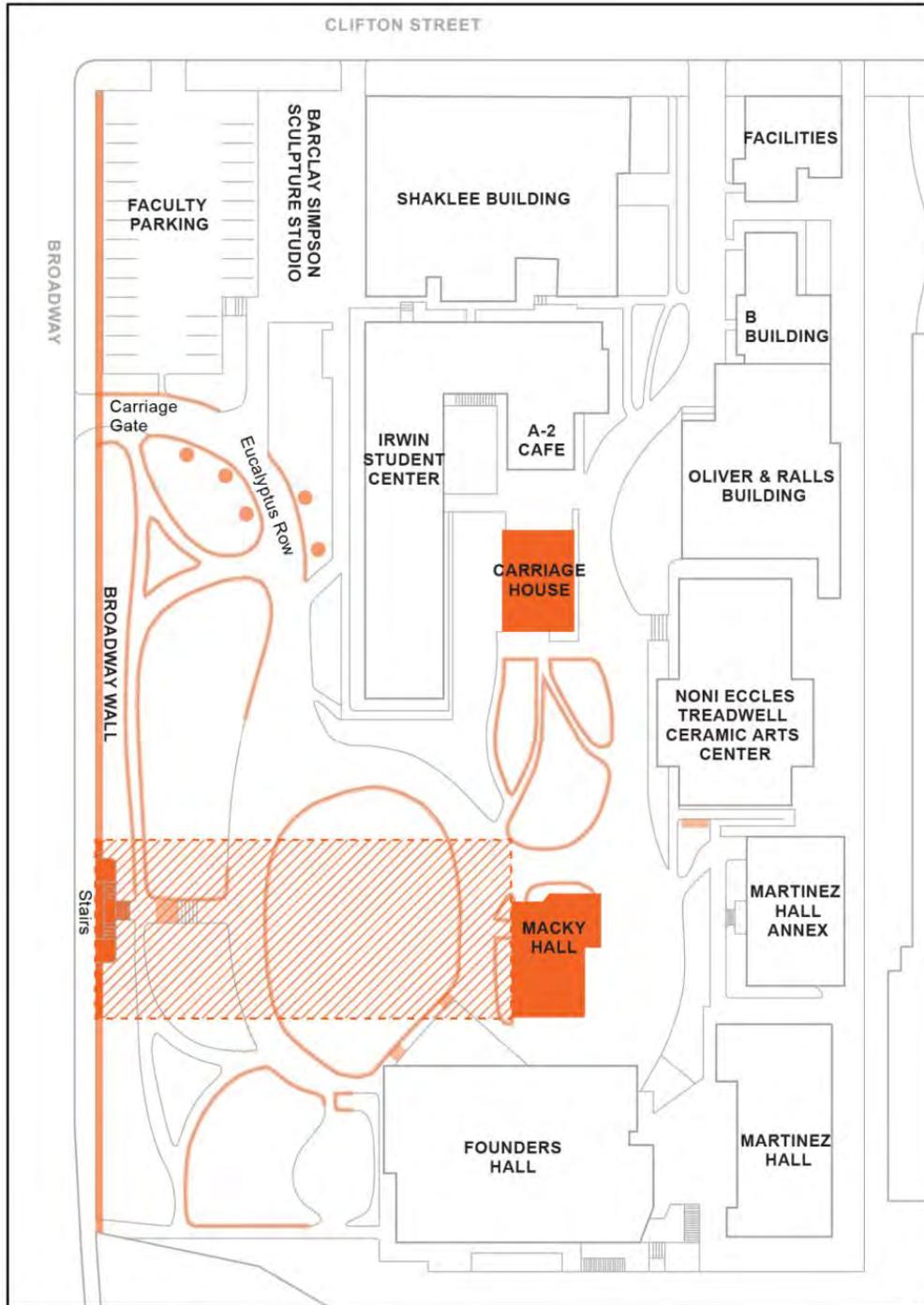
The Broadway Wall decreases in height to approximately less than 1 story and landscaping becomes sparse when approaching the northern perimeter of the site along Clifton Street. At that point, the visual character of the internal structures can be viewed.

¹ ESA, 2021. Waterfront Ballpark District at Howard Terminal. Available at: <https://cao-94612.s3.amazonaws.com/documents/Chapter-4.1-Aesthetics-Shadow-and-Wind.pdf>, accessed on December 5, 2023.



Source: Emerald Fund, 2022.

Figure V.L-1
Existing CCA Campus Site Slope
CCA Oakland Campus Redevelopment Project EIR



Source: Page & Turnbull, 2019.

- Treadwell Estate Buildings
- Oakland Landmark View Corridor

Figure V.L-2
Oakland Landmark View Corridor

Visual Character of the Internal Site

Within the campus, the layer of trees and buildings near the project site perimeter create a natural curtain that blocks most views out of the campus. The parcel is at the terminus of a long gradual rise along both College Avenue and Broadway, and topography to the north and east rises higher to the steep terrain of the Oakland Hills. As mentioned above, the historic view corridor is mostly blocked by an overgrowth of vegetation.

In general, the site possesses the visual character that would typically be associated with a college campus, including institutional buildings with open classrooms, a café, walkways between buildings, and a central lawn.

Two of the buildings, Macky Hall and the Carraige House, are contributors to the Treadwell Estate Oakland Landmark and listed in the National Register. Four buildings were found to be both contributors to the CCAC API and individually eligible for listing in the California Register: Founders Hall, Martinez Hall, the Noni Eccles Treadwell Ceramic Arts Center, and the Barclay Simpson Sculpture Studio. Six additional CCA buildings and six associated landscape features—Macky Lawn, stairs with ceramic pots, faun sculpture, *Infinite Faith* sculpture, Bell Tower, and *Celebration Pole*—date to the period of significance and retain sufficient integrity to contribute to the historic district.

Within the campus, the 12 buildings, dense trees and landscaping, and various art features are the most visually prominent features and main contributors for the campus' visual character. The 12 buildings range in date of construction from circa 1879 to 1992 and possess a myriad of eclectic architectural styles. The eclectic nature of the building designs, which are typical of their respective eras, substantially contribute to the unique visual character of the campus. A detailed description of each of the individual building's visual and historic characteristics is provided in *Section V.B, Cultural and Historic Resources*. Below is a summary of the buildings' visual characteristics, including height, materials, and architectural style.

- **Macky Hall** (formerly a residence known as Treadwell Hall or the Treadwell Mansion) (ca. 1879-1881): The oldest building on campus, the 3-story wood-frame Queen Anne style building with Stick Eastlake detail is clad with horizontal wood channel drop siding, is fenestrated with double-hung wood-sash windows with ogee lugs and wide wood surrounds, and features a complex multiple-gabled roofline typical of its style.
- **Carriage House** (ca. 1879-1881): Constructed as an ancillary building to Macky Hall, the 2-story, wood-frame building has been moved multiple times from its original location east of Macky Hall. Clad with horizontal wood channel drop siding and board and batten siding, the building is complementary to Macky Hall with simple Queen Anne and Stick Eastlake style elements.

- **Facilities Building** (ca. 1922-1924): The oldest remaining building on the project site that was built specifically for use by the school. The 1- and 2-story over raised basement, wood-frame building has a rectangular plan, stucco cladding, and flat roof.
- **B Building** (ca. 1926): This was the second building constructed for use by the college. The 2-story over raised basement building has a rectangular plan, stucco cladding, and flat roof.
- **Irwin Student Center (Irwin Hall) and A-2 Café** (1959, 1974): Completed in 1959 as the campus' first dormitory. The addition housing the A-2 Café was constructed at the east side of Irwin Hall in 1974. The 1- and 2-story building has an L-shaped plan with its longer, north-south wing parallel to the hill slope. It is clad in stucco and wood board and batten siding, and has a complex roofline with low-pitched gable, hipped, and flat portions.
- **Martinez Hall** (1967): The 2-story Third Bay Tradition style building has a rectangular plan and box-like massing with shed-roof canopies and projections, vertical flush rustic wood siding, and a steeply pitched four-part sawtooth roof with glazed, north-facing vertical surfaces. A mural wall extends across both stories on a portion of the building's west façade.
- **Founders Hall** (1968): The 2-story concrete building has stepped cubic massing, exposed metal structural elements, and recessed windows characteristic of its Brutalist style. The roof slopes down slightly toward its south end.
- **Martinez Hall Annex** (1970): This 2-story, rectangular-plan building is clad with standing-seam metal siding and has multiple shallow-pitched shed rooflines.
- **Noni Eccles Treadwell Ceramic Arts Center** (1973): The 2-story building has a generally I-shaped footprint and is clad in striated unglazed terra cotta stack bond blocks with a concrete belt course and cornice. West-, south-, and east-facing shed-roof elements are clad in red standing-seam metal.
- **Raleigh and Claire Shaklee Building** (1979): The 2-story building with partially exposed basement is clad in stucco and features metal-frame windows and a generally flat roof with projecting shed-roofed elements. Mosaic tilework adorns a wall north of the east façade staircase.
- **Oliver Art Center and Ralls Painting Studio (Oliver and Ralls Building)** (1989): The 2-story, stucco-clad building has a flat roof and metal-frame glazed entry vestibule.
- **Barclay Simpson Sculpture Studio** (1992): The 2-story concrete, steel frame, and glass block sculpture studio features a prominent, exposed steel chimney extending from ground level above the height of the north façade.

In addition, some of the open space visual qualities are summarized below:

- **Broadway Wall and Stairs:** The wall is textured concrete, scored, and rusticated to simulate stone. A vehicular driveway near the north end of the wall is framed by concrete pilasters and a modern metal archway.

- **Carnegie Bricks:** Bricks stamped with the word “CARNEGIE” used to line pathways, roads, and other landscape features in the southern and western portions of the campus near Macky Hall.
- **Macky Lawn:** An oval shaped grass lawn west of Macky Hall, which includes several coast redwoods. The perimeter of the lawn is lined with Carnegie bricks.
- **Stairs with Ceramic Pots:** A set of stairs leads from the road by Macky Hall down toward the Carriage House with masonry walls and round insets with ceramic pots.
- **Faun Sculpture:** This bust of a half-human, half-goat male rendered in stone atop a tapered stone pedestal was created by Hazel Z. Weller for a sculpture class at the college.
- **Infinite Faith Sculpture:** A monolithic stone sculpture originally installed east of Irwin Hall.
- **Bell Tower:** An irregular, trapezoidal wood tower housing a bronze bell near its top is installed on a slope south of Irwin Hall.
- **Celebration Pole (1982):** This 35-foot-tall redwood carving was installed to commemorate the 75th anniversary of the college.

As discussed in *Section V.B, Cultural and Historic Resources*, the project site is designated as an Area of Primary Importance and contains several significant historic resources. Macky Hall and the Carriage House, together with two sequoia trees (which have since been removed with approved Tree Removal Permit Waivers), the Broadway Wall and Stairs, and an 80-foot-wide view corridor (centered on the Macky Hall entrance, extending to Broadway (intended to maintain the view of the Treadwell Estate all from Broadway and College Avenue)) were designated as an Oakland Historic Landmark in August of 1975. The Oakland Landmark nomination described the boundaries of the landmarked site as follows:

“The property within an area described by a line around the perimeter of the subject structure and carriage house at a distance of fifteen feet from the foundation line and the property within a corridor measuring forty feet on each side of a line running perpendicular to the south-easterly line of Broadway and extending from the center of the main entrance of Treadwell Hall to said southeasterly line of Broadway. The eighty foot corridor is intended to maintain the view of Treadwell Hall from Broadway and College Avenue and to preserve the stairway within the wall running along Broadway and the two large sequoia gigantea located in front of Treadwell Hall.”²

² City of Oakland, 1975. Landmarks Preservation Advisory Board, Section 5, Treadwell Hall, Resolution No. 1975-5, June.

Other character-defining site features of the CCA campus include the following:

- Spatial relationships between contributing buildings;
- Siting of contributing buildings within the sloped topography of the site, including clustering of buildings on the eastern side of the site;
- A meandering, informal network of circulation routes through campus, with primarily pedestrian access;
- Vehicular ingress and egress routes limited to the northwest portion of the property at the Broadway gate and Clifton Avenue driveways; and
- Orientation of purpose-built contributing buildings inward toward the center of campus, away from public streets.

Photos 1 through 4 display some of the existing range of architectural (from wood siding to metal-framed glazed surfaces) and open space features within the CCA campus from different eras.



Photo 1- Macky Hall



Photo 2- Broadway Wall and Stairs



Photo 3- Martinez Hall



Photo 4- Central Garden and open space

c. Visual Character of the Surrounding Area

The surrounding area is an urban environment with a combination of building types, building ages, architectural styles, and a mix of old and new landscaping. The buildings range from 1 to 7 stories in height with uses including single-family homes, multi-family complexes, multi-story mixed-use buildings, private open space, commercial, and a large shopping center. A map with the surrounding building heights in the project area is shown in Figure V.L-3.

Many of the buildings near the project site were built in the early twentieth century and are less than 3 stories in height; however, as of late, the area is beginning to include newer multi-family developments along the Broadway corridor, including the Merrill Gardens at Rockridge (5238 Coronado Avenue), a senior-living community, and Baxter on Broadway apartments (4901 Broadway), both 5 stories in height. Landscaping lines Broadway and Clifton Street with both mature and immature trees. A brief discussion of the visual character of the areas surrounding the project site is described below:

- **North.** North of site is mainly comprised of older single-family homes and is residential in character. Directly north of the project site is a high school and its associated older single-story institutional facilities (Oakland Technical High School Upper Campus), a 4-story multi-family building (Clifton Hall), several 2-story single-family homes/converted 2-story multi-family buildings that appear to be constructed in the 1920s (see photo 5), a gas station (Broadway Terrace 76), and 1- and 2-story commercial buildings (including the Blick art supplies store). The architectural styles range from Spanish- and Craftsman style homes, to wooden portables at the Oakland Technical High School Upper Campus, to the more contemporary Clifton Hall building comprised of glass, aluminum, and stucco.
- **South.** To the south and southeast of the project site is an undeveloped lot and a large-scale retail shopping center. The undeveloped lot is currently planned for construction as an expansion of the adjacent Safeway Redevelopment Project (Phase 2). As a part of Phase 1 of the Safeway Redevelopment Project, only the southeastern portion of the lot has been



Photo 5- 2-story residential buildings



Photo 6- Vacant lot and Rockridge Shopping Center in the distance



Figure V.L-3
 Height Comparison with Surrounding Buildings
 CCA Oakland Campus Redevelopment Project EIR

redeveloped with several commercial facilities, a Safeway grocery store, and a large surface parking lot. Phase 2 of the Safeway Redevelopment Project proposes to redevelop the lot directly to the south of the project site and west of Phase 1; however, at the time of this Draft Environmental Impact Report (EIR), the lot remains undeveloped and is completely devoid of any structures (see photo 6). Phase 2 of the Safeway Redevelopment Project would redevelop this part of the site with large-scale commercial and retail facilities, which would range up to 3 stories and approximately 126 feet in height at their tallest point.

- **East.** Directly east of the site is a 4-story multi-family apartment (varies in height from approximately 30 to 40 feet tall) complex at 225 Clifton that was constructed in 1964 (see photo 7) as well as a dense tree canopy. Also, to the east, while not directly adjacent to the project site, is a surface parking lot, pool, and tennis courts associated with the Claremont Country Club facilities. The main clubhouse of the Claremont Country Club, designed by Julia Morgan, is listed on the City of Oakland’s Local Register.
- **West.** Directly to the west of the project site is a fast-food restaurant (Wendy’s) and its associated surface parking lot. Also, to the west of the project site are several 1- and 2-story commercial business buildings that were mostly constructed in the 1910s through 1960s, including a laundromat, a Thai food restaurant, and print shop (see photo 8).



Photo 7- 4-story multi-family apartment complex at 225 Clifton Street



Photo 8- Older 1- and 2-story commercial buildings

d. Views from the Project Site

Due to the number of mature trees, landscaping, and buildings within the project site, views from within the project site and out of the campus are extremely limited. Because of the urban nature of the surrounding area, views from the perimeter of the project site are also largely limited to the adjacent buildings and features.

- **Views looking North.** Views looking northward from the project site are limited by an existing CCA structure (Clifton Hall), Oakland Technical High School Upper Campus facilities, mature trees, utility poles, and fencing. In addition, views are also limited due to the topography of the area, which rises from south to north. Very limited views of the Oakland

Hills can be seen from the northern perimeter of the site, in between the setbacks of the high school's structures. From Clifton Hall, along Broadway and Broadway Terrace, views mostly consist of the Broadway Terrace 76 gas station, the surrounding 1- to 2-story residential and commercial buildings, mature trees, and utility poles, with some views of the Oakland Hills in the background.

- **Views looking South.** Most views looking south from the project site are also limited due to CCA's existing buildings (including Founder's Hall and Martinez Hall), mature trees, and landscaping along the project site's southernmost perimeter. Views from the project site's southern precipice, which can be accessed via walkways near the existing Founder's Hall building, include a direct view of the Access Road and undeveloped lot below, landscaping, and some commercial structures. In the distance, this vantage point also provides views of the greater Downtown Oakland skyline and its high-rise buildings. Even farther off into the distance, slight views of the Santa Cruz mountains and San Pedro Valley Park are visible (as shown in Photo 9).



Photo 9- Views of the Santa Cruz Mountains

- **Views looking East.** From within the project site, views looking directly east are completely obstructed by the 4-story apartment complex adjacent to the site.
- **Views looking West.** From within the project site, views looking west out of the project site are almost completely obstructed by mature trees and landscaping lining the campus' western perimeter along Broadway. Views from the campus' western boundary along the - Broadway sidewalk consist of surrounding 1- and 2-story commercial buildings, the Wendy's fast-food restaurant, the 5-story Merrill Gardens at Rockridge building, single-family homes, mature trees, and utility poles, which generally block views westward beyond these structures.

e. Views of the Project Site

Views into and through the project site are generally limited due to the developed nature of the site and the significant tree canopy lining the project perimeter.

- **Views from the North.** Views into the project site from the north along Broadway and Clifton Street are limited to the surface parking lot, mature trees along the street and on-site, and the perimeter CCA buildings, including the Barclay Simpson Sculpture Studio, Shaklee Building, the Facilities building, and some of the interior landscaping (see photo 10).

- **Views from the South.** The southern perimeter of the project site has restricted visibility through the site, largely due to the tree canopy lining the perimeter of the site as well as the raised topography, which slopes upward from the access road below (see photos 11, 12, and 13). Besides landscaping, the only distinguishable feature of the project site visible from the south is the Founder’s Hall building, which overlooks the southern precipice of the site.



Photo 10- View of the project site from the north at Broadway



Photo 11- View of the project site from the southwest corner of Broadway and Pleasant Valley Avenue



Photo 12- View of project site's southern precipice from Access Road below



Photo 13- View of project site's southern precipice from Pleasant Valley Avenue

- **Views from the East.** There are very limited views into the project site from the East due to the Clifton apartment complex and the surrounding tree canopy which is taller than the Clifton apartments. There are limited views from the adjacent apartment complex parking lot (see photos 14 and 15). Although there are also limited views from some of the units on the western edge of the Clifton apartment complex, views from private residences and properties are not addressed under CEQA and will not be evaluated.



Photo 14- View of project site from the 225 Clifton apartment complex parking lot



Photo 15- View of the project site from the 225 Clifton apartment complex parking lot

- **Views from the West.** Views of the project site from the west are generally limited by the Broadway Wall and Stairs and the trees and landscaping along the western perimeter of the site along Broadway. The 80-foot-wide view corridor extending from Broadway and College to the Macky Hall entrance, is intended to maintain the view of the Treadwell Estate from Broadway and College Avenue but this corridor is blocked by overgrowth trees resulting in limited views into the site from the Broadway corridor (see photos 16, 17, 18, and 19). In addition, all the buildings within the project site are set back between 100 to 150 feet from Broadway, further reducing visibility of any of the internal structures on the western perimeter of the project site. However, along the northwestern perimeter of the project site near the intersection of Broadway and Clifton Street, the landscaping becomes less dense, and the Broadway Wall reduces in height, which allows for views of the surface parking lot and the western façade of the Barclay Simpson Sculpture Studio.



Photo 16- View of the southwestern corner of the project site from the corner of Broadway and Coronado Avenue



Photo 17- View of the northern portion of the project site from College Avenue



Photo 18- View of the Broadway Wall and CCA campus from the Wendy's parking lot



Photo 19- View of the entry staircase from College Avenue.

f. Scenic Highways/Routes

The City of Oakland General Plan's Scenic Highway Element defines scenic routes as "distinctively attractive roadways that traverse the city, and the visual corridors which surround them." Further discussion of scenic highways/routes can be found below in Regulatory Setting.

g. Scenic Vistas

Scenic vistas are view corridors that capture the total field of vision from a specific viewpoint; they generally encompass a large geographic area for which the field of view can be quite wide and extend in the distance. Scenic vistas are formed by built and natural physical elements that guide lines-of-sight and control view directions available to pedestrians and motorists. Scenic vistas generally include elements of high scenic value or visual prominence. Scenic views identified in the Oakland General Plan include views of the Oakland Hills from the flatlands, views of downtown and Lake Merritt, views of the shoreline, and panoramic views from Skyline Boulevard, Grizzly Peak Boulevard, and other hillside locations.

2. Shade and Shadow

Shadow pattern simulations were prepared by PreVision Design for the existing conditions surrounding the project site for the following dates: June 21 (the summer solstice, when the sun is at its highest point in the sky); December 21 (the winter solstice, when the sun is at its lowest point in the sky); and March 20 and September 22 (the spring and fall equinoxes, respectively, when day and night are approximately the same lengths). Simulations were prepared for three times during each day: 9:00 a.m. (morning); 12:00 p.m. (noon); and 3:00 p.m. (afternoon).

Under existing conditions, shade and shadows cast by existing structures in the project vicinity is minimal all day during the summer solstice, in the afternoons to evenings in the spring and fall equinoxes, and at noon during the winter solstice. Shadows extend for much greater lengths and create much more shading on streets and backyards during the mornings on the spring and fall equinoxes and in the morning and later-afternoons during the winter solstice. However, even during times of great shadow length, there are minimal amounts of shadow being cast on building rooftops in the area. See Appendix G for shadow diagrams of the existing conditions and project.

3. Regulatory Setting

This section discusses applicable regulatory provisions, including policies from the City of Oakland General Plan, the Oakland Planning Code, and the City's SCAs.

a. General Plan

The Land Use and Transportation Element of the General Plan contains the following goals and policies related to aesthetics and shade and shadow impacts.

Policy T6.5: Improving Streetscapes. The City should make major efforts to improve the visual quality of streetscapes. Design of the streetscape, particularly in neighborhoods and commercial centers, should be pedestrian-oriented and include lighting, directional signs, trees, benches, and other support facilities.

Policy 6.5: Protecting Scenic Routes. The City should protect and encourage enhancement of the distinctive character of scenic routes within the city, through prohibition of billboards, design review, and other means.

Policy N1.5: Designing Commercial Development. Commercial development should be designed in a manner that is sensitive to surrounding residential uses.

Policy N8.2: Making Compatible Interfaces Between Densities. The height of development in urban residential and other higher density residential areas should step down as it nears lower density residential areas to minimize conflicts at the interface between the different types of development.

The Open Space, Conservation, and Recreation (OSCAR) Element promotes the preservation and good design of open space and the protection of natural resources to improve aesthetic quality in Oakland. The following objectives and policies are relevant to visual resource concerns associated with the project.

Policy OS-10.1: View Protection. Protect the character of existing scenic views in Oakland, paying particular attention to: (a) views of the Oakland Hills from the flatlands; (b) views of downtown and Lake Merritt; (c) views of the shoreline; and (d) panoramic views from Skyline Boulevard, Grizzly Peak Road, and other hillside locations.

Policy OS-10.2: Minimizing Adverse Visual Impacts. Encourage site planning for new development that minimizes adverse visual impacts and takes advantage of opportunities for new vistas and scenic enhancement.

Policy OS-10.3: Underutilized Visual Resources. Enhance Oakland's underutilized visual resources, including the waterfront, creeks, San Leandro Bay, architecturally significant buildings or landmarks, and major thoroughfares.

b. Oakland Planning Code – Design Review

The City of Oakland Planning Code contains the following regulations related to the design of new projects. Site-specific design guidelines would also be proposed for the project through the Planned Unit Development (PUD) process as a basis for evaluating the architectural quality and compatibility of the project with the character of the existing California College of Arts & Crafts

(CCAC) API and the surrounding neighborhood. The following performance criteria are utilized as part of the City's design review process.

17.136.050 – Regular Design Review Criteria

A. For Residential Facilities

1. That the proposed design will create a building or set of buildings that are well related to the surrounding area in their setting, scale, bulk, height, materials, and textures;
2. That the proposed design will protect, preserve, or enhance desirable neighborhood characteristics;
3. That the proposed design will be sensitive to the topography and landscape;
4. That, if situated on a hill, the design and massing of the proposed building related to the grade of the hill;
5. That the proposed design conforms in all significant respects with the Oakland General Plan and with any applicable design review guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.

B. For Nonresidential Facilities and Signs

1. That the proposal will help achieve or maintain a group of facilities which are well related to one another and which, when taken together, will result in a well-composed design, with consideration given to site, landscape, bulk, height, arrangement, texture, materials, colors, and appurtenances; the relation of these factors to other facilities in the vicinity; and the relation of the proposal to the total setting as seen from key points in the surrounding area. Only elements of design which have some significant relationship to outside appearance shall be considered, except as otherwise provided in Section 17.136.060;
2. That the proposed design will be of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area;
3. That the proposed design conforms in all significant respects with the Oakland General Plan and with any applicable design review guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.

C. For Local Register Properties that are not Landmarks or located in the S-7 or S-20 Zone:

1. That for additions or alterations, the proposal will not substantially impair the visual, architectural, or historic value of the affected site or facility. Consideration shall be given to design, form, scale, materials, texture, lighting, landscaping, Signs, and any other relevant design element or effect, and, where applicable, the relation of the above to the original design of the affected facility.

D. For Potential Designated Historic Properties that are not Local Register Properties: That for additions or alterations,

1. The design matches or is compatible with, but not necessarily identical to, the property's existing or historical design; or
1. The proposed design comprehensively modifies and is at least equal in quality to the existing design and is compatible with the character of the neighborhood; or
2. The existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.

17.136.060 – Review by Landmarks Board in Certain Cases

A. Whenever an application is for regular design review in the S-7 Zone, or on a designated landmark site, the Director of City Planning shall refer the proposal to the Landmarks Preservation Advisory Board for its recommendations.

B. Whenever an application is for regular design review in the S-20 Zone, and the Director of City Planning determines that a proposed addition or alteration will have a significant effect on the property's character-defining elements that are visible from a street or other public area, the Director may, at his or her discretion, refer the project to the Landmarks Preservation Advisory Board for its recommendations.

"Character-defining elements" are those features of design, materials, workmanship, setting, location, and association that identify a property as representative of its period and contribute to its visual distinction or historical significance. An addition or alteration is normally considered "visible from a street or other public area" if it affects a street face or public face of the facility or is otherwise located within the "critical design area," defined as the area within forty (40) feet of any street line, public alley, public path, park or other public area.

17.136.070 – Special Regulations for Designated Landmarks

A. Designation. In any zone, the City Council may designate as a landmark any facility, portion thereof, or group of facilities which has special character, interest, or value of any of the types referred to in Section 17.07.030P. The designating ordinance for each landmark shall include a description of the characteristics of the landmark which justify its designation and a clear description of the particular features that should be preserved. Each ordinance shall also include the location and boundaries of a landmark site, which shall be the lot, or other appropriate immediate setting, containing the landmark. Designation of each landmark and landmark site shall be pursuant to the rezoning and law change procedure in Chapter 17.144.

B. Design Review for Construction or Alteration. Except for projects that are exempt from design review as set forth in Section 17.136.025, no Building Facility, Telecommunications Facility, Sign, or other associated structure on any designated landmark site shall be constructed or established, or altered in such a manner as to affect exterior appearance unless plans for the proposal have been approved pursuant to the design review procedure in this Chapter and the applicable provisions of this Section. Furthermore, for a publicly-owned landmark, the designating ordinance may require such approval of proposed changes to major interior architectural features.

C. Regular Design Review Criteria. Proposals involving designated landmarks that require Regular design review approval may be granted only upon determination that the proposal conforms to the Regular design review criteria set forth in Section 17.136.050 and to the additional criteria set forth below in Subdivisions 1, 2 and 3 or to one or both of the criteria set forth in Subdivision 4:

1. That the proposal will not adversely affect the exterior features of the designated landmark nor, when subject to control as specified in the designating ordinance for a publicly-owned landmark, its major interior architectural features;
2. That the proposal will not adversely affect the special character, interest, or value of the landmark and its site, as viewed both in themselves and in their setting;

3. That the proposal conforms with the Design Guidelines for Landmarks and Preservation Districts as adopted by the City Planning Commission and, as applicable for certain federally related projects, with the Secretary of the Interior's Standards for the Treatment of Historic Properties;
4. If the proposal does not conform to the criteria set forth in Subdivisions 1, 2 and 3:
 - i. That the designated landmark or portion thereof is in such condition that it is not architecturally feasible to preserve or restore it, or
 - ii. That, considering the economic feasibility of alternatives to the proposal, and balancing the interest of the public in protecting the designated landmark or portion thereof, and the interest of the owner of the landmark site in the utilization thereof, approval is required by considerations of equity.

D. Duty to Keep in Good Repair. Except as otherwise authorized under Subsections B. and C. of this Section, the owner, lessee, or other person in actual charge of each designated landmark shall keep good repair all of the exterior portions thereof, all of the interior portions thereof when subject to control as specified in the designating ordinance, and all interior portions thereof the maintenance of which is necessary to prevent deterioration and decay of any exterior portion.

17.136.075 – Regulations for Demolition or Removal of CIX-1A Zone Properties, Designated Historic Properties, and Potentially Designated Historic Properties

A. With the exception of structures declared to be a public nuisance by the Building Official or City Council, Regular Design Review of the demolition or removal of a Designated Historic Property (DHP) or Potentially Designated Historic Property (PDHP) shall only be approved after the Regular Design Review of a replacement project at the subject site has been approved; however, demolition of nuisance structures must still undergo Regular Design Review for demolition as required by this Chapter.

B. Regular Design Review approval for the demolition or removal of any Landmark, Heritage Property, structure rated "A" or "B" by the Oakland Cultural Heritage Survey, and structure on the City's Preservation Study List that are not in an S-7 or S-20 Zone, or Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the Regular design review criteria, all other applicable design review criteria, and the following additional criteria:

1. The applicant demonstrates that: a) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generate such return, or b) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this finding, a hazard constitutes a threat to health and safety that is not immediate;
2. If a replacement facility is required by Subsection 17.136.075.A., the design quality of the replacement facility is equal or superior to that of the existing facility; and
3. It is economically, functionally architecturally, or structurally infeasible to incorporate the historic structure into the proposed development.

C. Regular Design Review Approval for the demolition or removal of any structure in the CIX-1A Zone, or an S-7 or S-20 Zone, or an Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and the following additional criteria:

1. For the demolition of structures in the CIX1A Zone; or contributors to an S-7 Zone, S-20 Zone, or API:

- a. The Applicant demonstrates that: i) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generates such return, or ii) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this criterion, a hazard constitutes a threat to health and safety that is not immediate; and
- b. It is economically, functionally, architecturally, or structurally infeasible to incorporate the historic structure, or existing structure in the CIX-1A Zone, into the proposed development.
2. For the demolition of noncontributors to an S-7 Zone, S-20 Zone, or API: The existing structure is either: i) seriously deteriorated or a hazard; or ii) the existing design is undistinguished and does not warrant retention. For this finding, a hazard constitutes a threat to health and safety that is not immediate;
3. For the demolition of any structure in an S-7 Zone, S-20 Zone, or API:
 - a. The design quality of the replacement structure is equal/superior to that of the existing structure; and
 - b. The design of the replacement project is compatible with the character of the district, and there is no erosion of design quality at the replacement project site and in the surrounding area. This includes, but is not limited to, the following additional findings:
 - i. The replacement project is compatible with the district in terms of massing, siting, rhythm, composition, patterns of openings, quality of material, and intensity of detailing;
 - ii. New street frontage includes forms that reflect the widths and rhythm of the facades on the street and entrances that reflect the patterns on the street;
 - iii. The replacement project provides high visual interest that either reflects the level and quality of visual interest of the district contributors or otherwise enhances the visual interest of the district;
 - iv. If the design contrasts the new to the historic character, the replacement project enriches the historic character of the district;
 - v. The replacement project is consistent with the visual cohesiveness of the district. For the purpose of this item, visual cohesiveness is the architectural character, the sum of all visual aspects, features, and materials that defines the district. A new structure contributes to the visual cohesiveness of a district if it relates to the design characteristics of a historic district. New construction may do so by drawing upon some basic building features, such as the way in which a building is located on its site, the manner in which it relates to the street, its basic mass, form, direction or orientation (horizontal vs. vertical), recesses and projections, quality of materials, patterns of openings and level of detailing. When a combination of some of these design variables are arranged in a new building to relate to those seen traditionally in the area, but integral to the design and character of the proposed new construction, visual cohesiveness results; and
 - vi. The replacement project will not cause the district to lose its current historic status.

D. Regular Design Review Approval for the demolition or removal of any structure rated "C" by the Oakland Cultural Heritage Survey or contributes to an Area of Secondary Importance (ASI) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and to either: 1., 2., or 3., below:

1. The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood; or

2. The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure and the proposed replacement project is compatible with the character of the neighborhood;
or
3. The existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.

E. For proposals that have received Design Review approval pursuant to this Section, the issuance of a demolition permit for any structure or portion thereof may be postponed by the Director of City Planning for a period not to exceed one hundred twenty (120) days from the date of application for such permit. The Director may do so upon determination that the structure or portion thereof is listed as a Local Register Property or is on a study list of facilities under serious study by the Landmarks Preservation Advisory Board, the City Planning Commission, or the Director, for possible landmark designation under Section 17.136.070 or for other appropriate action to preserve it. During the period of postponement, the Board, the Commission, or the Director shall explore means for preserving or restoring the structure or portion thereof. However, demolition may not be postponed under this Section if, after notice to the Director of City Planning, the Building Services Department, the Housing Conservation Division, their respective appeals boards, or the City Council determines that immediate demolition is necessary to protect the public health or safety. Any determination made by the Director of City Planning under this Section may be appealed pursuant to the administrative appeal procedure in Chapter 17.132.

c. City of Oakland Commercial Corridor Design Guidelines

The Commercial Corridor Design Guidelines (Guidelines) apply to any project, including additions and new construction, in the City's major corridor zones (RU₄, RU-5, CN-1, CN-2, CN-3, CC-1, CC-2, and S-15) that require Design Review under Chapter 17.136 of the Zoning Regulations. The Guidelines further build upon the intent of the General Plan by providing a series of design guidelines that are more descriptive and illustrative than suitable for a zoning code by supplementing the design review criteria. The Guidelines also make the Design Review process more transparent and straightforward by clearly presenting the City's expectations to the public, applicants, staff, and decision makers. The Guidelines apply to various contexts on the commercial corridors such as built-out storefronts and residential neighborhoods, underdeveloped areas, historic districts, and wide or narrow corridors. The Guidelines also apply to all types of construction: stand-alone residential, mixed-use (residential over commercial), standalone commercial buildings, and civic buildings. Special consideration is also provided for large developments (generally sites over 60,000 square feet) and corner lots. Each guideline in this document expands on the General Plan and Zoning Regulations by providing design direction that is not suited to objective standards in Oakland's Zoning Regulations. Instead, they descriptively and graphically express the City's expectations for new development on the corridors.

The Guidelines often refer to "primary" and "secondary" corridors. In general, the primary corridors are wider and more urban in character, such as International Boulevard, San Pablo Avenue, Telegraph Avenue, and Broadway. The secondary corridors generally have a less dense

character and include Foothill Boulevard, Bancroft Avenue, College Avenue, Shattuck Avenue, MacArthur Boulevard.

d. Standard Conditions of Approval

The City's SCAs relevant to aesthetics and shade and shadow are listed below for reference. If the project is approved by the City, the SCAs would be adopted as requirements to help ensure that no significant impacts (for the applicable topic) occur because of the project. Therefore, the SCAs are not listed as mitigation measures.

SCA-AES-1: Trash and Blight Removal (#16)

Requirement: The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-AES-2: Graffiti Control (#17)

Requirement:

- a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:
 - i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.
 - ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.
 - iii. Use of paint with anti-graffiti coating.
 - iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).
 - v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement.
- b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:
 - i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system.
 - ii. Covering with new paint to match the color of the surrounding surface.
 - iii. Replacing with new surfacing (with City permits if required).

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-AES-3: Landscape Plan (#18)

a. Landscape Plan Required

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. Landscape Installation

Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.

When Required: Prior to building permit final

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

c. Landscape Maintenance

Requirement: 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.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-AES-4: Lighting (#19)

Requirement: 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.

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-AES-5: Public Art for Private Development (#98)

Requirement: The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs.

The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution

and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit.

Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.

When Required: Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit

Installation of art/cultural space – Prior to Issuance of a Certificate of Occupancy

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

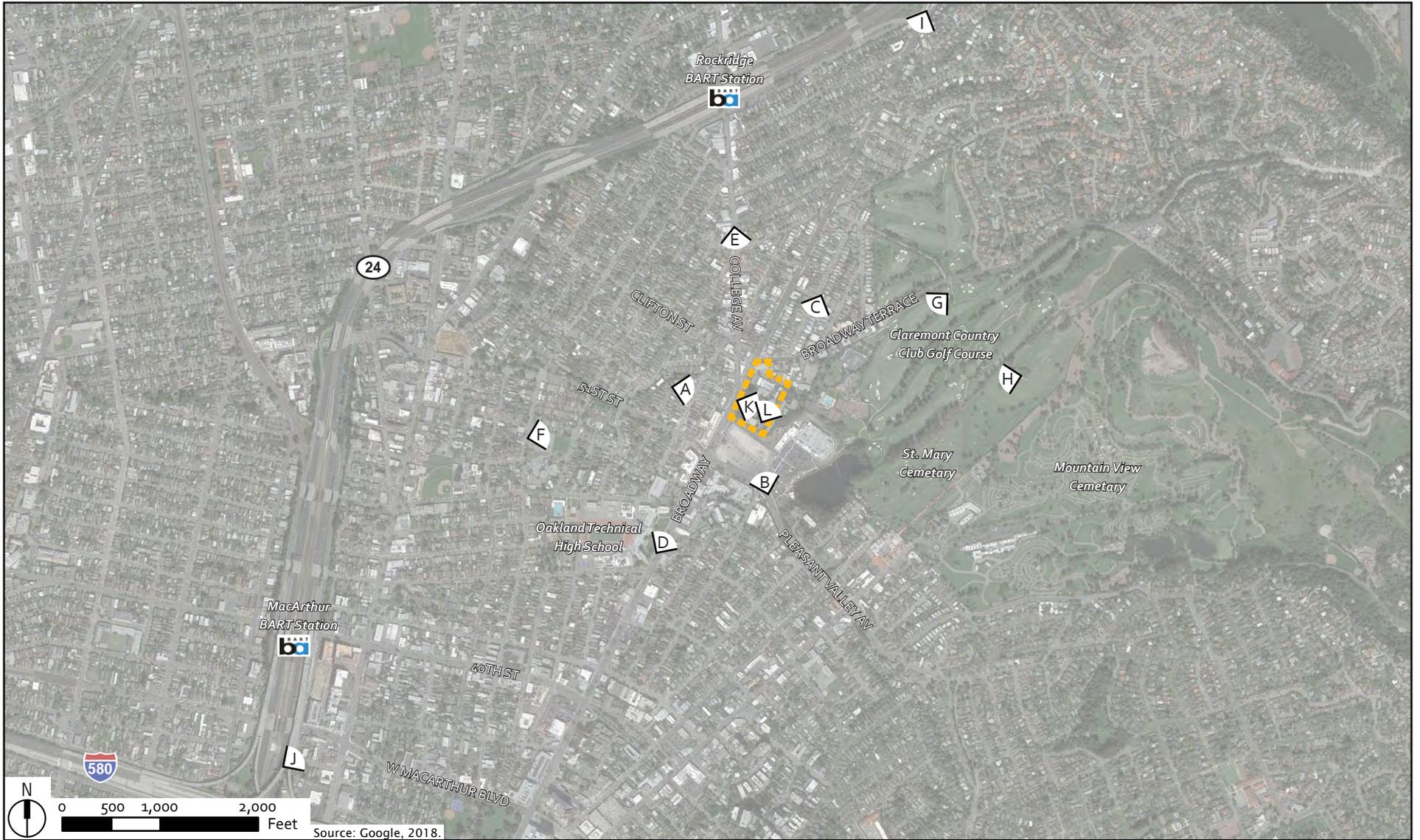
4. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section discusses potential aesthetic impacts that could result from implementation of the project. It presents the thresholds of significance and identifies potential impacts. Visual simulations of the project are also provided to help reviewers understand the project at the end of this section. Locations discussed and displayed in the corresponding figures are shown in Figure V.L-4. Visual simulations of the project are shown in Figures V.L-5 through V.L-14, sorted in order of nearest to farthest from the project site. Visual simulations with views looking on the project site are shown in Figures V.L-15 and V.L-16.

a. Significance Criteria

Implementation of the project would result in a significant impact related to aesthetics and shade and shadow if it would result in any of the following:

1. Have a substantial adverse effect on a public scenic vista.
2. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state or locally designated scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
5. Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code Sections 25980-25986).
6. 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.



-  Project Location
-  Viewpoint Location

Figure V.L-4
 Visual Simulations - Viewpoint Locations
 CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-5
Visual Simulation Location A - View from Coronado Avenue
CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-6
Visual Simulation Location B - View from Pleasant Valley Avenue near Rockridge Shopping Center
CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-7
Visual Simulation Location C - View from Napa Street and Thomas Avenue
— CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-8
Visual Simulation Location D - View from Broadway near Oakland Technical High School
— CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-9
Visual Simulation Location E - View from College Avenue and Kales Avenue
CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-10
Visual Simulation Location F - View from Emerson Elementary School
— CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-11
Visual Simulation Location G - View from Claremont Country Club Golf Course
CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-12
Visual Simulation Location H - View from St. Mary Cemetery
CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-13
Visual Simulation Location I - View from Broadway near Highway 24
— CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-14
Visual Simulation Location J - View from Interstate 580 / Highway 24 Interchange
CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-15
Visual Simulation Location K - View on the Site Looking East
CCA Oakland Campus Redevelopment Project EIR

Existing Conditions



With Project



Source: PreVision Design, 2022.

Figure V.L-16
Visual Simulation Location L - View on the Site Looking North
CCA Oakland Campus Redevelopment Project EIR

7. Create winds that exceed 36 miles per hour (mph) for more than one hour during daylight hours during the year.³

Per the City of Oakland CEQA Thresholds of Significance Guidelines, Criterion 10 related to wind hazards does not apply to the project; while the project would result in development of a building taller than 100 feet high, the project site is not located near a substantial body of water (i.e., Oakland Estuary, Lake Merritt, or San Francisco Bay), or in Downtown Oakland. For these reasons, impacts related to wind hazards are not analyzed for this project.

b. Less-Than-Significant Impacts

Implementation of the project would result in the less-than-significant impacts described below. Because implementation of the project would not exceed the significance criteria described above, the project's impacts would not be considered significant, and no mitigation measures are needed.

(1) Scenic Vistas (Criterion 1)

The OSCAR element of the City of Oakland General Plan identifies the following views as scenic resources that need to be protected: Downtown Oakland to the south and southwest, Lake Merritt to the south, the San Francisco Bay shoreline to the south and west, the Oakland Hills to the north and east, and panoramic views from Skyline Boulevard and Grizzly Peak Road. The OSCAR Element has determined that these views should be protected through a combination of development review, zoning



Photo 20- View from the Site looking north towards the Oakland Hills



Photo 21- View from the site looking south towards Downtown Oakland

³ 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. Downtown is defined in the Land Use and Transportation Element of the General Plan (page 67) as the area generally bounded by West Grand Avenue to the north, Lake Merritt and Channel Park to the east, the Oakland Estuary to the south and I-980/Brush Street to the west. The wind analysis must consider the project's contribution to wind impacts to on- and off-site public and private spaces. Only impacts to public spaces (on- and off-site) and off-site private spaces are considered CEQA impacts. Although impacts to on-site private spaces are considered a planning-related non-CEQA issue, such potential impacts still must be analyzed.

standards (including height limits in appropriate areas), design review, and proper management of park and open space areas.

Existing views from and through the project site of scenic vistas are very limited. As a result, the project would not have a substantial adverse effect on a scenic vista as further discussed below.

From Project Site

Given the urban nature and gently sloping topography of the project area together with the site's juxtaposition of being elevated above Broadway and the area south of the site, views of the area from and through the project site are generally limited to the immediate developed area adjacent to the site. Due to the number of mature trees, landscaping, and buildings within the project site, views from the project site are extremely limited. See section L.1.d above for additional detail. Once the project is complete, views from the site will be more open providing a slightly more direct view of the Oakland Hills as shown in Figure V.L-15 and 16, which are simulations of views from the site of the project compared to existing views. There are no views of the other identified scenic vistas including Downtown and Lake Merritt from the ground plan at the project site. As a result, there are no views of scenic resources from the project site that will be adversely significantly impacted by the project.



Photo 22- View from the site looking west towards the San Francisco Bay

Through Project Site

Views through the site within the immediate vicinity and the area south of the site are also almost entirely obstructed given the site's dense vegetation and juxtaposition elevation above Broadway as shown in Photos 10-18 included in section L.1.e above, which also includes detailed description of existing views of Lake Merritt or the Oakland Hills from or through the site. The following visual simulations of the project compared to existing views also show that there are no views through the site beyond to

As one moves further away from the site at elevations higher than the site, the views through the site beyond to scenic vistas are also very limited by the dense vegetation and the area's topography. The visual simulations provided in Figures V.L-5 through Figure V.L-14 provide view simulations towards the project site with and without the project from a range of representative viewpoints. The effects of the project on each of the identified scenic vistas from public vantage points are detailed below. It is noted that although the project may alter views from nearby buildings, impacts to views from private development are not considered significant under CEQA. As a result, the project would not significantly impact scenic vistas identified in the OSCAR.

Existing views from and through the project site of scenic vistas are generally limited due to the site's elevation above Broadway, existing CCA facilities, mature on-site landscaping, and the other nearby development.

Oakland Hills

Views north and east towards the site are shown in Photo 20 and Figures V.L-5, V.L-6, V.L-10, V.L-14. Views through the site of the Oakland Hills to the east are only seen in Figure V.L-10 from Emerson Elementary and from Figure V.L-14, from travelling East on State Route (SR) 24.

Figure V.L-14 shows views of the site from SR 24 travelling east with and without the project. The project will be visible from these viewpoints; although it is difficult to distinguish amongst the other development given the dense vegetation, each viewpoint's relative distance from the site, the proposed buildings are similar in scale to other buildings in the vicinity (such as the new multi-family residential projects further south on Broadway and the mid-rise developments on Clifford and Broadway Terrace) although incrementally taller. As a result, the existing views north and east through the project site towards the Oakland Hills would not be significantly altered by the project). Figure V.L-17 provides visual simulations towards the Oakland Hills with the project from several vantage points: Coronado Avenue, view through the site looking north, Emerson Elementary School, and I-580/SR 24 Interchange.

Downtown Oakland

Existing views of Downtown Oakland are visible from the Broadway corridor adjacent to and north and south of the project site. The project will have the greatest impact on views from the north end of Broadway near SR 24 to Downtown as shown in Figure V.L-13. Although the project would be visible from this viewpoint, the portion of the Downtown skyline that is seen from this viewpoint will slightly increase after completion of the project. Figure V.L-18 provides visual simulations looking towards Downtown Oakland with the project from College Avenue and Kales Avenue, Broadway near SR 24, and Napa Street and Thomas Avenue.



Photo 23- View from the site looking south towards Downtown Oakland

As shown in Figure V.L-13 (from Broadway near SR 24), elimination of the taller trees actually increases visibility of the Downtown Oakland skyline. Thus, the project would not adversely impact views through the site of Downtown.



Figure V.L-17
Various Views of the Oakland Hills with Project
CCA Oakland Campus Redevelopment Project EIR



Source: PreVision Design, 2022.



Figure V.L-18
Various Views of Downtown Oakland with Project
CCA Oakland Campus Redevelopment Project EIR

San Francisco Bay Shoreline

Views of San Francisco Bay Shoreline are generally not visible through the site as illustrated in the simulated views from public vantage points north and east of the site (see Figures V.L-7, 9, 11, 12 and 13). Views through the site of the San Francisco Bay Shoreline likely exist from some of the taller buildings or development at higher elevations, most of which would be from private views. Although CEQA does not consider impacts to private views, the impact to such views would be similar to that described above from SR 24 (Figure V.L-14) and the new development would not be very distinguishable within the scenic vista and would not significantly impact any views of the Bay through the site. Figure V.L-19 provides visual simulations looking towards the San Francisco Bay with the project from the Claremont Country Club Golf Course and St. Mary Cemetery.

Lake Merritt

No existing views of Lake Merritt are visible from or through the site at the ground plane. Implementation of the project would not substantially alter these existing conditions.

Grizzly Peak Road and Skyline Boulevard

The project would be viewable from Grizzly Peak Road but would be of a similar scale to much of the nearby development and would not significantly adversely affect panoramic views. The project would not be viewable from Skyline Boulevard.

Summary

The project would construct buildings ranging in height up to 95 feet, which are taller than buildings currently on-site that range in height from 22 to 64 feet. However, construction of these buildings would not substantially change or affect existing views of scenic vistas in the project vicinity. Therefore, implementation of the project would alter some views, but would not create any new impediments to scenic vistas from public rights-of-way and would result in a less-than-significant impact.

(2) Scenic Resources (Criterion 2)

The scenic highways in Alameda County are as follows:

- Interstate (I-) 580, from the San Joaquin County Line to SR 205, and from San Leandro city limits to SR 4 in Oakland.
- I-680, from Mission Boulevard in Fremont to the Contra Costa County line.

Scenic resources for purposes of this criterion include but are not limited to, trees, rock outcroppings, and historic buildings, within state or locally designated scenic highways.



Source: PreVision Design, 2022.

Figure V.L-19
Various Views of San Francisco Bay with Project
CCA Oakland Campus Redevelopment Project EIR

The project site is approximately 1 mile north of the State Scenic Highway's segment of I-580 that terminates at SR 24. Because the I-580/SR 24 interchange is elevated and the project would be one of the tallest developments in North Oakland, it would be visible to motorists travelling on the designated scenic highway, as shown in Figure V.L-14. However, the project would not significantly alter views of motorists travelling along I-580 due to its distance from the scenic highway. Because of the 1-mile distance, the project only appears as an additional feature to the visual backdrop, rather than obtrusive visual impediment to any views of scenic vistas, specifically the Oakland Hills. The project's buildings would not affect views from I-580 of Downtown Oakland, Lake Merritt, the San Francisco Bay, or the San Francisco Skyline and therefore would result in a less-than-significant impact.

(3) Visual Character (Criterion 3)

The site includes an historic 80-foot-wide view corridor extending westward from Macky Hall (centered on the entrance, extending to Broadway (intended to maintain the view of Macky Hall from Broadway and College Avenue)). This protected, historic view corridor is addressed in *Section V.B, Cultural and Historic Resources*. The visual character of the project site, as informed by the existing buildings, vegetation, and landscape features are the subject of the analysis presented here.

As previously described, within the vicinity of the project site the visual character of the CCA campus is characterized by a dense tree canopy, concrete retaining wall, staircase, and circulation paths. The landscaping has not been maintained and views into the CCA Campus are almost entirely blocked from the project perimeter. Figure V.L-2 shows the location of the view corridor from Broadway and College Avenue (see photos 24 and 25) that is protected by the City of Oakland Landmark Ordinance as it is part of the Treadwell Estate.



Photo 24- View of the project's tree canopy from the southeast



Photo 25- View of the project site from the west

Once inside the site, the most defining visual qualities to the campus are its mixture of buildings with varying ages, styles, sizes, and the internal-focused relationship between said buildings. Over time, many of the buildings have been added to several times (Facilities Building, B Building, Carriage House, and Macky Hall). Though given the dense vegetation and sloped topography, these elements generally do not contribute to the visual character of the site from outside the campus.

The following section analyzes how the project may adversely impact the area’s visual character in relation to the project’s effect on views of the project site, the contrast to existing building heights and scale, streetscape and pedestrian realm, and architectural style differences. This section also considers consistency with the Design Review process and applicable General Plan policies.

Views of the Project Site

As previously described, within the vicinity of the project site the visual character of the CCA campus is characterized by a dense tree canopy, concrete retaining wall, and staircase. A small portion of the Founder’s Hall building protrudes from the site’s southern facing precipice. As described in *Section V.B, Cultural and Historic Resources*, the site includes an historic 80-foot-wide view corridor extending westward from Macky Hall to the Broadway right-of-way. However, it has not been maintained and Macky Hall is almost entirely blocked from view from the project perimeter. Figure V.L-2 shows the location of this historic view corridor (see photos 23 and 24).



Key elements of the project that would change the views of the site include:

- Redeveloping the site with two residential buildings up to 10 stories (95 feet) in height.
- Retaining and renovating Macky Hall (48 feet tall) and relocating the Carriage House (36 feet) on-site and removal of the other 10 on-site structures.
- Reducing and improving accessibility of the site's Privately Owned Publicly Accessible Open Space (POPOS) from 87,779 square feet to 63,727 square feet (-24,052), preserving 38 trees (15 on site and 23 within 10 feet of the property line), removing 81 of the existing 119 on-site and off-site trees and providing 81 new trees.
- Restoring the general visibility of views through the site respecting the historic 80-foot-wide view corridor that extends westward from Macky Hall to the Broadway right-of-way.
- Increasing visibility of the Downtown, central courtyard, the historic 80-foot-wide view corridor from Broadway, and views to the south of Downtown Oakland.

See *Chapter III, Project Description*, for more details and the three-dimensional exhibit with a view from the northwest provided below.

THREE-DIMENSIONAL EXHIBIT: VIEW FROM NORTHWEST



Buildings A and B would be substantially taller than Macky Hall and Carriage House and other structures in the project vicinity (except for the 7-story Heritage of Claremont Condominiums). The proposed buildings would also be contemporary in their style and material palette. The

Design Guidelines proposed as part of the project, identify elements of the proposed buildings and site design that reflect the scale materials and design features of existing campus buildings (see Appendix J).

The Treadwell Estate's buildings, the Broadway Wall and Stairs, and the 80-foot-wide view corridor toward Broadway would be retained and restored consistent with the Secretary of the Interior's Standards for Rehabilitation. The proposed new buildings would be set back from Macky Hall and the relocated Carriage House. The siting of the new buildings and retained central open space would allow the Treadwell Estate to continue to exist in a park-like setting at the southwest portion of the site. In addition, the proposed Design Guidelines include standards related to height and setbacks of relocated and new buildings around the Treadwell Estate buildings, particularly Macky Hall to reduce massing of the adjacent new buildings. Macky Hall, the relocated Carriage House, and Broadway Wall and Stairs would remain eligible for National, State and Local listing. Additionally, the building placement, site planning and landscaping will increase visibility of the project site by restoring the 80-foot-wide view corridor thus improving views of the Treadwell Estate from Broadway and College Avenue as originally intended by City of Oakland Landmark Designation.

Building Height and Scale

Construction of this development would result in two buildings up to 10 stories in height (up to 95 feet) that step up the site east of Broadway. The proposed buildings would be up to 26 feet taller than the existing buildings on-site, which range from 1 to 3 stories (22 to 64 feet). The proposed buildings would also be taller than the surrounding single-family residential and commercial buildings in the project vicinity, which range in height from 1 to 2 stories. The project buildings' height and scale would contribute to the eclectic character of the area that includes a mix of new and older buildings that vary significantly in height throughout the Rockridge neighborhood as well as other areas near BART stations and outside of Downtown. The overall scale would generally be consistent with the new multi-family buildings anticipated along the Broadway corridor by new zoning standards allowing heights from 65 feet to 95 feet and by existing buildings in the vicinity which typically range from 4 to 7 stories in height, including the following buildings:

- Merrill Gardens at Rockridge at 5238 Coronado Avenue (directly adjacent to the southwest) (see photo 26).
- Baxter on Broadway at 4901 Broadway (approximately 525 feet to the southwest).
- The Heritage of Claremont Condominiums at 5370 Belgrave Place (approximately 750 feet to the northeast) (see photo 27).
- The Terrace at 5319 Broadway Terrace (approximately 775 feet to the northeast).



Photo 26- Merrill Gardens at Rockridge



*Photo 27- The Heritage of Claremont
Condominiums*

The project would be of a similar height and scale (only incrementally taller) to other recently approved or constructed projects near transit hubs in Oakland (particularly the MacArthur BART Transit Village and West Oakland BART Station) that are experiencing growth in multi-family developments.

Streetscape and Pedestrian Realm

The improvements along Broadway would change the visual character of this site as it is viewed by all modes of mobility that pass by the site. As shown in the West Elevation, the southern portion of the site would be densely vegetated, and the historic stairs and wall would be retained. The most notable modification to the visual character here is the restoration of the 80-foot historic view corridor and views into the site to the historic Macky Hall. These improvements will improve the visual character along the Broadway corridor by improving views into the site and restoring the gateway into the site.

Building A, which is 7 stories at the street frontage, fronts the northern portion of the Broadway frontage and includes a ground-floor office, lobby, and café space consistent with other ground-floor uses in the area that would increase pedestrian activity in the Rockridge neighborhood, including the Rockridge BART Station, and along two major commercial corridors: College Avenue and Broadway. Such activity would complement the already pedestrian-orientated visual character of the area.

The presence of this building would alter the character of this portion of the site, but not in a way that would adversely compromise the visual character of this area along Broadway and College Avenue as discussed above under building height and scale.

Lastly, although the project proposes developing buildings with larger massing than those that currently exist on-site and in the project vicinity, with the rezoning of the site to the CC-2 Zone

with a 95-foot height area, the height and scale of the project would be permitted, as described in *Chapter IV, Planning Policy*.

Architectural Styles

In addition to the differences in height, there is also a difference in architectural styles between the proposed development, existing structures at the project site, and structures in the surrounding area. The project's contemporary design would contrast with many of the buildings constructed between 1910 and 1970 in the project vicinity, which feature architectural styles representative of their construction date. However, the juxtaposition of historic and modern buildings can subjectively contribute to an interesting urban fabric and provide evidence of the way that cities continually grow and change.

Moreover, this juxtaposition is consistent with the architectural character of the area. While many of the buildings in the area were constructed in the early twentieth century, the area has recently seen an increase in newer developments, particularly along the Broadway corridor to the south, where several multi-family apartments (e.g., Merrill Gardens at Rockridge and Baxter on Broadway) have been constructed. In addition, the Broadway corridor stretching from the project site towards Downtown Oakland is also seeing a growth in multi-family developments, most of which are being developed in a contemporary style similar to the project. This development would extend that trend to the north into areas that are of a smaller-scale, residential and commercial development pattern.

Design Review

For the project to be approved, Design Review findings must be met per OMC 17.136 for both residential and non-residential aspects of the project. A set of site-specific Design Guidelines were developed by the project sponsor as part of the planning application to guide the final architectural design and site planning. Design Review will be conducted for the project as a whole pursuant to the Planned Unit Development Permit and the Final Development Plan (FDP). Design Review allows for City staff and Planning Commission consideration of the visible features of the project and the project's relationship to its physical surroundings. Design Review is focused on ensuring quality design, including site landscaping, site plan arrangement, building height and bulk, texture, materials, colors and appurtenances, and potential shadowing effects on adjacent properties. This EIR does not assess or pre-suppose the outcome of the City's Design Review process, but that process is specifically intended to ensure the following design considerations, pursuant to OMC Section 17.136:⁴

⁴ Criteria as established per Oakland Municipal Code, Section 17.136: Design Review.

- That the proposal will help achieve or maintain a group of facilities which are well related to one another and which, when taken together, will result in a well-composed design (only elements of design which have some significant relationship to outside appearance are considered);
- That the proposed design will be of a quality and character which harmonizes with, and serves to protect the value of private and public investments in the area;
- That the proposed design conforms in all significant respects with the Oakland General Plan and with any applicable district plan or development control map that has been adopted by the City Council; and
- That any retaining walls are consistent with the overall building and site design, and respect the natural landscape and topography of the site and surrounding areas.

The project's impacts related to the historic character of the site and the loss of the CCA historic district are described in detail in *Section V.B, Cultural and Historic Resources* and *Section V.A, Land Use*, including consistency with Landmarks Design Review Criteria (OMC 17.136.070) and Demolition Findings Guidelines (OMC 17.136.075).

General Plan Policies

The project would be consistent with the following General Plan policies related to improving the visual quality of the area:

- **OS-9.3 Gateway Improvements.** The project would preserve the gateway features of the Treadwell Estate including the Broadway Wall and entry steps and 80-foot-wide view corridor and will restore the view by removing the existing overgrowth of vegetation.
- **OS-10.2 Minimizing Adverse Visual Impacts.** The project would retain some of the natural character and features of the site, including Macky Lawn and many existing trees (10 redwoods, 1 magnolia, 1 bunya, 1 deodar cedar, 1 coast live oak, and 1 canary island palm). The Eucalyptus Grove will be replaced by incorporating new plantings that create a similar entry feature and site amenity.
- **OS-10.3 Underutilized Visual Resources.** The project's restoration of the 80-foot-wide view corridor would enhance the views of Macky Hall and the Carriage House (both contributors to the Oakland Landmark and National Register resource) from Broadway. The 80-foot-wide view corridor extends from Broadway to the Macky Hall entrance, (intended to maintain the view of Treadwell Hall from Broadway and College Avenue).
- **OS-11 Civic Open Spaces.** The project proposes to preserve and improve a significant area of Macky Lawn that will be available for personal instruction and improvement services or group assembly, the ground floor of the Carriage House, and the Carriage House Terrace. The intent of these spaces would be to serve both on-site residents and the local community. Macky

Lawn and the Carriage House Terrace would be available to be used for civic activities including community or cultural performing arts by non-profit groups. The ground floor of the Carriage House would be available to be used for civic activities including community meetings.

Summary

Implementation of the project consists of renovating Macky Hall, relocating and renovating the Carriage House and Sundial, Faun sculpture, *Infinite Faith* sculpture, Bell Tower sculpture, and the *Celebration Pole*, restoring the historic view corridor, demolishing ten of the twelve buildings on site, and constructing two mixed-use buildings. The project's size, scale, and architectural style would be consistent with the other more recent multi-family residential buildings in the project vicinity and in the greater context of the Broadway corridor and other transit hubs in Oakland but would not be the same architectural style or scale as the existing structures on-site or in the immediate vicinity of the project, as most were constructed before 1970. Furthermore, the project would be subject to design review and required to conform with applicable design review criteria, including the site-specific design guidelines created as part of the PUD approval process. For these reasons, the project would have a less-than-significant impact on the visual character of the project site and the surrounding area.

(4) Light and Glare (Criterion 4)

The proposed development would provide additional sources of nighttime lighting within the Rockridge Neighborhood. In addition, pedestrians and motorists could experience some degree of glare during daylight hours due to light reflecting off the new building façades.

Implementation of SCA-AES-4: Lighting (#19) would ensure that the use of reflective exterior materials is minimized and that proposed reflective material would not create additional daytime or nighttime glare.

With the Zoning Amendment to the CC-2 Zone with a 95-foot height area, future development on the site could be taller and more intense and with potential new sources of light and glare. However, any future development proposals would be required to adequately shield any new exterior lighting fixtures, as described under SCA-AES-4: Lighting (#19). Therefore, with implementation of SCA-AES-4: Lighting (#19), impacts related to light and glare would be less than significant and no additional mitigation measures are required.

(5) Shade and Shadow (Criterion 5)

Shade and shadow impacts occur when the project would introduce landscape features that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code sections 25980-25986).

In a built urban environment like the project area, nearly all land uses create shade and shadow for neighboring structures and, in turn, are subject to shade and shadows from those same structures. Below is a summary of the shadow study results. See Appendix G for shadow diagrams.

As described above, shade and shadow under existing conditions varies depending on the time of year and time of day. While implementation of the project would generate net new shadow, this new shadow would generally be consistent with the existing shading patterns in the surrounding area. Between the hours of 9:00 a.m. and 3:00 p.m., the project would cast net new shadow throughout the year westward towards (but not reaching) Desmond Street, northwest just across Clifton Street near the intersection with Desmond Street, northeast across Clifton Street towards (but not reaching) Broadway Terrace, and eastward along Clifton Street short of the Claremont Country Club.

The shadow study identified several solar collector sites on top of single-family residences in the vicinity of the project; however, the study found that no net new shadow generated by the project would reach any of these solar collectors.

Shade and Shadow with Zoning Amendment

If the project's Zoning Amendment is approved and the entire site is rezoned to the CC-2 Zone with a 95-foot Height Area, future development on the site could be taller and more intense and with potentially more shade and shadow impacts. However, any future development proposals would be required to conduct its own shadow study to ensure such effects are minimized.

Summary

While the project would generate net new shadow in the area, none of the new shading would affect solar collectors. However, the project would cast net new shadow for a few hours in the morning during the summer solstice and in the afternoon during the winter solstice in the public plaza space in front of Building B. The project would also cast new shadows on a portion of Macky Lawn POPOS area and historic view corridor in the morning during the spring and fall equinoxes. The project would also cast shadow in the morning throughout the year on Macky Hall, the relocated Carriage House, and other historic houses identified above. However, the public open space is only impacted for a few hours during certain seasons and the affected historic buildings

do not contain features that contribute and/or justify their designation as an historic resource that would be materially altered by the presence of additional net new shadow cast by the project. Therefore, the project would have a less-than-significant impact related to shade and shadow and no mitigation measures are required.

(6) Provision of Adequate Light Related to Appropriate Uses (Criterion 6)

The project is not requesting any variances to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code that would cause 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.

c. Significant Aesthetics Impacts

The project would not result in any significant impacts related aesthetic resources or shade and shadow.

d. Cumulative Impacts

The geographic area considered for the aesthetic cumulative analysis includes the area near the project site including portions of North Oakland and the North Hills districts north of I-580 and south and west of SR 24, east of SR 13, and northwest of the Piedmont city limits. This area was defined because it includes the project site, the immediately surrounding neighborhood, and the larger City context for the project. The most significant development projects included in this area and considered in this cumulative analysis include Phase 2 of the Safeway Redevelopment Project, located due south of the project site and a development at 4207 Broadway. There are several other smaller infill developments proposed, approved or under construction in North Oakland primarily along Telegraph Avenue. These are also considered but not individually listed.

(1) Scenic Vistas and Visual Character

As discussed above, existing views from and through the project site of scenic vistas are limited. As a result, the project would not have a substantial adverse effect on a scenic vista as further discussed below.

Related to visual character, the project and proposed General Plan and Zoning amendments would intensify development in the area changing the visual character. The project introduces a new land use and vertical development (up to 10 stories) where there are currently more open, low developed areas. The project would alter the visual character, including mass, density, and volume, within the project site and upper Broadway area, and to a greater extent than other

recently approved or constructed projects along the Broadway corridor and Broadway Terrace, which typically range from 4 to 7 stories in height including the following buildings:

- Merrill Gardens at Rockridge at 5238 Coronado Avenue (5 stories).
- Baxter on Broadway at 4901 Broadway (5 stories).
- The Heritage of Claremont Condominiums at 5370 Belgrave Place (7 stories).
- The Terrace at 5219 Broadway Terrace (4 stories).

The project's larger height and scale would further contribute to changes in the visual character of the North Oakland area including the Rockridge, Temescal and other neighborhoods that are occurring independent of this project

However, as analyzed throughout this section, the project would not result in a significant aesthetic impact by substantially degrading the existing visual character or quality of the site and its surroundings.

The project would be subject to the City's design review process and required to conform with applicable design review criteria, including the site-specific design guidelines created as part of the PUD approval process. The purpose of the design review process is to consider the design treatment and relationship of buildings to the surrounding built environment and ensure no significant adverse aesthetic impacts would result. Thus, the project would not combine with, or add to, any potential adverse aesthetic impacts that may be associated with other foreseeable development.

(2) Light and Glare

As described above, the project would not result in significant impacts related to light and glare. Development of cumulative projects would increase the overall amount of light in the Rockridge neighborhood. However, cumulative projects would be required to implement SCA-AES-4: Lighting (#19), which would require exterior lighting fixtures to be adequately shielded to prevent unnecessary glare onto adjacent properties.

(3) Shade and Shadow

As described above, the project would not result in significant impacts related to or shade and shadow. The cumulative condition scenario analysis assessed the project's potential impacts along with other proposed projects in the immediate vicinity that have the potential to cast shadow on sites affected by project shading. The Phase 2 of the Safeway Redevelopment Project, located due south of the project site, is considered in the cumulative shadow analysis (see Appendix G). While shadows cast by the Phase 2 Project would fall across some of the same locations as the shadow from the proposed project in summer mornings (see Figure C.1-1 of Appendix G), the Phase 2 Project would not generate net new shadow that would fall on any

identified sites affected by net new shadow from the proposed project. Thus, the project would not combine with, or add to, any potential adverse aesthetic impacts that may be associated with other cumulative development.

M. PUBLIC SERVICES, UTILITIES, AND RECREATION

This section describes the existing public services, utilities systems, and recreation in the vicinity of the project site; discusses State and local regulations and policies pertinent to public services, utilities, and recreation; assesses the project's potentially significant impacts that could result from implementation of the project; and provides mitigation measures and the City's Standard Conditions of Approval (SCAs), where appropriate, to reduce the identified impacts to a less-than-significant level.

1. Setting

The following discussion describes existing public services, utilities, and recreation locations, capacities, and expansion possibilities in the vicinity of the project site.

a. Fire Protection

The Oakland Fire Department (OFD) provides fire suppression, prevention, life safety, and hazardous material response and containment services for the City of Oakland. Staffing levels for the OFD include 25 fire stations, 6 divisions, 510 sworn staff, and 141 civilian staff.

The two closest fire stations to the project site are Oakland Fire Station #8 at 463 51st Street, approximately 0.55 miles to the west, and Oakland Fire Station #19 at 5776 Miles Avenue, approximately 0.61 miles to the north. Oakland Fire Station #8 has an engine company assigned and a truck company, while Station #19 has an engine company assigned and an air van.¹

Citywide, OFD aims to respond within 7 minutes of notification of an emergency and 8 minutes and 30 seconds for a medical emergency. Per 2016-2018 call data, these goals were met 100 percent of the time. The 3-year average response time for responding to 5200 Broadway, where the CCA campus is located, was 5 minutes and 13 seconds. Per OFD, these response times are considered acceptable.²

b. Police Protection

Police protection services are provided to the project site by the Oakland Police Department (OPD), which is headquartered in Downtown Oakland at 455 7th Street. OPD is currently authorized with 792 sworn personnel.

¹ Nick Luby, Oakland Fire Department (OFD), 2019. Personal communication with Urban Planning Partners, August 18.

² Nick Luby, Oakland Fire Department (OFD), 2019. Personal communication with Urban Planning Partners, August 18.

For the purposes of police protection, the city is divided into six geographic areas *with 57 patrol beats (1X through 35Y)*. The project site is located within the Police Services Agency's Community Policing Area 2 and is split between Beat 13X on the northern side of the project site and Beat 9X on the southern side. Policing Area 2 has 74 positions assigned, including all sworn personnel. The median response time to Area 2 for Priority 1 calls is 7 minutes and 49 seconds, and 37 minutes and 10 seconds for priority 2 calls.^{3,4} Officer assignments are based on beats. Beat 13, which includes service for beats 13X, 13Y, and 13Z, has six patrol officers that are assigned to cover a 24-hour operational period throughout the year, as well as one community service officer. Six patrol officers are assigned to Beat 9X to cover a 24-hour operational period throughout the year, as well as one community service officer.⁵

c. Schools

The project site is served by the Oakland Unified School District (OUSD). The OUSD operates 86 schools, including 49 elementary schools, 5 grade K–8 schools, 13 middle schools, 1 alternative middle school, 3 grade 6–12 schools, 7 high schools, 7 alternative or continued-education schools, and 1 independent study school. Total enrollment in OUSD schools for the 2022 to 2023 school year was 34,265 students.⁶ Neighborhood schools serving the project site include:

- Oakland Tech High School at 4351 Broadway (0.2 miles away)
- Emerson Elementary at 4803 Lawton Avenue (0.36 miles away)
- Oakland International High School at 4521 Webster Street (0.49 miles away)
- Piedmont Elementary at 4314 Piedmont Avenue (0.5 miles away)
- Claremont Middle School at 5750 College Avenue (0.66 miles away)

d. Libraries

The Oakland Public Library system consists of a downtown Main Library, 16 neighborhood branches, and three special collection libraries, the African American Museum and Library at Oakland (AAMLO), the Oakland History Room, and the Oakland Tool Lending Library.⁷ The Main

³ Priority 1 calls are defined as those that include potential danger for serious injury to persons, prevention of violent crimes, serious public hazards, and felonies in progress. Priority 2 calls are defined as urgent but not emergency situations, hazardous/sensitive matters, in-progress misdemeanors, and crimes where quick response may facilitate apprehension of suspect(s).

⁴ Best, Andy, Oakland Police Department (OPD), 2019. Personal communication with Urban Planning Partners, October 11.

⁵ Wallington, Donneshia, Oakland Police Department (OPD), 2019. Personal communication with Urban Planning Partners, August 16.

⁶ Oakland Unified School District (OUSD), 2023. Fast Facts 2022-2023. February 16. Available at: <https://drive.google.com/drive/folders/oB6QEqRqzjxxzOGIIWIBUS2d2ZXc>, accessed December 5, 2023.

⁷ Oakland Library, 2019. Locations & Hours. Available at: <http://oaklandlibrary.org/using-library/locations-hours>, accessed December 5, 2023.

Library, located at 125 14th Street, is approximately 2.47 miles to the south of the project site.

There are three branch libraries serving the project site:

- Rockridge Branch at 5366 College Avenue (0.2-miles away)
- Piedmont Avenue Branch at 80 Echo Avenue (0.55-miles away)
- Temescal Branch at 5205 Telegraph Avenue (0.63-miles away)

e. Recreation

The City of Oakland Parks, Recreation & Youth Development Department manages recreation programs, public parks, and services in the Plan Area.

As of 2022, the City of Oakland has 166 parks totaling 4,927 acres. The median park size is 2.1 acres.⁸ The Oakland Parks, Recreation & Youth Development Department oversees 149 of these parks which represents approximately 3,633 acres. The East Bay Regional Park District (EBPRD), which acquires and develops regional parks, open spaces and regional trails throughout the East Bay, also provides open space and recreational facilities within Oakland's city limits. The EBRPD accounts for 1,033 acres of land spread across 14 parks within Oakland. This open space within city limits also contributes to the City's parkland acreage goal. The remaining three parks and 261 acres are managed by the Port of Oakland.⁹

The project site is located in an urban area of Oakland that contains approximately 10.35 acres of local-serving parks within 1 mile of the project site. These include:

- Redondo Park (0.59 acres in size)
- Rockridge-Temescal Greenbelt (0.27 acres in size)
- FROG Park (0.34 acres in size)
- Chabot Recreation Center (3.58 acres in size)
- Glen Echo Park (1.0 acres in size)
- Ostrander Park (2.37 acres in size)
- Hardy Park (dog park) (1.54 acres in size)
- Helen McGregor Park (0.22 acres in size)
- Colby Park (0.31 acres in size)
- Ayala Mini Park (0.08 acres in size)
- Piedmont Plaza (0.05 acres in size)

⁸ Trust for Public Land, 2022a. 2022 ParkScore Index. Available: 2023 City Park Facts - Trust for Public Land (tpl.org). Accessed December 5, 2023.

⁹ Trust for Public Land, 2022b. 2022 City Park Facts. Available: <https://www.tpl.org/city/oakland-california>. Accessed December 5, 2023.

The City's Open Space, Conservation, and Recreation Element (OSCAR)¹⁰ sets a citywide goal of establishing 10 acres of total park land for each 1,000 residents with 4 of those acres in local-serving parks. As identified in the OSCAR, the existing average total park acreage citywide is 8.26 acres per 1,000 residents. However, according to the Trust for Public Land, which includes data for 2022, the City of Oakland has approximately 11.7 acres per 1,000 residents. In the North Oakland Planning Area (in which the project is located), the total local-serving park area, including the public schoolyards and athletic fields, is estimated to be 54.5 acres and 1.18 acres per 1,000 residents, well below the City's target. However, this data is from 1998 so it is anticipated that the local-serving ratio has improved some given how significantly the citywide ratio has improved. Further, the OSCAR recognizes the difficulty in meeting the established goals—which it notes would be impossible without massive redevelopment—especially in built-out urban areas, but states that major gains toward the goal can be made through the expansion of existing parks, improvement of creek and shoreline access, acquisition of vacant parcels, and incorporation of new parks in major redevelopment projects.

f. Water

The project site is served by existing water supplies, treatment facilities, and distribution systems, which are operated and managed by the East Bay Municipal Utility District (EBMUD) as described below. The information presented in this section is based on the EBMUD Urban Water Management Plan¹¹ and the Oakland Sanitary Sewer Guidelines.¹²

(1) Water Supply

EBMUD provides potable water to approximately 1.4 million people throughout portions of Alameda and Contra Costa counties, including the City of Oakland. EBMUD obtains approximately 90 percent of its water from the Mokelumne River watershed, and transports it through pipe aqueducts to temporary storage reservoirs in the East Bay hills. EBMUD has water rights and facilities to divert up to a daily maximum of 325 million gallons per day (mgd). However, this allocation may be constrained by several factors—including upstream water use by prior water right holders; downstream water use and other downstream obligations, including protection of public trust resources; drought, or less-than normal rainfall for more than a year; and emergency outage.

In 2020, the average daily water demand within the EBMUD service area was 181 mgd. This demand is adjusted for conservation and recycled water program savings. Demand is projected to increase to 190 mgd in 2030 and to 218 mgd by 2050. In spite of EBMUD's aggressive

¹⁰ City of Oakland, 1996. General Plan, Open Space, Conservation, and Recreation Element, June.

¹¹ East Bay Municipal Utility District (EBMUD), 2021. Urban Water Management Plan 2020, June.

¹² City of Oakland, 2009. Sanitary Sewer Design Standards. Updated October 2014.

conservation and water recycling programs, Mokelumne River and local watershed supply is not sufficient to meet the projected 2050 customer demands during multi-year droughts without achieving potentially significant water use reductions and obtaining supplemental water supplies.

To meet projected water needs and address deficient supply during severe droughts, EBMUD is working to identify supplemental water supplies and recycled water programs. New water supplies will come from water transfers, groundwater storage, and regional supply projects. In dry years, EBMUD may use Sacramento River water (up to 100 mgd) via the Freeport Regional Water Facility, located south of Sacramento on the Sacramento River.¹³

In addition, recycled water treatment facilities have been constructed at EBMUD's wastewater treatment plant, located at the foot of the San Francisco-Oakland Bay Bridge. EBMUD stores the recycled water in a 1.5-million-gallon storage tank at the wastewater treatment plant and uses another 2.4 mgd at the plant for various industrial processes as well as landscape irrigation. EBMUD's Policy 9.05 requires that, when non-potable water (recycled and other non-potable water sources) is available, customers use it for non-domestic purposes not detrimental to public health and not injurious to plant life, fish or wildlife. One of the programs under this policy is the East Bayshore Recycled Water Project, which supplies recycled water for landscape irrigation in areas of Oakland and Emeryville where recycled water pipelines have been installed. A recycled water transmission pipeline along 4.4 miles of the Eastshore Freeway is largely completed, and 2 miles of transmission pipeline have been installed in Oakland; however, these pipelines do not currently extend to the project site.¹⁴

(2) Water Treatment Facilities

There are six water treatment plants in the EBMUD water supply and distribution system. These plants combined have a treatment capacity of 495 mgd. The Orinda Water Treatment Plant, which serves Oakland and the project site, has the largest output with a maximum capacity of 200 mgd. All water delivered to customers is filtered through sand and anthracite, or carbon treatment, with plants providing disinfection, fluoridation, and corrosion control.

¹³ East Bay Municipal Utility District (EBMUD), 2020. About Your Water. Available at: About your water :: East Bay Municipal Utility District (ebmud.com)., <http://www.ebmud.com/water-and-drought/about-your-water/> accessed December 5, 2023.

¹⁴ East Bay Municipal Utility District (EBMUD), 2020. East Bayshore Recycled Water Project. Available at: <https://www.ebmud.com/water/about-your-water/water-quality/water-treatment#:~:text=The%20Orinda%20Water%20Treatment%20Plant,maximum%20capacity%20of%20200%20MGD> .., accessed December 5, 2023.

(3) Water Distribution Systems

From the water treatment plants, water is distributed throughout EBMUD's service area, which is divided into 125 pressure zones ranging in elevation from sea level to 1,450 feet. Approximately 50 percent of treated water is distributed to customers purely by gravity. The EBMUD water distribution network includes 4,200 miles of pipe, 131 pumping plants, and 167 water distribution reservoirs (tanks storing treated drinking water), generating a total capacity of 748 million gallons.¹⁵ The project site is located within EBMUD's Central Pressure Zone, which provides water service to customers within an elevation range of 0–100 feet. Water pressure is generally adequate throughout the city, but pressure may be reduced in some locations with older water mains if they are not sized based on current standards or have lost capacity due to deterioration. EBMUD owns and operates distribution pipelines under all of the streets within the vicinity of the project area. Typically, required pipeline relocations and extensions, in addition to other water distribution infrastructure improvements, are made at the expense of the Project Sponsor in consultation with EBMUD's business office.

g. Wastewater System

The City of Oakland provides citywide sanitary sewer collection services to the project area, and EBMUD provides sewage transport, treatment, and discharge services. These services and existing infrastructure are described below.

(1) Collection System

Sewer discharge from buildings within Oakland flows through lateral lines to the City's sewer network, which is mostly gravity fed. Currently, the City operates and maintains approximately 930 miles of sewer lines and seven pump stations.¹⁶ Most of the City's wastewater collection system is 50 years old, and some of the existing infrastructure is as old as 100 years.¹⁷ The sewer network is connected directly to trunk lines that convey flows to EBMUD wastewater interceptors and finally to the Municipal Waste Water Treatment Plant (MWWTP) located in West Oakland. EBMUD wastewater interceptors consist of 29 miles of reinforced concrete pipes ranging from 1 to 9 feet in diameter. Wastewater from the project site is conveyed through these interceptors to the MWWTP.

¹⁵ East Bay Municipal Utility District (EBMUD), 2021. Urban Water Management Plan 2020, June.

¹⁶ City of Oakland, 2020. Sanitary Sewer System. Available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/2019_AMIP-SSMP-FINAL_pSTAMPED_e-copy.pdf and <https://www.oaklandca.gov/projects/sanitary-sewer-master-plan>, accessed December 5, 2023.

¹⁷ East Bay Municipal Utility District (EBMUD), 2015. Sewer System Management Plan. Available at: https://www.ebmud.com/application/files/7216/7666/0153/East_Bay_Sewer_System_Management_Plan.pdf, accessed December 5, 2023.

The project site is currently served by existing sewer infrastructure located beneath surrounding roadways. The project site is situated in sewer Sub-basin 5005.¹⁸

(2) Wastewater Treatment Facilities

Wastewater treatment is provided by EBMUD's wastewater service district, known as Special District No. 1. EBMUD owns and operates a network of 15 wastewater pumping stations (with 0.5- to 54.7-mgd capacity) and 8 miles of force mains that convey wastewater to the MWWTP. The City's collection system connects with EBMUD's sewer interceptor system and transports sewage to the EBMUD MWWTP. The MWWTP provides both primary and secondary treatment of wastewater.

The MWWTP provides primary treatment for up to a peak flow of 320 mgd and secondary treatment for a maximum flow of 168 mgd. EBMUD's SD-1 treats domestic, commercial, and industrial wastewater for approximately 740,000 customers in the East Bay, and the average annual daily flow into the plant is approximately 52 mgd. Projected average dry weather flows of collected and treated wastewater discharged from the Special District No. 1 service area through 2040 is 54 mgd. The treated water is then disinfected, dechlorinated and discharged through an outfall 1 mile off the East Bay shore into the San Francisco Bay. Solids are pumped to digesters for stabilization and are then dewatered and hauled offsite. Methane generated by the digesters is used to produce renewable energy. There are no planned improvements to the wastewater treatment plant that would affect treatment capacity.

As noted under subsection V.M.1.f, Water Supply, EBMUD recycles water at its main wastewater treatment facility and has since the early 1970s. Recycled water is suitable for land uses that do not require potable water sources, such as golf courses, some agricultural areas, and industrial uses. EBMUD has a goal to recycle 20 mgd by 2040. Incentives used by EBMUD to encourage customers to utilize recycled water include rate discounts on recycled water, long-term contracts, grants, and low-interest loans used to retrofit buildings so that they can accommodate recycled water.¹⁹

h. Stormwater

The Alameda County Flood Control District was created in 1949 by the State Legislature to provide flood control services to Alameda County. The District's flood control infrastructure includes hundreds of miles of pipelines, channels, creeks, erosion control measures and pump stations. The city of Oakland is within Zone 12, which also includes the city of Emeryville, and is

¹⁸ City of Oakland, 2020. Public Works Infrastructure Map. Available at: <https://oakbec.s3.amazonaws.com/MapLanding/maps/DEC.html#>, accessed December 5, 2023.

¹⁹ East Bay Municipal Utility District (EBMUD), 2021. Urban Water Management Plan 2020, June.

the largest of the District's zones. Zone 12 has approximately 50 miles of closed conduit, approximately 12 miles of earthen and concrete channels, as well as the existing natural waterways, which move stormwater to the San Francisco Bay. Four pump stations (Lake Merritt, Ettie, McKillop, and Temescal) lift stormwater to the Bay. The project site is split between both the West Oakland Watershed, which covers the northern half of the project site, and the Glen Echo Creek Watershed, which covers the southern half of the project site.²⁰ Recent Flood Control District projects include: the FEMA Tidal Study; improving levees to meet FEMA certification; Bypass Creek (line J); line K desilting between I-880 and the confluence at line J; Stonehurst Creek crossing improvement at Knight Street (line N); San Leandro Creek floodwall repair in Oakland (line P); line S capacity enhancement—storm drain bypass between 65th Street and San Pablo Avenue, along LaCoste Avenue, 64th Street, Overland Avenue, and 62nd Street; Peralta Creek Restoration; and San Leandro Creek rehabilitation of U.S. Army Corps constructed concrete channel.²¹

The city of Oakland's storm drainage system consists of more than 300 miles of storm drainpipes, over 100 miles of open creeks, and 15,000 structures (mostly inlets, manholes, and catch basins). These facilities are both publicly and privately owned. City-owned drainage systems are typically located within easements and rights-of-way.²² Runoff on the impervious portions of the site is directed by sheetflow primarily towards curbside storm drains.

i. Solid Waste and Recycling

Solid waste and green waste (e.g., yard trimmings) within the city of Oakland is collected by Waste Management of Alameda County. These materials are taken to the Davis Street Resource and Recovery Complex in San Leandro for processing, and then hauled to the Altamont Landfill and Resource Facility near the city of Livermore. The Davis Street transfer station has a permitted maximum daily throughput of 5,600 tons. The Altamont Landfill facility comprises approximately 2,170 acres (472 acres of permitted landfill area) and has a permitted maximum daily disposal of 7,000 tons per day. The Altamont Landfill is projected to have sufficient capacity to operate until 2037 (its expected closure date).²³

²⁰ Alameda County Flood Control and Water Conservation District (ACFCD), 2020. Explore Watersheds. Available at: <https://acffloodcontrol.org/resources/explore-watersheds/>, accessed December 5, 2023.

²¹ Alameda County Flood Control and Water Conservation District (ACFCD), 2017. Zone 12. Available at: <https://acffloodcontrol.org/the-work-we-do/resources/and> <https://acffloodcontrol.org/the-work-we-do/the-work-we-do-plans-and-studies/>, accessed December 5, 2023.

²² City of Oakland, 2014. Bureau of Engineering and Construction, Storm Drainage Design Standards. October.

²³ Alameda County Waste Management Authority, 2003. Alameda County Integrated Waste Management Plan. Amended March 2017.

In 2019, the city of Oakland disposed of approximately 343,308.89 tons (4.3 pounds per day (ppd) per person, 9.4 ppd per employee) of solid waste at various disposal facilities.²⁴

j. Electricity and Natural Gas

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the city of Oakland, including the project site. PG&E charges connection and user fees for all new development, in addition to sliding rates for electrical and natural gas service based on use.

Of the energy provided to PG&E customers in 2021, approximately 50 percent came from renewable resources (e.g., wind, geothermal, biomass, small hydroelectric sources, and solar); 39 percent from nuclear generation; 4 percent from large hydroelectric facilities; and 7 percent from natural gas.²⁵ Because many agencies in California have adopted policies seeking increased use of renewable resources (and have established minimum standards for the provision of energy generated by renewable resources), PG&E is expected to continue to meet future demand for energy via an increasing reliance on renewable resources, including small-scale sources such as photovoltaic panels and wind turbines, in addition to larger-scale facilities such as wind farms.

Regulatory requirements for efficient use of electricity and gas are contained in Title 24, Part 6, of the California Code of Regulations (CCR), entitled "Energy Efficiency Standards for Residential and Nonresidential Buildings." These regulations specify the State's minimum energy efficiency standards and apply to new construction of both residential and nonresidential buildings. The standards regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. Compliance with these standards is verified and enforced through the local building permit process.

(1) Existing Energy Demand

The total square footage of buildings on the project site is approximately 127,000 square feet. For the baseline conditions for this analysis, electricity demand at the project site was approximately 320,500 kilowatt-hours (kWh) of electricity per year and 9,725 therms of natural gas per year in the existing buildings.

²⁴ California Department of Resources Recycling and Recovery (CalRecycle), 2018. Jurisdiction Diversion/Disposal Rate Detail - Oakland. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/slcp/Capacityplanning/recycling/JurisdictionDiversionDetail?year=2019&jurisdictionID=345>, accessed December 5, 2023.

²⁵ Pacific Gas and Electric Company (PG&E), 2021. Clean Energy Sources. Available at: <https://www.pgecorp.com/sustainability/corporate-sustainability.html>, accessed December 5, 2023.

(2) Existing Electrical and Natural Gas System near the Project Site

The existing electric distribution system includes both overhead and underground facilities. The plan set indicates that a 12-kilovolt underground distribution line, located on Clifton Street provides service to the project site. In addition, the project site is served by a gas main and 6-inch gas line located on Clifton Street. However, the new buildings will not use natural gas hookups in accordance with the City of Oakland's All-Electric Building Ordinance adopted on December 15, 2020.

2. Regulatory Setting

An overview of State and local regulations related to public services, utilities, and recreation is provided below.

a. State Regulations

The following State regulations apply to water supply and conservation, wastewater collection, solid waste disposal, and energy conservation, and are applicable to the project.

(1) Water Conservation in Landscaping Act (Assembly Bill 1881, 2006)

The Water Conservation in Landscaping Act of 2006 (Assembly Bill [AB] 1881, Laird) requires cities, counties, and charter cities and charter counties to adopt landscape water conservation ordinances by January 1, 2010. Pursuant to this law, the Department of Water Resources has prepared a Model Water Efficient Landscape Ordinance for use by local agencies. Most new and rehabilitated landscapes are subject to a water efficient landscape ordinance. Public landscapes and private development projects, including developer-installed single-family and multi-family residential landscapes with at least 2,500 square feet of landscape area, are subject to the model water ordinance. Homeowner-provided landscaping at single-family and multi-family homes is subject to the ordinance if the landscape area is at least 5,000 square feet. However, the ordinance does not apply to registered local, State, or federal historic sites; ecological restoration projects; mined-land reclamation projects; or plant collections.

(2) Water Supply Consultation (Senate Bills 610/221)

Local water suppliers must also prepare (or have already prepared) an urban water management plan to guide planning and development in the water supplier's service area, and specifically to pursue efficient use of water resources. As a part of this requirement, EBMUD prepared the Urban Water Management Plan in 2015 and adopted in 2016. Issuance of a water supply assessment determination by the local water supplier for a proposed project verifies that the supplier has previously considered a project in its plan, and has adequate capacity to serve a

project in addition to its existing service commitments (or, alternatively, measures that would be required to adequately serve the proposed project).

(3) California Integrated Waste Management Act (AB 939)

In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), which requires the diversion of waste materials from landfills in order to preserve landfill capacity and natural resources. Cities and counties in California were required to divert 25 percent of solid waste by 1995 and 50 percent of solid waste by 2000. The City of Oakland met this requirement by diverting 52 percent of its waste in 2000.²⁶ AB 939 further requires every city and county to prepare two documents demonstrating how the mandated rates of diversion will be achieved. The Source Reduction and Recycling Element must describe the chief source of the jurisdiction's waste, the existing diversion programs, and current rates of waste diversion and new or expanded diversion programs. The Household Hazardous Waste Element must describe each jurisdiction's responsibility in ensuring that household hazardous wastes are not mixed with nonhazardous solid wastes and subsequently deposited at a landfill. Oakland's Source Reduction and Recycling Element and Household Hazardous Waste Element were approved in 1995 by CalRecycle.

(4) California Solid Waste Reuse and Recycling Access Act of 1991

Public Resources Code Sections 42900–42901, also known as the California Solid Waste Reuse and Recycling Access Act, are part of the California Integrated Waste Management Act. In addition to the solid waste diversion requirements of AB 939, this legislation required the California Integrated Waste Management Board, on or before March 1, 1993, to adopt a model ordinance for adoption by a local agency relating to adequate areas for collecting and loading recyclable materials in development projects. A local agency is required to adopt and enforce that model ordinance if it did not adopt an ordinance providing for collection and loading by September 1, 1994. In 2010, the California Integrated Waste Management Board was replaced by CalRecycle.

(5) Title 24 (California Building Standards) of the California Code of Regulations 2010 (CALGreen)

CALGreen is a Statewide regulatory code for all residential, commercial, hospital, and school buildings. The regulations are intended to encourage more sustainable and environmentally friendly building practices, require low-pollution-emitting substances that cause less harm to the

²⁶ California Department of Resources Recycling and Recovery (CalRecycle), 2000. Jurisdiction Diversion/Disposal Rate Summary (1995 - 2006). Available at: <https://www2.calrecycle.ca.gov/LGCentral/%20DiversionProgram/JurisdictionDiversionDetail/345/Year/2000>, accessed December 5, 2023.

environment, conserve natural resources, and promote the use of energy-efficient materials and equipment. Title 24 standards require all new residential and nonresidential development to comply with several energy conservation standards through the implementation of various energy conservation measures—including ceiling, wall, and concrete slab insulation; vapor barriers; weather stripping on doors and windows; closeable doors on fireplaces; insulated heating and cooling ducts; water heater insulation blankets; and certified energy-efficient appliances. CALGreen became mandatory on January 1, 2011, for new residential and commercial construction. Please refer to the regulatory framework subsection of *Section V.E, Greenhouse Gas Emissions*, for a detailed discussion of AB 32, and other energy-related State regulations.

(6) Quimby Act

California Government Code Section 66477, Subdivision Map Act, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The dedication of land or in-lieu fees may be required for land or condominium subdivisions. The dedication of land or in-lieu fees is not to exceed the proportionate amount necessary to provide 3 acres of neighborhood and community parkland per 1,000 persons. Dedication requirements may be increased if the existing ratio of parkland per 1,000 persons at the time of adoption of a City's local park and land dedication and fees collected pursuant to the Quimby Act may only be used for developing new, or rehabilitating existing park or recreational facilities. The City of Oakland does not have a parkland dedication requirement pursuant to the Quimby Act, although the OSCAR proposes an action to adopt a Quimby Act parkland dedication requirement. Alternatively, the City has incorporated park facilities into their Capital Improvements Impact Fee. Capital improvement projects can range from restoring aging public buildings, to improving streets and sidewalks, to creating or improving our parks.²⁷

b. Local Regulations

The City of Oakland regulations related to public services, utilities and service systems, and recreation that are applicable to the project are discussed below.

(1) City of Oakland General Plan

The Oakland General Plan Land Use and Transportation (LUTE) contain the following policies that are relevant to the project:

Policy N.2.2: Provision of government and institutional services should be distributed and coordinated to meet the needs of City residents.

²⁷ City of Oakland, 2021. Oakland's Capital Improvement Program. Available at: <https://www.oaklandca.gov/topics/capital-improvement-program>, accessed December 5, 2023.

Policy N.12.1: The development of public facilities and staffing of safety-related services, such as fire stations, should be sequenced and timed to provide a balance between land use and population growth, and public services at all times.

Policy N.12.2: Adequate public school capacity should be available to meet the needs of Oakland's growing community. The City and the Oakland Unified School District (OUSD) should work together to establish a continuing procedure for coordinating residential and commercial development and exploring the imposition of mutually agreed upon reasonable and feasible strategies to provide adequate school capacity. The City and OUSD should jointly consider where feasible and appropriate, funding mechanisms such as assessment districts, redevelopment agency funding (AB 1290), use of surplus, City-owned land, bond issues, and adjacent or shared use of land or school facilities with recreation, libraries, child care and other public uses.

Policy N.12.4: Electrical, telephone, and related distribution lines should be underground in commercial and residential areas, except where special local conditions such as limited visibility of the poles and wires make this unneeded. They should also be underground in appropriate institutional, industrial, and other areas, and generally along freeways, scenic routes, and heavily traveled streets. Programs should lead systematically toward the eventual undergrounding of all existing lines in such places. Where significant utility extensions are taking place in these areas, such as in new subdivisions, utilities should be installed underground at the start.

Policy N.12.5: In its capital improvement and public service programs, the City should give priority to reducing deficiencies in, and disparities between, existing residential areas. The Oakland General Plan Safety Element contains the following policy that is relevant to the project:

Policy FI-1: Maintain and enhance the City's capacity for emergency response, fire prevention and fire fighting.

Action FI-1.2: Strive to meet a goal of responding to fires and other emergencies within seven minutes of notification 90 percent of the time.

The OSCAR Element of the General Plan includes the following policies related to public services, utilities and recreation:

Policy OS-3.1: University, College, and Institutional Open Space. Retain open space at Oakland's universities, colleges, and other institutions where such open space provides recreational, aesthetic, conservation, or historic benefits to the community. Where such spaces are publicly owned, as at the community colleges, support the permanent retention of athletic fields and other recreational areas as open space, provided that the long-range needs of the institution can be met and that the space can be made accessible to the general public. Such areas should not be converted to development unless they are replaced in kind with comparable areas or facilities in the immediate vicinity.

. . . An effort should be made to retain vegetation and other natural features as new buildings are added at Oakland's colleges and institutions. If such establishments should close or become available

for re-use, efforts should be made to retain the features which have made the properties desirable neighbors in the past.

Objective OS-4: Private Open Space. To supplement public open spaces with outdoor open space for private use.

Policy OS-4.1: Provision of Useable Open Space. Continue to require new multi-family development to provide useable outdoor open space for its residents.

Policy CO-4.1: Emphasize water conservation and recycling strategies in efforts to meet future demand.

Policy CO-4.2: Require use of drought-tolerant plants to the greatest extent possible and encourage the use of irrigation systems which minimize water consumption.

Policy CO-4.3: Promote the use of reclaimed wastewater for irrigating landscape medians, cemeteries, parks, golf courses, and other areas requiring large volumes of non-potable water.

Policy CO-13.1: Promote a reliable local energy network which meets future needs and long-term economic development objectives at the lowest practical cost.

Policy CO-13.3: Encourage the use of energy-efficient construction and building materials. Encourage site plans for new development which maximize energy efficiency.

Policy CO-13.4: Accommodate the development and use of alternative energy resources, including solar energy and technologies which convert waste or industrial byproducts to energy, provided that such activities are compatible with surrounding land uses and regional air and water quality requirements.

Policy REC-3.1: Use level of service standards of 10 acres of total parkland and 4 acres of local-serving parkland per 1,000 residents as a means of determining where unmet needs exist and prioritizing future capital investment.

Policy REC-10.2: To the extent permitted by law, require recreational needs created by future growth to be offset by resources contributed by that growth. In other words, require mandatory land dedication for large-scale residential development and establish a park impact fee for smaller-scale residential development projects, including individual new dwelling units. Calculate the dedication of fee requirement based on standard of 4 acres of local-serving parkland per 1,000 residents.

Action REC-10.2.1: Adopt an ordinance authorizing a Quimby Act parkland dedication and in-lieu/impact fee requirement. Prior to adoption, perform the necessary fiscal studies to determine the dollar amount of park impact fees to be charged for single family and multi-family dwellings. Following adoption, prioritize the expenditure of in-lieu fees collected from new development to ensure that the fees are spent in the appropriate areas.

(2) City of Oakland Municipal Code

Oakland Municipal Code Chapter 15.74, Transportation and Capital Improvement Fees, establishes citywide transportation and capital improvements impact fees in the City of Oakland to assure that development projects pay their fair share to compensate for the increased demand for transportation and capital improvements infrastructure generated by development projects within the City. Funds deposited into the Capital Improvements Impact Fee Fund are used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services.

The City's Planning Code includes standards for open space for construction of new residential units. As described in *Chapter III, Project Description*, the project site currently has a split zoning designation of Mixed Housing Type Residential – 4 (RM-4) Zone and Neighborhood Commercial – 1 (CN-1) Zone. Under the RM-4 Zone, the project would be required to provide 200 square feet of group usable open space per regular residential unit/25 square feet of group usable open space per regular unit when private open space is substituted (Code Section 17.17.050). Under the CN-1 Zone, the project would be required to provide 75 square feet of group usable open space per regular residential unit/30 square feet of group usable open space per regular unit when private open space is substituted (Code Section 17.33.050).

The project includes a proposal to rezone the entire project site to the Community Commercial – 2 (CC-2) Zone, which requires 75 square feet of group usable open space per regular residential unit or a minimum of 20 square feet of group usable open space per regular unit when private open space is substituted (Code Section 17.35.050).

In addition, the City of Oakland amended Municipal Code Chapter 15.37 All-Electric Construction in Newly Constructed Buildings, which requires some new construction, including the project, to eliminate the use and installation of natural gas and propane utilities.

(3) City of Oakland Energy and Climate Action Plan

On July 28, 2020, the City adopted the Oakland 2030 Equitable Climate Action Plan (ECAP).²⁸ The 2030 ECAP built on the progress made by the 2020 Energy and Climate Action Plan, adopted by the City in December 2012. The goal of the 2030 ECAP is to identify an equitable and cost-effective path of reducing the City's GHG emissions to at least 56 percent below the 2005 levels by 2030, and to ensure that the City is resilient to the foreseeable impacts of climate change. The 40 actions from the ECAP are designed to be equitable, realistic, ambitious, balanced, and adaptive, and cover the following sectors: Transportation and Land Use, Buildings, Material Consumption and Waste, Adaptation, Carbon Removal, City Leadership, and Port of Oakland.

²⁸ City of Oakland, 2020. Oakland 2030 Equitable Climate Action Plan, July.

The 2030 ECAP also provides a detailed roadmap on funding the actions and the implementation timeline. Implementation of the 2030 ECAP action would not only support the GHG reduction and climate resiliency goals, but also result in positive impacts for four topics that are interconnected with the climate goals: Public health, housing security, food, and green economy. The 2030 ECAP includes several policies related utilities, specifically including the following:

B-1: Eliminate Natural Gas in New Buildings

B-2: Plan for All Existing Buildings to be Efficient and All-Electric by 2040

B-3: Prevent Refrigerant Pollution

B-4: Reduce Lifecycle Emissions from Building Materials

B-5: Require All Major Retrofits of City Facilities to be All-Electric

MCW-1: Eliminate Disposal of Compostable Organic Materials to Landfills

MCW-6: Establish a Deconstruction Requirement

(4) Oakland Zero Waste Strategic Plan

In March 2006, the City of Oakland adopted a zero-waste goal by 2020, and passed a resolution adopting the Zero Waste Strategic Plan in December 2006. The main strategies outlined in the plan include (1) expand and improve local and regional recycling and composting; (2) develop and adopt new rules and incentives to reduce waste disposal; (3) preserve land for sustainable development and green industry infrastructure; (4) advocate for manufacturer responsibility for produce waste, ban problem materials; and (5) educate, promote, and advocate a zero waste sustainability agenda.

(5) Oakland Construction and Demolition Debris Waste Reduction and Recycling Requirements

The City of Oakland's construction and demolition debris waste reduction and recycling requirements (Municipal Code Chapter 15.34) are intended to further the goals of AB 939. They require a Project Sponsor to prepare and submit a Construction and Demolition Debris Waste Reduction and Recycling Plan to divert at least 50 percent of all construction and demolition debris generated by project construction from landfill disposal. The Construction and Demolition Debris Waste Reduction and Recycling Plan is required to document the ways in which the Sponsor will reduce the quantity of construction and demolition debris disposed of at landfills by 50 percent or more. The City will not approve a building permit for a project until the plan is approved.

(6) City of Oakland Parks and Homeless Services Measure (Measure Q)

In March 2020, City of Oakland voters passed an ordinance that authorizes a 20-year special annual parcel tax to fund parks and recreational facilities, services for unhoused and unsheltered persons, and maintenance of stormwater trash collection systems. Approximately 64 percent of tax revenue could be used for parks, landscape maintenance, and recreational services, and no more than 55 percent can be used to preserve current parks and operational services. Residential parcels are taxed on a per parcel basis with a higher rate for single-family residential parcels. Non-residential parcels are taxed based on parcel frontages and square footage.

(7) City of Oakland Standard Conditions of Approval

The City's SCAs that are relevant to public services, utilities and service systems, and recreation are listed below. The SCAs are adopted as requirements for all projects approved within the City of Oakland.

SCA-SERV-1: Compliance with Other Requirements (#3)

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

SCA-SERV-2: Construction Management Plan (#13)

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

SCA-SERV-3: Fire Safety Phasing Plan (#50)

Requirement: The project applicant shall submit a Fire Safety Phasing Plan for City review and approval, and shall implement the approved Plan. The Fire Safety Phasing Plan shall include all of the fire safety features and emergency vehicle access incorporated into each phase of the project and the schedule for implementation of the features.

When Required: Prior to approval of construction-related permit

Initial Approval: Oakland Fire Department

Monitoring/Inspection: Bureau of Building

SCA-SERV-4: Capital Improvements Impact Fee (#78)

Requirement: The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

SCA-SERV-5: Construction and Demolition Waste Reduction and Recycling (#87)

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Environmental Services Division

Monitoring/Inspection: Public Works Department, Environmental Services Division

SCA-SERV-6: Underground Utilities (#88)

Requirement: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-SERV-7: Recycling Collection and Storage Space (#89)

Requirement: 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 2 cubic feet of storage and collection space per residential unit

is required, with a minimum of 10 cubic feet. For nonresidential projects, at least 2 cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of 10 cubic feet.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-SERV-8: Green Building Requirements (#90)

a. Compliance with Green Building Requirements During Plan-Check

Requirement: The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code).

- i. The following information shall be submitted to the City for review and approval with the application for a building permit:
 - Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.
 - Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.
 - Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.
 - Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.
 - Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance.
 - Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit.
 - Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.
- ii. The set of plans in subsection (i) shall demonstrate compliance with the following:
 - CALGreen mandatory measures.
 - Green building point level/certification requirement of 53 points, approved during the Planning entitlement process.
 - All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.
 - The required green building point minimums in the appropriate credit categories.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

b. Compliance with Green Building Requirements During Construction

Requirement: The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.

The following information shall be submitted to the City for review and approval:

- i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.
- ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.
- iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

c. Compliance with Green Building Requirements After Construction

Requirement: Prior to finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.

When Required: Prior to Final Approval

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-SERV-9: Sanitary Sewer System (#92)

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Department of Engineering and Construction

Monitoring/Inspection: N/A

SCA-SERV-10: Storm Drain System (#93)

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

SCA-SERV-11: Water Efficient Landscape Ordinance (#95)

Requirement: The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link

below: <http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf>.

For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less, the project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.

Prescriptive Measures: Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see page 38.14(g) in the link above).

Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Document Package for review and approval, which includes the following:

a. Project Information:

- i. Date,
- ii. Applicant and property owner name,
- iii. Project address,
- iv. Total landscape area,
- v. Project type (new, rehabilitated, cemetery, or home owner installed),
- vi. Water supply type and water purveyor,
- vii. Checklist of documents in the package, and
- viii. Project contacts.
- ix. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package."

b. Water Efficient Landscape Worksheet

- i. Hydrozone Information Table
- ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use

c. Soil Management Report

d. Landscape Design Plan

e. Irrigation Design Plan, and

f. Grading Plan

Upon installation of the landscaping and irrigation systems, and prior to the final of a construction-related permit, the Project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

3. Impacts, Standard Conditions of Approval, and Mitigation Measures

This section describes environmental impacts related to public services, utilities, and recreation that could result from implementation of the project. The section begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the project and identifies SCAs and/or mitigation measures to address these impacts as needed.

a. Significance Criteria

Implementation of the project would result in a significant impact to public services, utilities, and recreation if it would:

1. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: fire protection, police protection, schools, parks, other public facilities;
2. 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;
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment;
4. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board;
5. Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects;
6. 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;
7. 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;
8. 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;

9. Violate applicable federal, state, and local statutes and regulations related to solid waste.

b. Less-than-Significant Public Services, Utilities, and Recreation Impacts

(1) Fire Protection (Criterion 1)

The project would result in an increase in demand for fire services within the City. Implementation of the project would add 1,311 persons to the city's population. The addition of 1,311 persons would represent approximately 0.27 percent of Oakland's projected total population of 516,885 in 2025, or 1.7 percent of the growth projected from 2020 to 2025.²⁹ As discussed with Nick Luby of the OFD, implementation of the project could increase response times within the area due to additional calls for service, but would not trigger the need for OFD to construct new or expand existing facilities in order to maintain acceptable service.³⁰

The project would be required to meet all City of Oakland and California State Fire Code requirements for sprinkled systems, alarms, fire flow, access, and fire hydrant spacing in accordance with SCA-SERV-1: Compliance with Other Requirements (#3), described below. In addition, the Project Sponsor would be required to comply with SCA-SERV-4: Capital Improvements Impact Fee (#78), which would require the Project Sponsor to comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). Funds deposited into the Capital Improvements Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services. Therefore, the project would have less-than-significant impacts on the need for additional fire protection facilities and would require no mitigation measures.

(2) Police Protection (Criterion 1)

The project would result in an increased demand for the OPD. Implementation of the project would add 1,311 persons to the city's population. The addition of 1,311 persons would represent approximately 0.25 percent of Oakland's projected total population of 516,885 in 2025, or 1.6 percent of growth from 2020 to 2025.³¹ However, this increase would represent a larger percentage of the total increase in the overall citizen population within Beat 9X and 13X, and thus increase the number of calls for service within these respective beats. Although the project would

²⁹ Association of Bay Area Governments (ABAG), 2018. Projections 2040, November.

³⁰ Luby, Nick, Oakland Fire Department (OFD), 2019. Personal communication with Urban Planning Partners, August 18.

³¹ Association of Bay Area Governments (ABAG), 2018. Projections 2040, November. State of California Department of Finance, 2020. January Population and Housing Estimates.

add residents to Policing Area 2, it would add only a marginal number of residents to the area, and officers assigned to all six areas would be available to respond to high-priority calls.

According to the Oakland Police Department, the Department is currently at capacity with existing personnel and services. Although the addition of 1,311 persons related to this project is minimal given Oakland's total population, the Department expressed concern for insufficient staffing and services in the area.³² However, the Project Sponsor would be required to comply with SCA-SERV-4: Capital Improvements Impact Fee (#78), which would require the Project Sponsor to comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). Funds deposited into the Capital Improvements Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services. Furthermore, the project would incorporate design measures aimed to heighten safety (through lighting, access, and visibility) in public spaces and would develop emergency response and security plans in coordination with relevant City departments. Thus, the project would have a less-than-significant impact on the need for additional police protection facilities and require no mitigation measures.

(3) Schools (Criterion 1)

The project entails the construction of 510 residential units, which could increase the number of families with children in Oakland. To address the increased demand placed on the OUSD by the project, the Project Sponsor would pay the required development fee to the OUSD. Pursuant to California Education Code Section 17620(a)(1), developers pay fees to address additional demand placed on the school district by the project. The current impact/mitigation fee is \$4.08 per square foot of residential development and \$0.66 per square foot of commercial/industrial.³³ This would result in a total of approximately \$2.132 million in fees paid by the developer to the OUSD. With the payment of these fees, the impact of the project on school facilities would be less than significant.

(4) Libraries (Criterion 1)

The project would cause an increase in the demand for library services due to the addition of 1,311 residents generated by the project. LUTE Policy N2.2 of the Oakland General Plan states that provisions of services by civic and institutional uses should be distributed and coordinated to meet the needs of city residents. In addition, the Project Sponsor would be required to comply with SCA-SERV-4: Capital Improvements Impact Fee (#78), which would require the Project

³² Bolton, Christopher, Oakland Police Department (OPD), 2021. Personal communication with Urban Planning Partners, June 11, 2021.

³³ City of Oakland, 2021. Building Impact Fee Amounts. Available at: <https://www.oaklandca.gov/topics/impact-fees>, accessed December 5 2023.

Sponsor to comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). Funds deposited into the Capital Improvements Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services. Adherence to these City of Oakland SCAs would reduce the potential impact on libraries to less than significant. Thus, the Oakland library system would have adequate capacity to serve the incremental increase in library use that would result from implementation of the project and would not require the unanticipated construction of new or remodeled library facilities.

(5) Parks and Recreation (Criteria 2 and 3)

Although the project would increase the resident population, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As described in *Chapter III, Project Description*, the project would provide open space in three different forms, including: private-open space, group-usable open space, and privately-owned but publicly accessible open space (POPOS). The project would provide a total of approximately 98,258 square feet of open space/areas for recreation and outdoor experiences as shown in Table V.M-1. The proposed on-site group and private residential open space areas as well as the POPOS will provide opportunities for the on-site residents and help offset the demand and use existing open space areas.

TABLE V.M-1 EXISTING AND PROPOSED OPEN SPACE

Type	Existing (sf)	Proposed (sf)	Net Difference (sf)
Non-Residential			
Institutional (generally accessible to public)	87,779	--	
POPOS	--	57,433 ^a	-30,346
Residential^b			
Group Usable Open Space (min. 10,200 sf)	N/A	24,633 ^c	+24,633
Private-Open Space (counts 2 x 13,192)	N/A	26,384	+13,192
Total (Residential Open Space)	0	37,825	+37,825
TOTAL	87,779	95,258	+7,479

^a Includes POPOS (paseo, play area, and general open space available for public use) (41,193 sf) and public plaza (16,240 sf)

^b CC-2 zone in the 90-foot height area requires 100 sf per/du = 51,000 sf; private counts 2x but must have min 20 sf per/du of group = 10,200. Proposed private: 13,192f x 2 = 26,384 sf, resulting in the need for 24,616 sf of group open space area (51,000- 26,384 = 24,616).

^c Outdoor courtyard, amenity space, and two outdoor decks.

Source: CCA Oakland, CA, Preliminary Development Permit Application, August 25, 2022.

As shown above in Table V.M-1, about 1/3 of the existing Institutional Open Space areas that was generally accessible to the public will shift to accommodate residential-specific open space consistent with the City's residential development standards.

The remaining two-thirds (~57,433 sf) of the existing institutional open space will be retained and improved as on-site POPOS area. Although the POPOS area is smaller than the prior Institutional Open Space area, the new POPOS area would be more accessible to the public by adding ramps on the western frontage leading up to the various recreational areas. The reprogrammed open space would also more proactively encourage more public use by providing increased access to the site and additional amenities including a promenade, outdoor eating areas, a play area, and other general recreational areas which are the types of recreational amenities lacking currently lacking within ¼- to ½-mile of the project site;³⁴ whereas areas of the current space are overgrown, direct access is limited to stairs from Broadway, and there are very few usable amenities.

The POPOS together with the residential open space will provide a net increase in open space and recreational amenities (paseo, play area, and general open space) available for use by the public and on-site residents as well as residential-specific open space to address the need of the site's proposed residential development consistent with the City's requirement. When all three types of open space are collectively considered, the on-site open space and recreational amenities will result in a net increase of approximately 7,479 square feet. Although the purpose of each type of open space and the POPOS is different each will contribute to off-setting the project's residents' and surrounding residents' demand on existing open space and recreational amenities.

As noted in the OSCAR, development opportunities to create parks and recreational facilities in North Oakland are very limited given the constraints of existing development. Development of the project would further the goals of the OSCAR by encouraging the re-use of an Institutional use that will include POPOS and on-site private residential open space and recreational amenities.

With development of the three types of open spaces described above as part of the project, future project residents' reliance on surrounding public recreation facilities would be reduced. In addition, the Project Sponsor would be required to comply with SCA-SERV-4: Capital Improvements Impact Fee (#78), which would require the project applicant to comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). Funds deposited into the Capital Improvements Impact Fee Fund, and

³⁴ See Figure 4.14-1 of the Phase I Oakland 2045 General Plan Update Draft EIR, 2023.

all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services.

For these reasons, the project would have less-than-significant impacts on existing park and recreational facilities and no mitigation measures are required. Additionally, the development of the improved POPOS and on-site residential open space areas would not result in any new or more significant impacts than those already identified as part of the project analysis in this EIR. See subsection d.4, Cumulative Public Services, Utilities and Recreation Impacts for additional discussion.

(6) Wastewater Treatment (Criteria 4 and 7)

Based on wastewater generation numbers provided in the City of Oakland Sanitary Sewer Design Standards, implementation of the project would be expected to generate an additional 86,800 gallons per day (gpd).^{35,36} Wastewater generated by the project would represent less than 0.03 to 0.05 percent of the MWWTP's peak or secondary treatment capacity (320 mgd and 168 mgd, respectively). Because the project would be served by the MWWTP for its wastewater treatment, it would not violate the wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board (RWQCB).

In addition, the project would be required to adhere to SCA-SERV-g: Sanitary Sewer System (#92). Under these standards, the project would require an impact analysis to ensure that the existing system has enough hydraulic capacity to accommodate the development.

Therefore, the project would have less-than-significant impacts on wastewater capacity, would not trigger the need for additional wastewater treatment facilities, and would not violate any wastewater treatment requirements set by the San Francisco Bay RWQCB.

(7) Stormwater (Criterion 5)

As explained in *Section V.H, Hydrology and Water Quality*, the project sponsor would be required to prepare an Erosion and Sedimentation Control Plan (SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction [#53]) that would prevent excessive erosion and stormwater runoff of solid materials as a result of construction activities and a Post-Construction Stormwater Management Plan (as a part SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects [#58]), which would ensure that stormwater management systems are appropriately designed and maintained to prevent flooding on-site. In addition, the project would be subject to

³⁵ City of Oakland, 2009. Sanitary Sewer Design Standards. Updated October 2014.

³⁶ Assuming 100 gpd per studio and loft unit, 150 gpd per 1-bedroom unit, 200 gpd per 2-bedroom unit, 330 gpd per townhome, 200 gpd per 1,000 square feet of office space, and 100 gpd per 1,000 square feet of commercial.

SCA-SERV-2: Construction Management Plan (#13), which requires compliance with stormwater pollution prevention during construction and SCA-SERV-10: Storm Drain System (#93), which requires the project storm drainage system be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines.

Under these requirements, drainage from the proposed improvements would not exceed the capacity of the downstream drainage system. Grading and stormwater pollution management plans must be reviewed for compliance with these requirements by the City's Bureau of Planning and Building. Any improvements to the storm drainage system deemed necessary by the City, including construction of or improvements to stormwater conveyances, must be part of the conditions of approval for development. These measures would require participation in the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the project. Therefore, the project is not anticipated to require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and this impact would be less than significant.

(8) Water Supply (Criterion 6)

Estimates of annual water use for the project, prepared by EBMUD, estimate that the project could potentially use 102,038 gpd.^{37,38} The anticipated 102,038 gallons of daily demand for water that would result from implementation of the project represents approximately 0.10 percent of the 108,000,000 average remaining daily water demand from EBMUD in 2020.³⁹ EBMUD's water demand projections take into consideration densification and land use changes within commercial and residential areas; therefore, these increases are not expected to cause any impacts on water supply to the project site.

The project area is not located within the vicinity of an existing EBMUD recycled water supply pipeline, and thus is not currently a candidate for recycled water.⁴⁰ The project would also require water for maintenance and upkeep of the main POPOS and other open spaces; however, the project would be required to comply with SCA-SERV-11: Water Efficient Landscape Ordinance

³⁷ East Bay Municipal Utility District (EBMUD), 2020. Water Supply Assessment.

³⁸ A Water Supply Assessment prepared in 2020 (2020 WSA) assumed a larger project with 589 multi-family housing units, 24,000 square feet of arts production space, 6,300 square feet of office space, a 1,200 square foot historical interpretive center, 2,580 square feet of arts space, 1.71 acres of public open space, and 0.34 acres of group usable open space. Given the project analyzed in this EIR has fewer units and less commercial space, it would utilize less water than the project evaluated in the 2020 WSA and the conclusions of the 2020 Water Supply Assessment remain applicable to the current project.

³⁹ Based on 2020 EBMUD anticipated water use of 217 mgd and capacity of EBMUD supplies of 325 mgd, resulting in an available supply of 108 mgd.

⁴⁰ East Bay Municipal Utility District (EBMUD), 2016. East Bay Recycled Water Project Map. Available at: <https://www.ebmud.com/water/recycled-water/current-recycled-water-users/east-bayshore/>, accessed December 5, 2023.

(#95), which would require the project to reduce the amount of water required for landscaping. Water usage for landscaping would only minimally contribute to the total water usage of the project. However, the project would include a number of water conservation measures, including low-flow fixtures. The project would also be required to comply with SCA-SERV-1: Compliance with Other Requirements (#3), described above, and SCA-SERV-6: Underground Utilities (#88), which would further reduce any impacts related to water supply.

Because the project would only represent 0.10 percent of EBMUD available capacity and follow City SCAs related to water conservation, the project would have less-than-significant impacts on available water supplies and would not trigger the construction of additional water facilities.

(9) Solid Waste (Criteria 8 and 9)

The estimated 1,311 residents and 72 employees that would result from implementation of the project would generate an estimated 6,314 ppd (approximately 3.16 tons per day) of solid waste. This represents approximately 0.06 percent of the total daily permitted throughput for both the Davis Street facility (5,600 tons) and 0.05 percent for the Altamont Landfill (7,000 tons).

The project sponsor would be required to comply with SCA-SERV-5: Construction and Demolition Waste Reduction and Recycling (#87), which requires compliance with waste reduction and recycling during construction and SCA-SERV-7: Recycling Collection and Storage Space (#89). Compliance with applicable regulations and implementation of City SCAs would ensure impacts related to solid waste would be reduced to a less-than-significant level.

(10) Electricity and Gas (Criteria 10 and 11)

The project would cause an increased demand for electrical and gas services but would be developed in a location where such services are already being provided. Connecting new buildings to existing lines would involve relatively minor improvements to the existing energy infrastructure. The project would primarily serve residential and office space and would not contain any features that would result in the wasteful usage of energy.

The Project Sponsor would implement the following energy reduction strategies: low flow fixtures beyond code, native plantings, energy efficiency measures beyond code, and reduced water use for irrigation. The project would be required to conform to Title 24 standards, which would increase the energy efficiency of all operations, and the City of Oakland's All-Electric Building Ordinance requiring the project to eliminate use of natural gas for building operations. Lastly, the project would be required to implement several SCAs that would reduce the project's energy consumption, including SCA-SERV-5: Construction and Demolition Waste Reduction and Recycling (#87), requiring the project to divert construction and demolition debris waste from landfill disposal in accordance with current City requirements, SCA-GHG-1: Project

Compliance with the ECAP Consistency Checklist (#45) (described in *Section V.E, Greenhouse Gas Emissions*), and SCA-SERV-10: Green Building Requirements (#90), requiring the Project Sponsor to comply with the applicable requirements of the City of Oakland Green Building Ordinance. With implementation of the above measures, the project would result in a less-than-significant impact related to electricity and gas. A more detailed analysis related to energy and gas consumption is provided in *Section V.E, Greenhouse Gas Emissions and Energy*.

c. Significant Public Services, Utilities, and Recreation Impacts

Implementation of the project would not result in any significant impacts to public services, utilities, and recreation.

d. Cumulative Public Services, Utilities, and Recreation Impacts

The geographic context for cumulative public services, utilities, and recreation is generally the project site, the North Oakland/North Hills planning areas, and the greater-Oakland area. As detailed below, the project would not make a cumulatively considerable contribution towards a significant impact related to public services, utilities, and recreation.

(1) Police and Fire Protection

The anticipated growth associated with the project, in combination with past, present, and reasonably foreseeable future projects (as described in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*), could increase the need for additional City fire protection and City police services and could affect response times, service levels, and the need for additional facilities. Cumulative demand for police, fire, and emergency services would be mitigated to less-than-significant levels through individual project planning, design, and approvals. Similar measures could also be incorporated into other planned projects of a similar size, which would reduce the impact of cumulative development on emergency response times (and avoid the need for new capital facilities to retain existing response times). Additionally, the project would incorporate design measures aimed to heighten safety (through lighting, access, and visibility) in public spaces and would develop emergency response and security plans in coordination with the relevant City departments. In addition, throughout the course of the development review process, the police and fire departments will review plans and other physical features which will provide enhanced life safety standards, such as exterior lighting levels, fire hydrants locations, and other facilities. Lastly, applicable cumulative projects would be required to comply with SCA-SERV-4: Capital Improvements Impact Fee (#78), which would require the project sponsors to comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). Funds deposited into the Capital Improvements Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain

services. Thus, no cumulative impacts to police, fire, and emergency services are anticipated that would result in adverse physical impacts associated with the maintenance of service standards.

(2) Schools

School-aged children generated by the project, in conjunction with those generated by other foreseeable development in the city, would result in a cumulative increased demand and could result in a potentially significant impact on schools. However, pursuant to SB 50, the project sponsors of all future projects would be required to pay school impact fees established to offset potential impacts on school facilities. Therefore, cumulative impacts of development on school district facilities would be less than significant.

(3) Libraries

Development in Oakland, including the project, would result in an increased population, which could result in the need for new or expanded library facilities. The Oakland Public Library has prepared a Facilities Plan that includes a needs assessment and long-range strategy to address the community's growing needs for library services, which considers the long-term population growth anticipated for the city. The plan is funded in part by Measure Q, adopted in March 2004, to facilitate library improvements and expansion. As part of this effort, the Oakland Public Library is evaluating ways the existing facilities could improve the delivery of programs, services, and materials. Thus, library system improvements are underway to address cumulative demand. The project would increase the population served by the Rockridge, Piedmont, and Temescal Branches, and thus there would be a greater cumulative demand for books, library programs, and resources. The increased population from the project would result in a greater utilization of library facilities but would not result in the expansion of the facility beyond what is already being proposed as part of the Facilities Plan. In addition, applicable cumulative projects would be required to comply with SCA-SERV-4: Capital Improvements Impact Fee (#78), which would require the project sponsors to comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code). Funds deposited into the Capital Improvements Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services. Consequently, the project would not be expected to have a considerable contribution to a cumulative impact that would require a new or expanded branch library.

(4) Parks and Recreation

As discussed under less-than-significant project impacts above, the project itself would not result in any significant impacts related to parks and recreation. The project will also meet the City's development standard for providing the required private and shared amenity space on site.

However, the City is falling short of meeting its goal to provide 10 acres of open space including regions opens space per 1,000 residents. The project, in conjunction with other past, present, planned and foreseeable development under the cumulative scenario (as described in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*), would incrementally contribute to the City not meeting this goal.

The OSCAR recognizes the difficulty in meeting the established goals—which it notes would be impossible without massive redevelopment—especially in built-out urban areas, but states that major gains toward the goal can be made through the expansion of existing parks, improvement of creek and shoreline access, acquisition of vacant parcels, and incorporation of new parks in major redevelopment projects.

The fact that this goal is not met by itself is not a significant impact under CEQA as it is a goal of the General Plan which is intended to be visionary, and it is not a policy or standard adopted to reduce potentially significant adverse impacts. The project would meet the service ratio and performance objectives required by the City. The provision of on-site amenities that will be available to the public and the residences would minimize substantial or accelerated physical deterioration of existing park and open space facilities. Additionally, continued implementation and collection of the capital improvements impact fees from the project and other future projects would further ensure that parks or public facilities are well-maintained and improved as needed, avoiding substantial physical deterioration of recreational facilities. Capital improvement projects are defined by the City as projects that improve and maintain Oakland's public facilities and infrastructure. "They can range from restoring aging public buildings, to improving streets and sidewalks, to creating or improving our parks."⁴¹

Future projects would also be required to meet City of Oakland's minimum open space standards, which would further reduce the reliance on publicly owned parks and recreational facilities. Therefore, the project would not contribute to a significant cumulative impact related to the provision or substantial or accelerated deterioration of existing parks and open space facilities.

(5) Water and Wastewater

The project and cumulative development projects would incrementally increase demand for wastewater and water services and other utilities in Oakland. While development of the project would place additional demands on City services and utility projects, buildout of the project and other planned development would not result in any significant impacts to services and utility projects, as discussed above. EBMUD accounted for water demands associated with the project

⁴¹ City of Oakland Capital Improvement Program. Available at: <https://www.oaklandca.gov/topics/capital-improvement-program>, accessed December 5, 2023.

within the 2015 Urban Water Management Plan. The Urban Water Management Plan acknowledges that Oakland is projected to continue to have over 25 percent of the county's residents, adding over 135,000 residents and 63,000 new jobs by 2040. In addition, EBMUD has stated that it can meet customer demands for treated water through 2040 during normal years and single dry years.⁴² Assuming adherence to the City's SCAs, it is not expected that the project in combination with other cumulative development would result in a significant impact on these utilities.

(6) Solid Waste

As stated previously, the project would generate an estimated 6,681 ppd (approximately 3.3 tons per day) of solid waste. This represents approximately 0.06 percent of the total daily permitted throughput for the Davis Street facility and 0.05 percent for the Altamont Landfill.

It is not projected that the amount of waste generated from the project in conjunction with other cumulative development would exceed the capacity of these solid waste facilities. In addition, all cumulatively considerable projects would be required to be within compliance of the City's waste reduction and recycling requirements. Thus, the cumulative impact of the project would be less than significant.

⁴² East Bay Municipal Utility District (EBMUD), 2021. Urban Water Management Plan 2020, page 57, June.

VI. EFFECTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT WITH STANDARD CONDITIONS OF APPROVAL

This chapter contains a brief analysis of the environmental topics determined to be less than significant that are relevant to the proposed California College of the Arts (CCA) Oakland Campus Redevelopment Project (or project). The following topics were excluded from extensive discussion in this EIR: Agriculture and Forest Resources; Mineral Resources; Tribal Cultural Resources; and Wildfire. During the scoping phase for the EIR, it was determined that the project would have no impact or a less-than-significant impact related to these topics as a result of the project's characteristics and, if applicable, the implementation of the City of Oakland's (City) Standard Conditions of Approval (SCAs).

A. AGRICULTURE AND FOREST RESOURCES

The project would be located in a built-out urban area that contains a variety of institutional, commercial, and residential uses. Neither the project site nor any adjacent land has been identified as an agricultural resource or forest land, and there are no agricultural uses in the vicinity.¹ The project, therefore, would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and would not result in the loss of forest land or conversion of forest land to non-forest use. Thus, the project would not have any impact on agriculture or forest resources.

B. MINERAL RESOURCES

The project would be located in an urban area and would replace the existing college campus and several of its associated structures. The project site has no known existing mineral resource. The project would not require quarrying, mining, dredging, or extraction of locally important mineral resources on-site, nor would it deplete any known mineral resource that would be of value to the region and the residents of the state. As a result, the project would have no significant impacts related to mineral resources.

¹ California Department of Conservation (CDC), 2016. Farmland Mapping and Monitoring Program, California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/agriculture/>, accessed December 5, 2023.

C. TRIBAL CULTURAL RESOURCES

Assembly Bill (AB) 52 was enacted on July 1, 2015 and establishes that “a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (Public Resources Code [PRC] Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and meets either of the following criteria:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k); or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding tribal cultural resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

According to Appendix G of the State CEQA Guidelines, an impact to tribal cultural resources from implementation of the project would be significant if the project would cause a substantial adverse change in the significance of a tribal cultural resource that meets the criteria listed in PRC Section 21074. The City of Oakland prepared and mailed formal notification letters in accordance with the provisions of AB 52 to the following tribes:

1. Muwekma Ohlone Tribe of the San Francisco Bay Area
2. Costanoan Rumsen Carmel Tribe
3. North Valley Yokuts Tribe
4. The Ohlone Indian Tribe
5. Indian Canyon Mutsun Band of Costanoan
6. Amah Mutsun Tribal Band of Mission San Juan Bautista

No responses have been received as of the publication of this Draft EIR. The project has been subject to development over the past century, and it is likely that any archaeological resources that would qualify as tribal cultural resources would be buried by fill. In addition, the project

would be subject to SCA-HIST-1, SCA-CULT-1, and SCA-HIST-2 which would reduce any potential adverse effects to unknown tribal cultural resources to a less-than-significant level.

SCA-HIST-1: Archaeological and Paleontological Resources – Discovery During Construction (#36)

Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.

In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.

In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified 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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

SCA-CULT-1: Archaeologically Sensitive Areas – Pre-Construction Measures (#37)

Requirement: The project applicant shall implement Provision A (Intensive Pre-Construction Study) and Provision B (Construction ALERT Sheet) concerning archaeological resources. If Native American archaeological resources are identified or suspected in a project site, the City shall consult with a Native American representative(s) registered with the Native American Heritage Commission

that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3.

Provision A: Intensive Pre-Construction Study. The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:

- a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources.
- b. A report disseminating the results of this research.
- c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources.

If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.

Provision B: Construction ALERT Sheet. The project applicant shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site.

The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.

When Required: Prior to approval of construction-related permit; during construction

Initial Approval: Bureau of Building; Bureau of Planning

Monitoring/Inspection: Bureau of Building

SCA-HIST-2: Human Remains – Discovery During Construction (#38)

Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

D. WILDFIRE

The City of Oakland has drafted a Vegetation Management Plan that evaluates the specific wildfire hazard factors in the City's very high fire hazard severity zone and establishes a framework for managing vegetative fuel loads on City-owned properties and along roadways, such that wildfire hazard is reduced and negative environmental effects resulting from vegetation management activities are avoided or minimized. The project is located approximately one mile from the nearest area (North Oakland Regional Sports Center) subject to the requirements of the Vegetation Management Plan and is located in a highly urbanized area.² Areas subject to the very high fire hazard severity zone are typically in the Oakland Hills close to a large amount of vegetation. The project site is not close to these areas. The period for the highest risk of fire in the Oakland Hills starts in September as the fog recedes earlier in the day and vegetation begins to dry out from regular, dry, offshore winds, and ends in November with the onset of winter rainfall, cooler temperatures, and higher relative humidity.

Impacts associated with implementation of the project would be less than significant related to wildfires given the distance of the project site from the City's very high fire hazards severity zone.

² Oakland Fire Department, 2019. Revised Draft Oakland Vegetation Management Plan. Available at: <https://oaklandvegmanagement.org/>, accessed December 5, 2023.

VII. ALTERNATIVES ANALYSIS

The CEQA Guidelines require the analysis of a range of reasonable alternatives to the proposed California College of the Arts (CCA) Oakland Campus Redevelopment Project ("project"), or to the location of the project, which would feasibly attain most of the project's basic objectives and avoid or substantially lessen any of the significant effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.¹ An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. A No Project Alternative should also be considered.

The primary purpose of this chapter is to ascertain whether there are alternatives of design, scale, land use, or location that would substantially lessen the project's significant impacts, even if those alternatives "impede to some degree the attainment of the project objectives or would be more costly."²

The five project alternatives considered include:

- **No Project/Reuse Alternative:** assumes no new development would be constructed on the project site except for the refurbishing of 17 existing dormitory units in Irwin Student Center as affordable housing. The other 11 existing buildings (approximately 93,000 square feet) could be renovated and repurposed for civic/office space or supportive services, consistent with the Institutional General Plan land use designation.
- **General Plan Amendment (No Rezoning) Alternative:** assumes the existing RM-4 and CN-1 zoning designations would remain but a General Plan Amendment to reclassify the project site from Institutional to Community Commercial would allow residential development at the project site. This alternative assumes up to 78 residential units would be constructed in a new 8-story building and 17 existing dormitory units in Irwin Student Center would be refurbished as affordable housing for a total of 95 units. The remaining nine buildings (87,000 square feet) would be renovated and repurposed for civic/office space or supportive services.
- **Historic Preservation Alternative:** assumes the construction of up to 306 residential units across two new 8-story buildings. The five preserved buildings (57,00 square feet) would be renovated and repurposed to accommodate office space.

¹ CEQA Guidelines, Section 15126.6.

² City of Oakland, 1998. Land Use and Transportation Element, March.

- **Historic Preservation with Tower Alternative:** assumes the construction of up to 446,446 residential units across two new 8-story buildings and a 21-story tower. The five preserved buildings (57,00 square feet) would be renovated and repurposed to accommodate office space.
- **Small Housing Campus Alternative:** assumes the construction of up to 97 residential units across three new 5-story buildings. The nine preserved buildings (77,000 square feet) would be renovated and repurposed to accommodate office space.

A comparison of these five alternatives with the project is provided in Table VII-1 and VII-2 on the following pages. Also, in comparing the project alternatives, the project site's designation as a Housing Opportunity Area and High Resource Area with a feasible capacity of 510 units in the City's recently adopted Housing Element is important to consider. When projects do not achieve the feasible capacity a set of findings are required which identify the loss of capacity and require the City to evaluate whether sufficient capacity exists elsewhere in an equivalent area (e.g., High Resource area in the case of CCA) where the required housing units can be accommodated. These findings would be required for alternatives that do not achieve the feasible capacity.

In addition, the Housing Element policies are now implemented, among other ways, by a new Zoning Overlay, the S-14 Overlay, codified at Oakland Municipal Code Section 17.96. The S-14 Overlay applies to all Housing Opportunity sites. The Overlay regulations, specifically Section 17.96.050, require all development in Housing Opportunity Areas within the S-14 Overlay to achieve a minimum density defined as achieving 75 percent of the feasible capacity identified for the site. For the CCA site this minimum is 383 units.

The S-14 Overlay also contains a requirement that all development is "Majority Residential Use," which is defined by OMC Section 17.96.020 as "a use consisting of residential units only, mixed use developments consisting of residential and non-residential uses with at least two-thirds of the square footage designated for residential activity, or transitional or supportive housing."

The remainder of this chapter is organized as follows: overview of project objectives and impacts; description of alternatives considered and rejected; description and analysis of CEQA project alternatives; and discussion of environmentally superior alternatives.

A. PROJECT OBJECTIVES AND IMPACTS

To determine what range of alternatives should be considered, the impacts identified for the project were considered along with the project objectives. The project is described in detail in *Chapter III, Project Description*, and the potential environmental effects of the project are analyzed in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*. The project objectives and impacts are summarized below.

TABLE VII-1 ALTERNATIVES COMPARISON

Project/Alternative	Residential Units	Civic/Office Space (Sq.Ft.)^a	Parking Spaces	Publicly Accessible Open Space (Sq.Ft.)
Project	510	16,945	268	63,727
No Project/Reuse Alternative	17	93,000	41	87,779
General Plan Amendment (No Rezoning) Alternative	95	87,000	41	87,779
Historic Preservation Alternative	306	57,000	236	50,000
Historic Preservation with Tower Alternative	446	57,000	291	50,000
Small Housing Campus Alternative	97	77,000	55	87,779

^a Alternative office square footage conservatively rounded up to the nearest thousandth for alternatives.
Source: Mithun, 2012. EIR Alternatives, June. Urban Planning Partners, 2022.

TABLE VII-2 PRESERVED BUILDING SQUARE FOOTAGE FOR EACH ALTERNATIVE

Building	Alternative					
	Current Project	No Project/Reuse	General Plan Amendment (No Rezoning)	Historic Preservation	Historic Preservation w/Tower	Small Housing Campus
1. Facilities	-	1,402	-	-	-	1,402
2. B Building	-	4,933	-	-	-	4,933
3. Oliver Ralls Sculpture Studio	-	7,655	-	-	-	7,655
4. Noni Eccles Treadwell Ceramic Arts Center*	-	11,606	11,606	11,606	11,606	11,606
5. Martinez Annex	-	5,262	5,262	-	-	5,262
6. Martinez Hall*	-	8,513	8,513	8,513	8,513	8,513
7. Founders Hall*	-	26,012	26,012	26,012	26,012	26,012
8. Macky Hall	7,760	7,760	7,760	7,760	7,760	7,760
9. Carriage House	2,622	2,622	2,622	2,622	2,622	2,622
10. Irwin Student Center	-	-	7,716	-	-	-
11. Barclay Simpson Sculpture Center	-	2,644	2,644	-	-	-
12. Raleigh and Claire Shaklee Building	-	14,263	14,263	-	-	-
Total		92,925	86,651	56,766	56,766	76,018

Note: Buildings listed in **bold** are individually eligible for listing in the California Register and as a Oakland Landmark. All buildings are contributors to the California Register- and National Register-eligible CCAC Historic District Area of Primary Importance (API). Buildings with * are examples of Late Modern Architecture.
Source: LMS^A, 2020. CCA Existing Buildings Rehabilitation Pricing Package.

1. Project Objectives

The project objectives, which are first presented in *Chapter III, Project Description*, include:

- Redevelop a site previously utilized as college campus (educational use) into a mixed-use development with residential and commercial uses.
- Respect the historic resources through adaptive reuse and rehabilitation of the Landmarked structures and landscape that includes documentation and commemoration of the site history and incorporation of outdoor art.
- Locate dense residential development on a large site approximately ½-mile from BART and adjacent to existing community and neighborhood commercial uses to reduce dependency on motorized transportation.
- Further the City's achievement of the General Plan's Housing Element goals and of the Association of Bay Area Governments' Regional Housing Needs Allocation for the City of Oakland and meet the City's minimum residential density and major residential use requirements.
- Increase affordable housing units in the Rockridge neighborhood by providing affordable housing units on-site.
- Generate tax revenues for the City of Oakland and employment opportunities for the City of Oakland community.
- Produce a high-quality architectural and landscape design that promotes sustainability and exceeds the requirements of the City of Oakland's Green Building Ordinance.
- Design a project that varies dwelling sizes and types, to accommodate a range of potential residents.
- Maintain and improve quasi-public open space at the project site through restoration of Landmarked landscaped areas and a view corridor with enhanced open space accessibility and visibility.
- Construct enough residential units and non-residential space to make the redevelopment of the site economically feasible, produce a reasonable return on investment for the project that is sufficient to attract investment capital and construction financing, and generate sufficient revenue to meet the project objectives.

2. Project Impacts

As detailed in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures* and *Chapter VI, Effects Found not to be Significant or Less Than Significant with Standard Conditions of Approval*, the project's impacts, with the exception of four significant and unavoidable impacts, would be less than significant with implementation of the City's Standard

Conditions of Approval (SCAs) and/or mitigation measures. To help define project alternatives that could further reduce or eliminate significant impacts, the impacts of the project are summarized below.

The significant and unavoidable impacts for the project are listed below.

Cultural and Historic Resources:

- Impact HIST-2: The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. Demolition of 10 of the 12 contributing buildings and alteration of six contributing landscape features in the CCAC API would adversely impact the district such that it would no longer be able to convey its significance, resulting in a substantial adverse change to the historical resource. The numerous demolitions would result in the loss of CCAC Campus District eligibility for listing in the California Register and National Register.
- Impact HIST-3: Four of the 10 buildings proposed to be demolished—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio—are individually eligible for listing in the California Register and as Oakland Landmarks. Demolition of these four buildings would render them ineligible for listing in the California Register or as Oakland Landmarks.
- Cumulative Impact HIST-4: To facilitate construction of the project, three significant examples of Late Modern architecture would be demolished: Founders Hall, a 1968 Brutalist building designed by DeMars & Reay; Martinez Hall, a 1968 Third Bay Tradition building designed by DeMars & Reay; and the Noni Eccles Treadwell Ceramic Arts Center, a 1973 Third Bay Tradition building designed by Worley Wong and Ronald Brocchini. Implementation of the project, as designed, combined with cumulative development citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute to a significant and unavoidable adverse cumulative impact to Oakland’s Late Modern architectural resources.

Noise and Vibration:

- Impact NOI-1: The operation of heavy construction equipment on the project site could impact nearby receptors.

Potentially significant impacts that could be mitigated to a less-than-significant level with implementation of recommended SCAs or mitigation measures (as described in Table II-1, Summary of Impacts, Standard Conditions of Approval, and/or Mitigation Measures in *Chapter II, Summary*) include:

Cultural and Historic Resources:

- HIST-1a: The project's rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs, has the potential to affect the integrity of the Treadwell Estate Landmark.
- HIST-1b: The project's relocation of the Carriage House has the potential to affect the integrity of the Treadwell Estate Landmark.
- HIST-1c: The project's full or partial removal of landscape features has the potential to affect the integrity of the Treadwell Estate Landmark.

Soils, Geology, and Seismicity:

- GEO-1: Construction activities could potentially trigger landslides or destabilize existing slopes.

Hazards and Hazardous Materials:

- HAZ-1: Contaminated soil or groundwater in the subsurface of the project site could pose a risk of exposure to hazardous materials.
- HAZ-2: Potential excavation and handling of contaminated soil, groundwater, and underground storage tanks (USTs) in the subsurface of the project site could result in emissions of hazardous materials that could pose a risk of exposure for nearby schools.

Biological Resources:

- BIO-1: Redevelopment at the project site could disturb nesting bird habitat.
- BIO-2: Redevelopment at the project site could disturb pallid bat habitat.

Noise and Vibration:

- NOI-2: Use of vibratory rollers from project construction could impact Oakland Technical High School Upper Campus activities when school is in session.

Impacts for all other environmental topics are anticipated to be less than significant.

B. CEQA ALTERNATIVES CONSIDERED

Five CEQA-based alternatives were considered as described below. These five alternatives are included to meet the CEQA requirement for an EIR to describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project while avoiding or substantially lessening significant impacts.

A comparison of the impacts associated with each alternative is provided in Table VII-3 for all significant and unavoidable impacts of the project as well as those that would be significant prior to the implementation of mitigation measures or SCAs.

TABLE VII-3 SUMMARY COMPARISON OF ALTERNATIVES IMPACTS

Project	No Project/ Reuse	Project Alternatives			
		General Plan Amendment (GPA)	Historic Preservation (HP)	HP + Tower	Small Housing Campus
Impact HIST-2: Demolish 10 of 12 contributors to the California Register- and National Register-eligible CCAC API. The numerous demolitions would result in the loss of eligibility for listing in the California Register and National Register. (SU)	Decreased	Decreased	Decreased	Decreased	Decreased
	Demolish 0 of 12	Demolish 2 of 12	Demolish 7 of 10	Demolish 7 of 10	Demolish 3 of 10
	Maintain CCAC District eligibility	Maintain CCAC District eligibility	Maintain CCAC District eligibility	Maintain CCAC District eligibility	Maintain CCAC District eligibility
Impact HIST-3: Demolish four of six buildings individually eligible for listing in the California Register and as Oakland Landmarks. (SU)	Decreased	Decreased	Decreased	Decreased	Decreased
	Demolish 0 of 6	Demolish 0 of 6	Demolish 1 of 6	Demolish 1 of 6	Demolish 1 of 6
Cumulative Impact HIST-4: Demolish 3 of 3 significant examples of Late Modern architecture contributing to adverse cumulative impact to Oakland’s Late Modern architectural resources. (SU)	Decreased	Decreased	Decreased	Decreased	Decreased
	Demolish 0 of 3	Demolish 0 of 3	Demolish 0 of 3	Demolish 0 of 3	Demolish 0 of 3
Impact NOI-1: The operation of heavy construction equipment on the project site could impact nearby receptors. (SU)	No Impacts	Decreased	Similar	Similar	Decreased
Impact HIST-1a: The project’s rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs, has the potential to affect the integrity of the Treadwell Estate Landmark.(LTS with MM)	No Impact	Similar	Similar	Similar	Similar
		LTS with MM	LTS with MM	LTS with MM	LTS with MM
Impact HIST-1b: The project’s relocation of the Carriage House has the potential to affect the integrity of the Treadwell Estate Landmark. (LTS with MM)	No Impact	LTS Impact	Similar	Similar	LTS Impact
			LTS with MM	LTS with MM	
Impact HIST-1c: The project’s full or partial removal of landscape features has the potential to affect the integrity of the Treadwell Estate Landmark. (LTS with MM)	No Impact	LTS Impact	Similar	Similar	LTS Impact
			LTS with MM	LTS with MM	
Soils, Geology, and Seismicity	No Impact	<i>The project impacts for these topics would be essentially the same for all project alternatives, except the No Project Alternative. Each of these impacts could be mitigated to a LTS level with mitigation or SCAs for each alternative.</i>			
Hazards and Hazardous Materials					
Biological Resources					
Vibration					

Note: Project impacts are abbreviated as LTS (Less Than Significant) and SU (Significant and Unavoidable).
Source: Urban Planning Partners, 2023.

1. No Project/Reuse Alternative

a. Principal Characteristics

The No Project/Reuse Alternative is considered so that the impacts of approving the project may be compared to the impacts of not approving the project. The No Project/Reuse Alternative assumes no new development would occur except for the refurbishing of 17 existing dormitory units in Irwin Student Center as affordable studios for rent. The other 11 existing buildings, which are currently vacant, (93,000 square feet) could be repurposed for civic/office uses or supportive services such as short-term shelter space, job training, health services, housing assistance, and legal assistance. Such uses are all permitted by right under existing zoning and may require design review for approval. This alternative would include 41 existing surface parking spaces, approximately 87,779 square feet of publicly accessible open space, and restoration of the 80-foot-wide view corridor associated with the Treadwell Estate Landmark. Generally, the amount of construction needed to modify buildings for reuse under this alternative would be minimal compared to the project. Under this alternative, there would be no increase in gross square footage and tenant improvements would be consistent with historic building code requirements. It would also exclude any new gas hook-ups. The site would not be reclassified under the General Plan, would not be rezoned and the aesthetic and historic elements of the site would remain unchanged. A conceptual site plan is shown in Figure VII-1.

b. Relationship to Project Objectives

The No Project/Reuse Alternative would not achieve most of the key project objectives of the project, including:

- Redevelop a site previously utilized as college campus (educational use) into a mixed-use development with residential and commercial uses.
- Respect the historic resources through adaptive reuse and rehabilitation of the Landmarked structures and landscape that includes documentation and commemoration of the site history and incorporation of outdoor art.
- Locate dense residential development on a large site approximately ½mile from BART and adjacent to existing community and neighborhood commercial uses to reduce dependency on motorized transportation.
- Further the City's achievement of the General Plan's Housing Element goals and of the Association of Bay Area Governments' Regional Housing Needs Allocation for the City of Oakland and meet the City's minimum residential density and major residential use requirements.
- Design a project that varies dwelling sizes and types, to accommodate a range of potential residents.



Figure VII-1
 No Project/No Build Alternative
 CCA Oakland Campus Redevelopment Project EIR

- Maintain and improve quasi-public open space at the project site through restoration of Landmarked landscaped areas and a view corridor with enhanced open space accessibility and visibility.
- Increase affordable housing units in the Rockridge neighborhood by providing affordable housing units on-site.
- Construct enough residential units and non-residential space to make the redevelopment of the site economically feasible, to produce a reasonable return on investment for the project that is sufficient to attract investment capital and construction financing, and to generate sufficient revenue to meet the project objectives.

c. Analysis of the No Project/Reuse Alternative

(1) Land Use

Implementation of the No Project/Reuse Alternative would maintain the existing land uses on the project site, which is currently developed with 12 educational-use structures, a surface parking lot, and landscaping. In addition, the existing General Plan Land Use and zoning designations would remain. As identified in *Section V.A, Land Use*, the project would not result in any significant impacts related to land use. This alternative assumes 17 existing dormitory units would be refurbished as affordable housing. The existing Institutional General Plan designation allows, “educational facilities, cultural and institutional uses, health services and medical uses as well as other uses of similar character. Under certain conditions, mixed use housing and commercial development that supports these institutional areas may be allowed.”³ Therefore, the 17 affordable housing units could be permitted under the existing General Plan designation so long as they support the institutional uses occupying the other 11 preserved buildings. Since no new buildings would be constructed, or land uses would be introduced beyond the uses that are currently permitted by zoning, the No Project/Reuse Alternative would not result in any significant land use impacts. This alternative would not be subject to the City’s minimum density and majority residential use requirements given no new development is proposed..

(2) Cultural and Historic Resources

The No Project/Reuse Alternative would not result in any demolition and only interior building renovations for reuse of existing buildings. As identified in *Section V.B, Cultural and Historic Resources*, the project would result in four potentially significant or significant and unavoidable impacts related to cultural and historic resources (see Impact HIST-2, HIST-3, and HIST-4). The No Project/Reuse Alternative would maintain the physical structures, as well as the integrity of

³ City of Oakland, 1998. Land Use and Transportation Element, March.

setting and feeling of the site's historic resources, including the structures, features, and landscaping. This alternative would not alter the exterior of existing buildings nor the surrounding landscape features and setting, with the exception of restoring the 80-foot-wide view corridor associated with the Treadwell Estate Landmark. Any modifications would also be subject to the Secretary of the Interior's Standards for Rehabilitation Therefore, the No Project/Reuse Alternative would not result in any significant or significant and unavoidable cultural or historic impacts.

(3) Traffic and Transportation

Implementation of the No Project/Reuse Alternative would result in the refurbishing 17 existing dormitory units and reuse of 93,000 square feet for civic/office space or supportive services that is currently vacant. As identified in *Section V.C, Traffic and Transportation*, the project would not result in any significant impacts related to traffic and transportation. The City's thresholds for traffic and transportation are focused on vehicle miles traveled (VMT). A project causes substantial additional VMT if it exceeds the existing regional VMT per employee minus 15 percent. Given the project's site location adjacent to a high-quality transit (bus) corridor, this alternative, similar to the project, would not cause substantial additional VMT.

Similar to the project, with implementation of SCAs, the No Project/Reuse Alternative would not conflict or create inconsistencies with standards set forth in the General Plan and other plans, ordinances, and policies addressing the City's circulation system. Therefore, the No Project/Reuse Alternative would result in less severe traffic and transportation impacts compared to the project.

(4) Air Quality

Construction associated with implementation of the No Project/Reuse Alternative would primarily be associated with interior building renovations and be significantly less than construction associated with the project's construction of two new buildings. Similarly, net new emissions associated with operations would be substantially lower than the project. As described in *Section V.D, Air Quality*, all potential construction impacts of the project would be reduced to less-than-significant levels with the implementation of SCAs. Under the No Project/Reuse Alternative, there would be limited construction activities and an incremental increase in vehicle trips/miles as compared with existing conditions. Like the project, the No Project/Reuse Alternative would not result in significant impacts related to criteria air pollutants, toxic air contaminants, emissions standards, and odors. The minimal change assumed under this alternative would result in substantially fewer emissions affecting air quality from construction and operation. Therefore, the No Project/Reuse Alternative would result in less severe less-than-significant air quality impacts than the project.

(5) Greenhouse Gas Emissions and Energy

The No Project/Reuse Alternative would not result in any demolition and only interior building renovations for reuse of existing buildings. As described in *Section V.E, Greenhouse Gas Emissions and Energy*, the project's Equitable Climate Action Plan (ECAP) Checklist indicates the project's design would meet all the applicable requirements for Transportation and Land Use, Buildings, Material Consumption and Waste, and Carbon Removal. As such, the project would not result in potentially significant impacts related to GHG emissions, nor would it result in a significant energy impact. Similarly, the No Project/Reuse Alternative would meet the ECAP Checklist requirements due to the low number of existing parking spaces and no new gas hook-ups. Therefore, the No Project/Reuse Alternative would not conflict with any plans or policies related to the reduction of GHGs, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Similar to the project, construction and operation of the No Project/Reuse Alternative would result in land use activities that would generate GHG emissions and consume energy. However, GHG emissions and energy use from the No Project/Reuse Alternative would be less than the project because of the reductions in residential units and other land uses under the No Project/Reuse Alternative compared to the project. Therefore, GHG and energy impacts of the No Project/Reuse Alternative would also be less than the project, and would not exceed the applicable thresholds of significance. Therefore, the No Project/Reuse Alternative would result in less severe GHG emissions and energy impacts compared to the project.

(6) Soils, Geology, and Seismicity

Implementation of the No Project/Reuse Alternative would not result in any demolition and only interior building renovations for reuse of existing buildings. As described in *Section V.F, Soils, Geology, and Seismicity*, of this EIR, the project would result in one potentially significant impact related to landslides and instability of slopes (see Impact GEO-1). Given no new development would occur on the site, this alternative would avoid the need for mitigation measures to address potentially significant impacts associated with new buildings on a site with potentially unstable soil conditions. However, the project site, and its existing structures, would still be susceptible to unstable soils, but this would not be a significant change from existing conditions. As such, the No Project/Reuse Alternative would result in less severe geology, soils, and seismicity impacts compared to the project.

(7) Hazards and Hazardous Materials

Implementation of the No Project/Reuse Alternative would not result in any demolition and only interior building renovations for reuse of existing buildings. As such, this alternative would not cause significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, or create a significant hazard to the public or the environment

through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. As identified in *Section V.G, Hazards and Hazardous Materials*, contaminated soil, groundwater, and potential USTs in the subsurface of the project site could pose a risk of exposure to hazardous materials (see Impacts HAZ-1 and HAZ-2). Unlike the project, this alternative would not expose construction workers, nearby schools, or the public to hazardous materials from contaminants in the soil during and following construction activities. As such, the No Project/Reuse Alternative would not result in less severe impacts related to hazards and hazardous materials compared to the project.

(8) Hydrology and Water Quality

Implementation of the No Project/Reuse Alternative would not result in any demolition and only interior building renovations for reuse of existing buildings. As described in *Section V.H, Hydrology and Water Quality*, the project would not result in any significant impacts related to hydrology and water quality. This alternative would not affect water quality standards, water quality degradation, runoff, flooding, water-oriented natural hazards, groundwater, or drainage. Therefore, the No Project/Reuse Alternative would not result in any impacts related to hydrology or water quality.

(9) Noise and Vibration

Implementation of the No Project/Reuse Alternative would not result in any demolition and only interior building renovations for reuse of existing buildings. As identified in *Section V.I, Noise and Vibration*, the project would result in two significant impacts related to noise and vibration. This alternative would result in an incremental increase in vehicle trips/miles and would not expose residences or offices to increased noise levels. Therefore, the No Project/Reuse Alternative would not result in any impacts related to noise exposure, increased noise levels and construction-related noise.

(10) Biological Resources

Implementation of the No Project/Reuse Alternative would not result in any demolition and only interior building renovations for reuse of existing buildings. As identified in *Section V.J, Biological Resources*, the project would result in two potentially significant impacts related to disturbing nesting bird habitat and pallid bat habitat (see Impact BIO-1 and BIO-2). This alternative would leave the site to its existing conditions, and therefore, would not affect riparian habitat, regulated waters, creeks, trees, or sensitive plants and animals. As such, the No Project/Reuse Alternative would result in less severe biological impacts compared to the project.

(11) Population and Housing

Implementation of the No Project/Reuse Alternative would result in the refurbishing of 17 existing housing units and interior building renovations for reuse of existing buildings. As identified in *Section V.K, Population and Housing*, the project would not result in any significant impacts related to population and housing. Although this alternative assumes 17 existing dormitory units would be refurbished as affordable housing, it would not induce substantial growth or displace people or housing. Therefore, the No Project/Reuse Alternative would not result in any impacts related to population and housing.

(12) Aesthetics and Shade and Shadow

Under the No Project/Reuse Alternative, the existing project site and its visual quality and impact on scenic resources would be unchanged. As identified in *Section V.L, Aesthetics and Shade and Shadow*, the project would have a less-than-significant impact on a scenic vista, scenic resources viewed from a state scenic highway, visual character, light and glare, and shade and shadow. As no new construction would occur under the No Project/Reuse Alternative, the No Project/Reuse Alternative would result in a less severe aesthetic impact compared to the project.

(13) Public Services, Utilities, and Recreation

Implementation of the No Project/Reuse Alternative would not result in the addition of any housing units or a net reduction in privately-owned but publicly accessible open space (POPOS) when compared to the project. As identified in *Section V.M, Public Services, Utilities, and Recreation*, the project would have a less-than-significant impact on fire protection, police protection, schools, libraries, parks and recreation, wastewater treatment, stormwater, water supply, and solid waste. As no new construction would occur under the No Project/Reuse Alternative, demand for these public services would remain unchanged and no impacts related to these services. Therefore, the No Project/Reuse Alternative would result in a less severe impact related to public services, utilities, and recreation compared to the project.

2. General Plan Amendment (No Rezoning) Alternative

a. Principal Characteristics

The General Plan Amendment (No Rezoning) Alternative assumes the existing RM-4 and CN-1 zoning designations would remain but a General Plan Amendment would reclassify the project site's General Plan Land Use designation from Institutional to Community Commercial. The General Plan Amendment would allow residential development at the project site (without the need for supporting an institutional use). Under this analysis, up to 78 residential multi-family rental units would be constructed in an 8-story building and the 17 existing dormitory units in

Irwin Student Center would be refurbished as affordable rental studios for a total of 95 units. This alternative would also require an increase in height from 35 feet to 90 feet via either a Planned Development bonus or Variance. Three buildings (Facilities Building, B Building, and Oliver Ralls Sculpture Studio) would be demolished and the nine preserved buildings (57,000 square feet) would be renovated and repurposed for office space. No new gas hook-ups would be installed. This alternative would include 41 existing surface parking spaces, approximately 87,779 square feet of publicly accessible open space, and restoration of the 80-foot-wide view corridor associated with the Treadwell Estate Landmark (Macky Hall and Carriage House). A conceptual site plan is shown in Figure VII-2.

b. Relationship to Project Objectives

The General Plan Amendment (No Rezoning) Alternative would achieve some of the key project objectives of the project, although in most cases to a significantly lesser extent than the project, including those related to:

- Redevelop a site previously utilized as college campus (educational use) into a mixed-use development with residential and commercial uses.
- Locate dense residential development on a large site approximately ½-mile from BART and adjacent to existing community and neighborhood commercial uses to reduce dependency on motorized transportation.
- Design a project that varies dwelling sizes and types, to accommodate a range of potential residents.
- Respect the historic resources through adaptive reuse and rehabilitation of the Landmarked structures and landscape that includes documentation and commemoration of the site history and incorporation of outdoor art.
- Generate tax revenues for the City of Oakland and employment opportunities for the City of Oakland community.
- Increase affordable housing units in the Rockridge neighborhood by providing affordable housing units on-site.

The General Plan Alternative would not meet several of the project objectives including:

- Further the City's achievement of the General Plan's Housing Element goals and of the Association of Bay Area Governments' Regional Housing Needs Allocation for the City of Oakland and meet the City's minimum residential density and major residential use requirements.



Figure VII-2
 General Plan Amendment (No Rezoning) Alternative
 CCA Oakland Campus Redevelopment Project EIR

- Construct enough residential units and non-residential space to make the redevelopment of the site economically feasible, produce a reasonable return on investment for the project that is sufficient to attract investment capital and construction financing, and generate sufficient revenue to meet the project objectives.

c. Analysis of the General Plan Amendment (No Rezoning) Alternative

(1) Land Use

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in the construction of an 8-story building with 78 units and the refurbishing of 17 existing dormitory units for a total of 95 units. This is 415 units less than what is proposed by the project. The alternative also assumes the existing RM-4 and CN-1 zoning designations would remain but a General Plan Amendment would reclassify the project site from Institutional to Community Commercial. This alternative would also require an increase in allowable height via either a Planned Development bonus or Variance. As identified in *Section V.A, Land Use*, the project would not result in any significant impacts related to land use because it would not physically divide an established community nor conflict with adjacent land uses or land use policies. For these same reasons, the General Plan Amendment (No Rezoning) Alternative would result in equal impacts compared to the project. Additionally, this alternative would not meet the City's minimum density and majority residential use requirements as the minimum is 383 units and this alternative provides 95 units.⁴

(2) Cultural and Historic Resources

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in the demolition of three buildings which are contributors to the National- and California Register-eligible CCAC API: the Facilities Building, B Building, and Oliver Ralls Sculpture Studio. Macky Hall and Carriage House would be retained and rehabilitated in their current location and the Broadway Wall and Stairs would be retained. Four sculptures (Celebration Pole, Bell Tower, Infinite Faith, and Faun sculpture) which are contributing landscape features to the CCAC API would be retained and relocated to the proposed sculpture garden.

As identified in *Section V.B, Cultural and Historic Resources*, the project would result in four potentially significant and significant and unavoidable impacts related to cultural and historic resources (see Impact HIST-2, HIST-3, and HIST-4). Under the General Plan Amendment (No Rezoning) Alternative, Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts

⁴ 87,000 square feet of commercial and civic space is proposed, Even with assuming a high average of 1,000 square feet per unit, the residential would not be equal to two-thirds of the total build square feet.

Center would be preserved; therefore, Impact HIST-4, pertaining to the demolition of these three buildings, would be avoided.

Treadwell Estate Landmark Impacts

The project's rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs (Impact HIST-1a), relocation of the Carriage House (Impact HIST-1b), and full or partial removal of landscape features (Impact HIST-1c) has the potential to affect the integrity of the Treadwell Estate Landmark. Under this alternative, the impacts to the Treadwell Estate Landmark would be consistent with that described as Impact HIST-1a and Impact HIST-1c. With implementation of mitigation measures recommended for the project, this resource would retain its historic integrity. Its designation as an Oakland Landmark and listing in the National Register would not be compromised.

CCAC API Impacts

The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. This alternative would demolish three buildings which are contributors to the CCAC API. As such, the character-defining spatial relationships and siting of the retained buildings, clustered toward the eastern portion of the site on sloping topography and oriented inward rather than toward public streets, would be preserved. The existing character-defining network of pedestrian paths would also be preserved across the project site. New vehicle circulation and ingress/egress routes would not be introduced between or adjacent to the retained CCAC API buildings.

The new building would be constructed in the northeastern portion of the site, spatially and architecturally distinct from the retained CCAC API contributors.

While this alternative would result in the removal of three contributing buildings, the remaining nine contributors to the district, the spatial association of these buildings, and four contributing landscape features would together continue to convey their association with a long-operating and locally influential campus dedicated to post-secondary arts education, for which the CCAC API is significant under California Register Criterion 1.

Therefore, with implementation of this alternative, the CCAC API would continue to possess sufficient integrity as a district to convey its significance as a post-secondary arts education institution, and thus retain its eligibility for listing as a district in the California Register and National Register-eligible and its listing as an Oakland API thereby avoiding the significant and unavoidable impact identified for the project (see Impact HIST-2).

Individually California Register-Eligible Buildings Impacts

Unlike the project, the General Plan Amendment (No Rezoning) Alternative would preserve all four buildings individually eligible for listing in the California Register and as Oakland Landmarks – Founders Hall, Martinez Hall, the Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio. Provided that planned rehabilitation and reuse of the retained buildings adhered to the *Secretary of the Interior's Standards for Rehabilitation*, these buildings would retain their eligibility for individual listing in the California Register. As such, this alternative would avoid the significant and unavoidable impact identified for the project (see Impact HIST-3).

Therefore, the General Plan Amendment (No Rezoning) Alternative would result in less severe cultural and historic resources impacts compared to the project.

(3) Traffic and Transportation

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in 95 units and the rehabilitation and reuse of 87,000 square feet for office space. As identified in *Section V.C, Traffic and Transportation*, the project would not result in any significant impacts related to traffic and transportation. The City's thresholds for traffic and transportation are focused on VMT. Similar to the project, the General Plan Alternative is anticipated to not exceed the screening criteria for VMT. Given the project's site location adjacent to a high-quality transit (bus) corridor and the minimal parking proposed, this alternative, similar to the project, would not cause substantial additional VMT.

Similar to the project, with implementation of SCAs, the General Plan Amendment (No Rezoning) Alternative would not conflict or create inconsistencies with standards set forth in the General Plan and other plans, ordinances, and policies addressing the City's circulation system. Therefore, the General Plan Amendment (No Rezoning) Alternative would result in less severe traffic and transportation impacts compared to the project.

(4) Air Quality

The General Plan Amendment (No Rezoning) Alternative would contribute to an increase in emissions affecting air quality due to construction activities; however, to a lesser extent than the project. As described in *Section V.D, Air Quality*, all potential construction impacts of the project would be reduced to less-than-significant levels with the implementation of SCAs. Under the General Plan Amendment (No Rezoning) Alternative, there would be construction activities and an increase in vehicle trips as compared with existing conditions. Like the project, the General Plan Amendment (No Rezoning) Alternative would not result in significant impacts related to criteria air pollutants, toxic air contaminants, emissions standards, and odors. The smaller

development size and scale assumed under this alternative would result in fewer emissions affecting air quality from construction and operation. Therefore, the General Plan Amendment (No Rezoning) Alternative would result in less severe air quality impacts compared to the project.

(5) Greenhouse Gas Emissions and Energy

The General Plan Amendment (No Rezoning) Alternative would have fewer units and parking spaces than the project. As described in *Section V.E, Greenhouse Gas Emissions and Energy*, the project's ECAP Checklist indicates the project's design would meet all the applicable requirements for Transportation and Land Use, Buildings, Material Consumption and Waste, and Carbon Removal. As such, the project would not result in potentially significant impacts related to GHG emissions, nor would it result in a significant energy impact. Similarly, the General Plan Amendment (No Rezoning) Alternative would meet the ECAP Checklist requirements due to the low number of existing parking spaces and no new gas hook-ups. Therefore, the General Plan Amendment (No Rezoning) Alternative would not conflict with any plans or policies related to the reduction of GHGs, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Similar to the project, construction and operation of the General Plan Amendment (No Rezoning) Alternative would result in land use activities that would generate GHG emissions and consume energy. However, GHG emissions and energy use from the General Plan Amendment (No Rezoning) Alternative would be less than the project because of the reductions in residential units and other land uses under the General Plan Amendment (No Rezoning) Alternative compared to the project. Therefore, GHG and energy impacts of the General Plan Amendment (No Rezoning) Alternative would also be less than the project and would not exceed the applicable thresholds of significance. Therefore, the General Plan Amendment (No Rezoning) Alternative would result in less severe GHG emissions and energy impacts compared to the project.

(6) Soils, Geology, and Seismicity

Under the General Plan Amendment (No Rezoning) Alternative, the project site would still be susceptible to seismic ground shaking, ground failure (including liquefaction), soil erosion or loss of topsoil, unstable soil, and expansive soils, as identified under the project (see Impact GEO-1). However, because of the reduced square footage under this alternative, fewer residents and employees would be exposed to the hazards expressed above, as compared to the project. As with the project, the potential significant impact related to landslides and slope instability would be reduced to a less-than-significant level with implementation of Mitigation Measure GEO-1 identified in *Chapter V.F, Soils, Geology, and Seismicity*. Therefore, the General Plan Amendment (No Rezoning) Alternative would result in less severe soils, geology, and seismicity impacts compared to the project.

(7) Hazards and Hazardous Materials

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in the construction of development with similar uses with less development intensity. As described in *Section V.G, Hazards and Hazardous Materials*, construction of the project could expose construction workers and future residents to hazardous materials from contaminants in the soil during and following construction activities (see Impact HAZ-1). Potential excavation and handling of contaminated soil, groundwater, and USTs during construction could also result in emissions of hazardous materials that could pose a risk of exposure for nearby schools (see Impact HAZ-2). However, the impacts of the General Plan Amendment (No Rezoning) Alternative would be less severe than the project because there would be less soil disturbance and subsurface work. Implementation of Mitigation Measure HAZ-1 would also reduce these potential impacts to a less-than-significant level.

(8) Hydrology and Water Quality

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in the construction of a new structure on the project site. Similar to the project, this alternative would replace over 10,000 square feet of existing impervious surface area. As described in *Section V.H, Hydrology and Water Quality*, the project would not result in potentially significant impacts related to water quality, groundwater supplies, erosion/siltation, flooding, runoff, flood zones, or Oakland Creek Protection Ordinance. As such, this alternative would have similar, albeit reduced, impacts as the project related to hydrology and water quality. With implementation of the SCAs described in *Chapter V.H, Hydrology and Water Quality*, potential impacts related to hydrology and water quality would be reduced to a less-than-significant level for the General Plan Amendment (No Rezoning) Alternative.

(9) Noise and Vibration

The General Plan Amendment (No Rezoning) Alternative would result in noise impacts associated with the construction of the project. However, given only two buildings will be demolished and significantly fewer units will be constructed, the impact will be significantly less than the project's construction-period noise impact as described in *Section V.I, Noise and Vibration*. The smaller development size would result in a decrease in construction activity over a shorter duration. The use of similar construction equipment would be needed under this alternative. Construction activities would generate minimal, temporary increases in noise levels and new traffic resulting from the operation of the project would generate negligible increases in noise levels in the area. Similar to the project, implementation of the Mitigation Measure NOI-1 together with the City's SCAs would lessen the impacts of noise generated by construction to receptors in the vicinity of the project site for the General Plan Amendment (No Rezoning) Alternative.

(10) Biological Resources

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in the construction of a new structure on the project site. As identified in *Section V.J, Biological Resources*, the project would result in two potentially significant impacts related to disturbing nesting bird habitat and pallid bat habitat (see Impacts BIO-1 and BIO-2). Similar to the project, construction activities under this alternative could impact the nesting bird and pallid bat habitat. However, with mitigation measures, these impacts would be reduced to a less-than-significant level. Therefore, the General Plan Amendment (No Rezoning) Alternative biological impacts would be equal to the project.

(11) Population and Housing

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in the construction of 78 new housing units and the refurbishing of 17 dormitory units. As identified in *Section V.K, Population and Housing*, the project would not result in any significant impacts related to population and housing. Although this alternative assumes 95 units, it would not induce substantial growth or displace people or housing. Therefore, the General Plan Amendment (No Rezoning) Alternative would not result in any impacts related to population and housing.

(12) Aesthetics and Shade and Shadow

The General Plan Amendment (No Rezoning) Alternative would result in a less intense development on the site as there would only be one new structure instead of two. As identified in *Section V.L, Aesthetics and Shade and Shadow*, the project would have a less-than-significant impact on a scenic vista, scenic resources viewed from a state scenic highway, visual character, light and glare, and shade and shadow.

Under this alternative, the new 8-story building would be less than half the footprint of the project's Building B. Although it would cast net new shadows throughout the year, they would be generally consistent with the existing shading patterns in the surrounding area. Similar to the project, no net new shadow from this alternative would reach the Treadwell Estate Landmark nor any nearby solar collectors or parks/public open spaces.

Under the General Plan Amendment (No Rezoning) Alternative, the placement of the new building at the rear northeastern corner of the project site would be setback far enough from the street frontage to not substantially change the existing visual character of the area and the majority of existing buildings would remain in a campus-like setting. Additionally, the smaller-scale development size of this alternative would not substantially change the existing visual

conditions of the project site. As such, the General Plan Amendment (No Rezoning) Alternative would have less severe impacts compared to the project.

(13) Public Services, Utilities, and Recreation

Implementation of the General Plan Amendment (No Rezoning) Alternative would result in the construction of 78 new housing units, the refurbishing of 17 dormitory units, and would maintain the 87,779 square feet of existing POPOS. As identified in *Section V.M, Public Services, Utilities, and Recreation*, the project would have a less-than-significant impact on fire protection, police protection, schools, libraries, parks and recreation, wastewater treatment, stormwater, water supply, and solid waste. Since this alternative assumes 95 units (415 units less than what is proposed by the project) and would not result in a loss of POPOS, impacts to these public services and facilities would not be as great. Therefore, the General Plan Amendment (No Rezoning) Alternative would have a less severe impact compared to the project.

3. Historic Preservation Alternative

a. Principal Characteristics

The Historic Preservation Alternative assumes the construction of up to 306 residential multi-family rental or condominium units across two 8-story buildings, the rehabilitation and reuse of 57,000 square feet of office (from five preserved buildings), and 236 parking spaces. Building A would be in the same northwestern corner of the site as the project. Building B would be in the same northeastern corner of the site as the project, except the footprint would be significantly smaller and not extend as far south. Seven buildings (Facilities, B Building, Oliver Ralls Sculpture Studio, Martinez Annex, Founders Hall, Irwin Student Center, Barclay Simpson Sculpture Studio, and Raleigh and Claire Shaklee Building) would be demolished to construct Building A and B. Similar to the project, this alternative would relocate the Carriage House; however, instead of moving to Founders Hall, it would replace Martinez Annex in between the Noni Eccles Treadwell Ceramic Art Center and Martinez Hall buildings. No new gas hook-ups would be installed. This alternative would include approximately 50,000 square feet of publicly accessible open space, and restoration of the 80-foot-wide view corridor associated with the Treadwell Estate Landmark. A conceptual site plan is shown in Figure VII-3.

b. Relationship to Project Objectives

The Historic Preservation Alternative would achieve some of the key project objectives of the project, although not to the extent the project would, including those related to:

- Redevelop a site previously utilized as college campus (educational use) into a mixed-use development with residential and commercial uses.

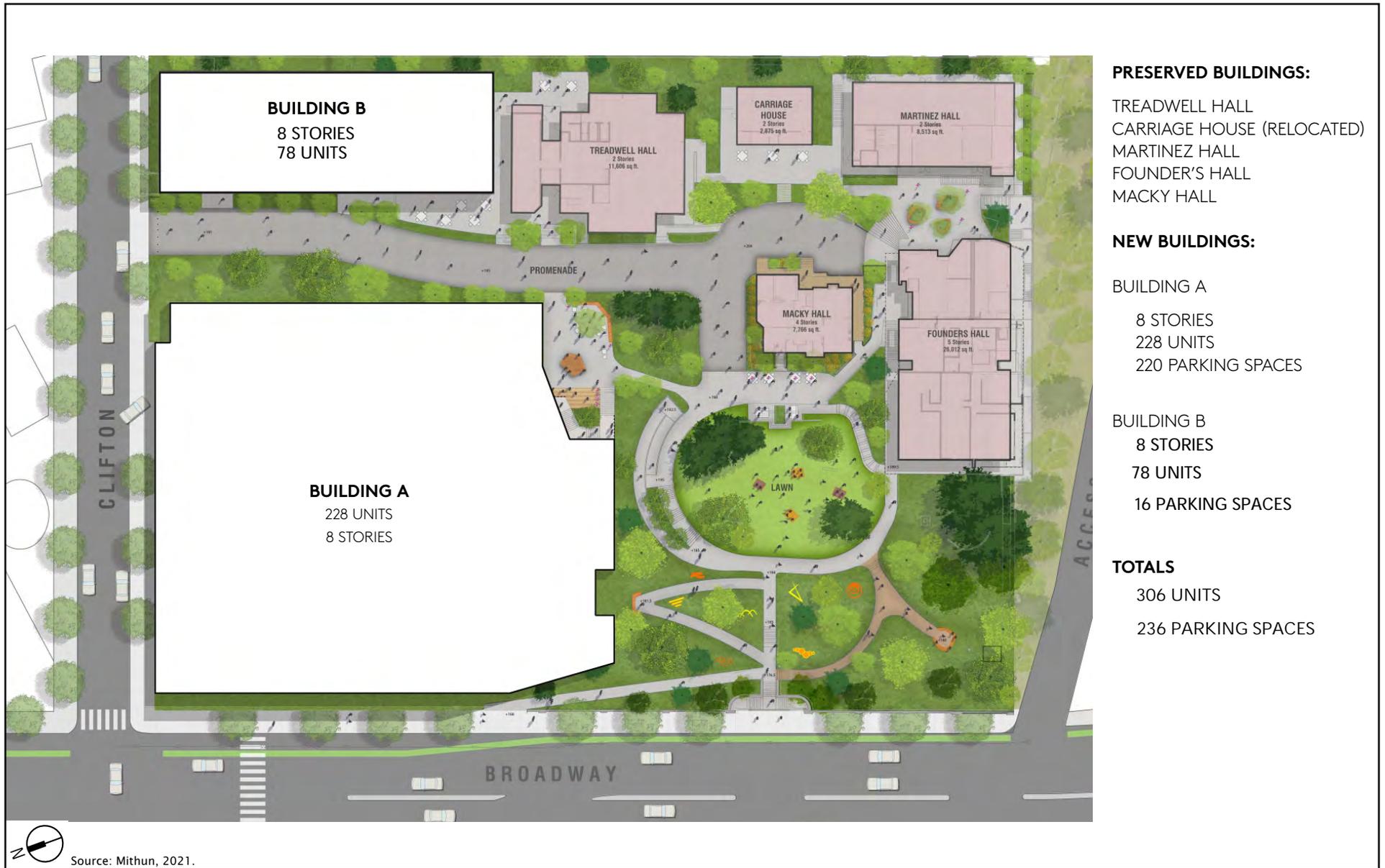


Figure VII-3
Historic Preservation Alternative
CCA Oakland Campus Redevelopment Project EIR

- Respect the historic resources through adaptive reuse and rehabilitation of the Landmarked structures and landscape that includes documentation and commemoration of the site history and incorporation of outdoor art.
- Locate dense residential development on a large site approximately ½-mile from BART and adjacent to existing community and neighborhood commercial uses to reduce dependency on motorized transportation.
- Design a project that varies dwelling sizes and types, to accommodate a range of potential residents.
- Increase affordable housing units in the Rockridge neighborhood by providing affordable housing units on-site.
- Maintain and improve quasi-public open space at the project site through restoration of Landmarked landscaped areas and a view corridor with enhanced open space accessibility and visibility.

Project objectives that would not be met by the Historic Preservation Alternative include:

- Further the City's achievement of the General Plan's Housing Element goals and of the Association of Bay Area Governments' Regional Housing Needs Allocation for the City of Oakland and meet the City's minimum residential density and major residential use requirements.
- Construct enough residential units and non-residential space to make the redevelopment of the site economically feasible, ~~to~~ produce a reasonable return on investment for the project that is sufficient to attract investment capital and construction financing, and ~~to~~ generate sufficient revenue to meet the project objectives.

c. Analysis of the Historic Preservation Alternative

(1) Land Use

Implementation of the Historic Preservation Alternative would result in the construction of two 8-story buildings with 306 units which is 204 fewer units than what is proposed by the project. A General Plan Amendment and rezoning would also be required. As described in *Section V.A, Land Use*, the project would not result in any potentially significant impacts related to land use because it would not physically divide an established community nor conflict with adjacent land uses or land use policies. For these same reasons, the Historic Preservation Alternative, like the project, also would not result in any significant land use impacts. Additionally this alternative would not meet the City's minimum density requirement as the minimum is 383 units and this alternative provides 306 units.

(2) Cultural and Historic Resources

Implementation of the Historic Preservation Alternative would result in the demolition of seven buildings which are contributors to the California and National Register-eligible CCAC API: the Facilities Building, B Building, Oliver Ralls Sculpture Studio, Martinez Hall Annex, Barclay Simpson Sculpture Studio, Shaklee Building, and Irwin Student Center. Macky Hall would be retained and rehabilitated in its current location. The Carriage House would be moved to the location of the demolished Martinez Annex and rehabilitated and the Broadway Wall and Stairs would be retained. Four sculptures (Celebration Pole, Bell Tower, Infinite Faith, and Faun sculpture) which are contributing landscape features to the CCAC API would be retained and relocated to the proposed sculpture garden.

As identified in *Section V.B, Cultural and Historic Resources*, the project would result in four potentially significant and significant and unavoidable impacts related to cultural and historic resources (see Impact HIST-2, HIST-3, and HIST-4). Under the Historic Preservation Alternative, Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts Center would be preserved; therefore, Impact HIST-4, pertaining to the demolition of these three buildings, would be avoided.

Treadwell Estate Landmark Impacts

The project's rehabilitation of Macky Hall, the Carriage House, the Broadway Wall and Stairs (Impact HIST-1a), relocation of the Carriage House (Impact HIST-1b), and full or partial removal of landscape features (Impact HIST-1c) has the potential to affect the integrity of the Treadwell Estate Landmark. Under this alternative, the impacts to the Treadwell Estate Landmark would be consistent with that described as Impact HIST-1a, Impact HIST-1b, and Impact HIST-1c. With implementation of mitigation measures recommended for the project, this resource would retain its historic integrity. Its designation as an Oakland Landmark and listing in the National Register would not be compromised.

CCAC API Impacts

The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. This alternative would demolish seven buildings which are contributors to the CCAC API. As such, the character-defining spatial relationships and siting of the retained buildings, clustered toward the eastern portion of the site on sloping topography and oriented inward rather than toward public streets, would be preserved. While the existing character-defining network of pedestrian paths would not be preserved across the project site, the proposed landscape development west of Macky Hall includes intersecting accessible paths and staircases which would be evocative of the historic paths and compatible with the setting of the remaining CCAC API buildings. New vehicle

circulation and ingress/egress routes would not be introduced between or adjacent to the retained CCAC API buildings.

The two new buildings would be constructed in the northern portion of the site, spatially and architecturally distinct from the retained CCAC API contributors.

While this alternative would result in the removal of seven contributing buildings, the remaining five contributors to the district, the spatial association of these buildings, and four contributing landscape features would together continue to convey their association with a long-operating and locally influential campus dedicated to post-secondary arts education, for which the CCAC API is significant under California Register Criterion 1.

Therefore, with implementation of this alternative, the CCAC API would continue to possess sufficient integrity as a district to convey its significance as a post-secondary arts education institution, and thus retain its eligibility for listing as a district in the California and National Register and its listing as an Oakland API thereby avoiding the significant and unavoidable impact identified for the project (see Impact HIST-2).

Individually California Register-Eligible Buildings Impacts

Unlike the project, the Historic Preservation Alternative would preserve three of the four buildings individually eligible for listing in the California Register and as Oakland Landmarks – Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts Center. Provided that planned rehabilitation and reuse of the retained buildings adhered to the *Secretary of the Interior's Standards for Rehabilitation*, these buildings would retain their eligibility for individual listing in the California Register. However, this alternative would include demolition of the Barclay Simpson Sculpture Studio, which is eligible for listing in the California Register as an individual resource. This would constitute a significant and unavoidable impact on a historical resource under CEQA. Implementation of Mitigation Measure HIST-3 for the Barclay Simpson Sculpture Studio would not mitigate this impact to a less-than-significant level.

As a result, the cultural and historic resource impacts of the Historic Preservation Alternative would be reduced when compared to the project, but Impact HIST-3 would remain significant and unavoidable.

(3) Traffic and Transportation

Implementation of the Historic Preservation Alternative would result in 306 units and the rehabilitation and reuse of 57,000 square feet for office space. As identified in *Section V.C, Traffic and Transportation*, the project would not result in any significant impacts related to traffic and transportation. The City's thresholds for traffic and transportation are focused on VMT. Given the

amount of parking proposed under the Historic Preservation Alternative, it may exceed the VMT screening criteria and result in a VMT impact. Since the site is adjacent to a high-quality transit (bus) corridor, the project cannot exceed minimum parking requirements or parking standards typical for the area. The assumed parking ratio for this alternative is approximately 0.59 spaces per unit assuming the minimum allowed parking for commercial uses. To avoid a significant VMT impact, the parking would need to be reduced to provide less than 0.5 spaces per residential unit and a maximum on one space per 1,000 square feet for the commercial uses. As a result, this alternative could result in a significant VMT impact and greater impacts than the project. However, similar to the project, with implementation of SCAs, the Historic Preservation with Tower Alternative would not conflict or create inconsistencies with standards set forth in the General Plan and other plans, ordinances, and policies addressing the City's circulation system.

(4) Air Quality

The Historic Preservation Alternative would contribute to an increase in emissions affecting air quality due to construction activities; however, to a lesser extent than the project. As described in *Section V.D, Air Quality*, all potential construction impacts of the project would be reduced to less-than-significant levels with the implementation of SCAs. Under the Historic Preservation Alternative, there would be construction activities and an increase in vehicle trips as compared with existing conditions. Like the project, the Historic Preservation Alternative would not result in significant impacts related to criteria air pollutants, toxic air contaminants, emissions standards, and odors. The smaller development size and scale assumed under this alternative would result in fewer emissions affecting air quality from construction and operation. Therefore, the Historic Preservation Alternative would result in less severe air quality impacts compared to the project.

(5) Greenhouse Gas Emissions and Energy

The Historic Preservation Alternative would have fewer units and parking spaces than the project. As described in *Section V.E, Greenhouse Gas Emissions and Energy*, the project's ECAP Checklist indicates the project's design would meet all the applicable requirements for Transportation and Land Use, Buildings, Material Consumption and Waste, and Carbon Removal. As such, the project would not result in potentially significant impacts related to GHG emissions, nor would it result in a significant energy impact. Similarly, the Historic Preservation Alternative would meet the ECAP Checklist requirements due to the low number of existing parking spaces and no new gas hook-ups. Therefore, the Historic Preservation Alternative would not conflict with any plans or policies related to the reduction of GHGs, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Similar to the project, construction and operation of the Historic Preservation Alternative would result in land use activities that would generate GHG emissions and consume energy. However, GHG emissions and energy use from the Historic Preservation Alternative would be less than the project because of the reductions in residential units and other land uses under the Historic Preservation Alternative compared to the project.

Therefore, GHG and energy impacts of the Historic Preservation Alternative would also be less than the project and would not exceed the applicable thresholds of significance. Therefore, the Historic Preservation Alternative would result in less severe GHG emissions and energy impacts compared to the project.

(6) Soils, Geology, and Seismicity

Under the Historic Preservation Alternative, the project site would still be susceptible to seismic ground shaking, ground failure (including liquefaction), soil erosion or loss of topsoil, unstable soil, and expansive soils, as identified under the project (see Impact GEO-1). However, because of the reduced square footage under this alternative, fewer residents and employees would be exposed to the hazards expressed above, as compared to the project. As with the project, the potential significant impact related to landslides and slope instability would be reduced to a less-than-significant level with implementation of Mitigation Measure GEO-1 identified in *Chapter V.F, Soils, Geology, and Seismicity*. Therefore, the Historic Preservation Alternative would result in less severe soils, geology, and seismicity impacts compared to the project.

(7) Hazards and Hazardous Materials

Implementation of the Historic Preservation Alternative would result in the construction of development with similar uses with less development intensity. As described in *Section V.G, Hazards and Hazardous Materials*, construction of the project could expose construction workers and future residents to hazardous materials from contaminants in the soil during and following construction activities (see Impact HAZ-1). Potential excavation and handling of contaminated soil, groundwater, and USTs during construction could also result in emissions of hazardous materials that could pose a risk of exposure for nearby schools (see Impact HAZ-2). However, the impacts of the Historic Preservation Alternative would be less severe than the project because there would be less soil disturbance and subsurface work. Implementation of Mitigation Measure HAZ-1 would also reduce these potential impacts to a less-than-significant level.

(8) Hydrology and Water Quality

Implementation of the Historic Preservation Alternative would result in the construction of a new structure on the project site. Similar to the project, this alternative would replace over 10,000 square feet of existing impervious surface area. As described in *Section V.H, Hydrology and Water Quality*, the project would not result in potentially significant impacts related to water quality, groundwater supplies, erosion/siltation, flooding, runoff, flood zones, or Oakland Creek Protection Ordinance. As such, this alternative would have similar, albeit reduced, impacts as the project related to hydrology and water quality. With implementation of the SCAs described in *Chapter V.H, Hydrology and Water Quality*, potential impacts related to hydrology and water quality would be reduced to a less-than-significant level for the Historic Preservation Alternative.

(9) Noise and Vibration

The Historic Preservation Alternative would result in noise impacts associated with the construction of the project, similar to the impacts that would be the result of the project as described in *Section V.I, Noise and Vibration*. The smaller development size may result in a slight decrease in construction activity over a shorter duration; however, it is likely that use of similar construction equipment would be needed under this alternative. Construction activities would generate minimal, temporary increases in noise levels and new traffic resulting from the operation of the project would generate negligible increases in noise levels in the area. Similar to the project, implementation of the Mitigation Measure NOI-1 together with the City's SCAs would lessen the impacts of noise generated by construction to receptors in the vicinity of the project site for the Historic Preservation Alternative. Although the construction activity would be incrementally less than the project, this alternative would result in a significant and unavoidable impact for construction noise, similar to the project.

(10) Biological Resources

Implementation of the Historic Preservation Alternative would result in the construction of two structures on the project site. As identified in *Section V.J, Biological Resources*, the project would result in two potentially significant impacts related to disturbing nesting bird habitat and pallid bat habitat (see Impacts BIO-1 and BIO-2). Similar to the project, construction activities under this alternative could impact the nesting bird and pallid bat habitat. However, with mitigation measures, these impacts would be reduced to a less-than-significant level. Therefore, the Historic Preservation Alternative biological impacts would be equal to the project.

(11) Population and Housing

Implementation of the Historic Preservation Alternative would result in the construction of 306 new housing units. As identified in *Section V.K, Population and Housing*, the project would not result in any significant impacts related to population and housing. Although this alternative assumes 306 units, similar to the project, it would not induce substantial growth or displace people or housing. Therefore, the Historic Preservation Alternative would not result in any impacts related to population and housing.

(12) Aesthetics and Shade and Shadow

The Historic Preservation Alternative would result in the construction of two 8-story buildings. As identified in *Section V.L, Aesthetics and Shade and Shadow*, the project would have a less-than-significant impact on a scenic vista, scenic resources viewed from a state scenic highway, visual character, light and glare, and shade and shadow.

Under the Historic Preservation Alternative, both buildings would be in the same location as the project; however, the Building B footprint would be less than half the footprint of the project's Building B. While this alternative would cast net new shadows throughout the year, they would be generally consistent with the existing shading patterns in the surrounding area. Similar to the project, no net new shadow from this alternative would reach the Treadwell Estate Landmark nor any nearby solar collectors or parks/public open spaces.

Additionally, the smaller-scale development size of this alternative would not substantially change the existing visual conditions of the project site. As such, the Historic Preservation Alternative would have less severe impacts compared to the project.

(13) Public Services, Utilities, and Recreation

Implementation of the Historic Preservation Alternative would result in the construction of two 8-story buildings with 306 units (204 fewer units than what is proposed by the project) and 50,000 square feet of POPOS. As identified in *Section V.M, Public Services, Utilities, and Recreation*, the project would have a less-than-significant impact on fire protection, police protection, schools, libraries, parks and recreation, wastewater treatment, stormwater, water supply, and solid waste. Since this alternative assumes less units than the project, impacts to these public services and facilities would not be as great; however, the project would provide a reduced amount of open space. Therefore, the Historic Preservation Alternative would have a less severe impact compared to the project in terms of public services and utilities but could have a greater impact related to recreation.

4. Historic Preservation with Tower Alternative

a. Principal Characteristics

The Historic Preservation with Tower Alternative assumes the construction of up to 446 residential multi-family rental or condominium units across two 8-story buildings and a 21-story tower, the rehabilitation and reuse of 57,000 square feet of office (from five preserved buildings), and 291 parking spaces. A General Plan Amendment, rezoning, and either a Planned Development bonus or Variance would also be required.

Building A would be in the same northwestern corner of the site as the project. Building B would be in the same northeastern corner of the site as the project, except the footprint would be significantly smaller and not extend as far south. Seven buildings (Facilities, B Building, Oliver Ralls Sculpture Studio, Martinez Annex, Founders Hall, Irwin Student Center, Barclay Simpson Sculpture Studio, and Raleigh and Claire Shaklee Building) would be demolished to construct Building A and B. Similar to the project, this alternative would relocate the Carriage House; however, instead of moving to Founders Hall, it would replace Martinez Annex in between the Noni Eccles Treadwell Ceramic Art Center and Martinez Hall buildings. No new gas hook-ups

would be installed. This alternative would include approximately 50,000 square feet of publicly accessible open space, and restoration of the 80-foot-wide view corridor associated with the Treadwell Estate Landmark. A conceptual site plan is shown in Figure VII-4.

b. Relationship to Project Objectives

The Historic Preservation with Tower Alternative would achieve all the project objectives to very similar degree as the project and in some cases even more so.

c. Analysis of the Historic Preservation with Tower Alternative

(1) Land Use

Implementation of the Historic Preservation with Tower Alternative would result in the construction of two 8-story buildings and a 21-story tower with 446 units which is 64 fewer units fewer than what is proposed by the project. A General Plan Amendment, rezoning, and either a Planned Development bonus or Variance would also be required. As described in *Section V.A, Land Use*, the project would not result in any potentially significant impacts related to land use because it would not physically divide an established community nor conflict with adjacent land uses or land use policies. For these same reasons, the Historic Preservation with Tower Alternative, like the project, also would not result in any significant land use impacts. Additionally, this alternative would meet the City's minimum density and majority residential use requirements as the minimum is 383 units and this alternative provides 446 units and only 57,000 square feet of commercial and civic space.

(2) Cultural and Historic Resources

Implementation of the Historic Preservation with Tower Alternative would result in the demolition of seven buildings which are contributors to the California Register-eligible CCAC API: the Facilities Building, B Building, Oliver Ralls Sculpture Studio, Martinez Hall Annex, Barclay Simpson Sculpture Studio, Shaklee Building, and Irwin Student Center. Macky Hall would be retained and rehabilitated in their current location. The Carriage House would be moved to the location of the demolished Martinez Annex and be rehabilitated, and the Broadway Wall and Stairs would be retained. Four sculptures (Celebration Pole, Bell Tower, Infinite Faith, and Faun sculpture) which are contributing landscape features to the CCAC API would be retained and relocated to the proposed sculpture garden.

As identified in *Section V.B, Cultural and Historic Resources*, the project would result in four potentially significant and significant and unavoidable impacts related to cultural and historic resources (see Impact HIST-2, HIST-3, and HIST-4). Under the Historic Preservation with Tower Alternative, Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts Center

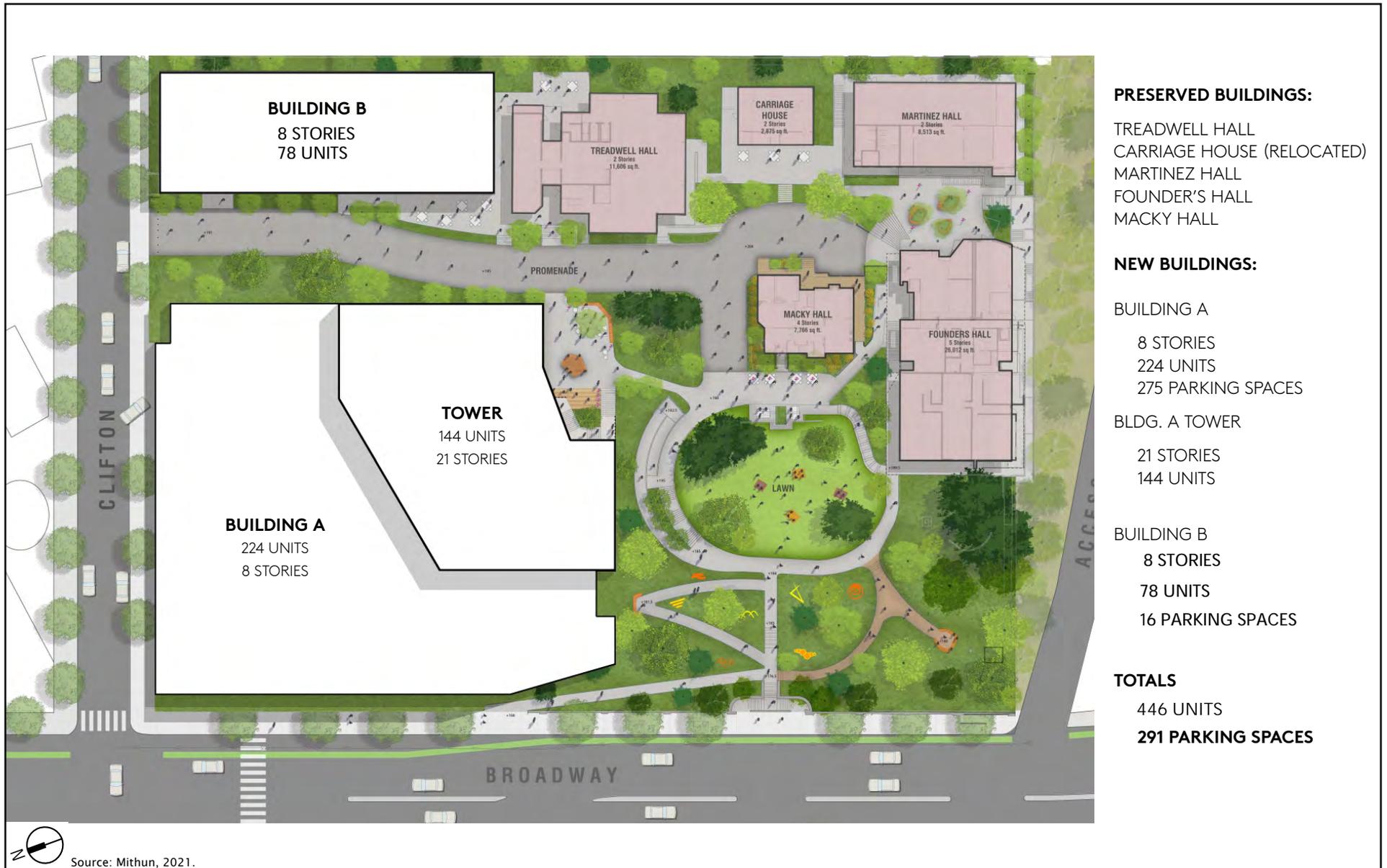


Figure VII-4
Historic Preservation with Tower Alternative
CCA Oakland Campus Redevelopment Project EIR

would be preserved; therefore, Impact HIST-4, pertaining to the demolition of these three buildings, would be avoided.

Treadwell Estate Landmark Impacts

The project's rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs (Impact HIST-1a), relocation of the Carriage House (Impact HIST-1b), and full or partial removal of landscape features (Impact HIST-1c) has the potential to affect the integrity of the Treadwell Estate Landmark. Under this alternative, the impacts to the Treadwell Estate Landmark would be consistent with that described as Impact HIST-1a, Impact HIST-1b, and Impact HIST-1c. While the height of the tower at 21 stories is much greater than that proposed by project, the impact of this alternative would not differ from that of the project as less than significant. The proposed setback and spacing of the architecturally incompatible Building A and Building B from the historic Treadwell Estate Landmark buildings would allow the historic resource to remain legible as a 19th-century residential estate. With implementation of mitigation measures recommended for the project, this resource would retain its historic integrity. Its designation as an Oakland Landmark and listing in the National Register would not be compromised.

CCAC API Impacts

The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. This alternative would demolish seven buildings which are contributors to the CCAC API. As such, the character-defining spatial relationships and siting of the retained buildings, clustered toward the eastern portion of the site on sloping topography and oriented inward rather than toward public streets, would be preserved. While the existing character-defining network of pedestrian paths would not be preserved across the project site, the proposed landscape development west of Macky Hall includes intersecting accessible paths and staircases which would be evocative of the historic paths and compatible with the setting of the remaining CCAC API buildings. New vehicle circulation and ingress/egress routes would not be introduced between or adjacent to the retained CCAC API buildings.

The two new buildings would be constructed in the northern portion of the site, spatially and architecturally distinct from the retained CCAC API contributors. The proposed 21-story tower at Building A would be disproportionately large relative to the 2- and 3-story retained buildings of the CCAC API. However, as the proposed tower would not block significant views to and from the retained buildings of the CCAC API and would not interrupt the spatial relationships between the retained buildings, the impact of the disproportionate scale would not exceed that of the 9- and 10-story story project.

While this alternative would result in the removal of seven contributing buildings, the remaining five contributors to the district, the spatial association of these buildings, and four contributing landscape features would together continue to convey their association with a long-operating and locally influential campus dedicated to post-secondary arts education, for which the CCAC API is significant under California Register Criterion 1.

Therefore, with implementation of this alternative, the CCAC API would continue to possess sufficient integrity as a district to convey its significance as a post-secondary arts education institution, and thus retain its eligibility for listing as a district in the National and California Register and its listing as an Oakland API thereby avoiding the significant and unavoidable impact identified for the project (see Impact HIST-2).

Individually California Register-Eligible Buildings Impacts

Unlike the project, the Historic Preservation with Tower Alternative would preserve three of the four buildings individually eligible for listing in the California Register and as Oakland Landmarks – Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts Center. Provided that planned rehabilitation and reuse of the retained buildings adhered to the *Secretary of the Interior's Standards for Rehabilitation*, these buildings would retain their eligibility for individual listing in the California Register. However, this alternative would include demolition of the Barclay Simpson Sculpture Studio, which is eligible for listing in the California Register as an individual resource. This would constitute a significant and unavoidable impact on a historical resource under CEQA. Implementation of Mitigation Measure HIST-3 for the Barclay Simpson Sculpture Studio would not mitigate this impact to a less-than-significant level.

As a result, the cultural and historic resource impacts of the Historic Preservation with Tower Alternative would be reduced when compared to the project, but Impact HIST-3 would remain significant and unavoidable.

(3) Traffic and Transportation

Implementation of the Historic Preservation with Tower Alternative would result in the construction of 446 units and rehabilitation and reuse of 57,000 square feet for office space. The significant increase in office space would result in this alternative generating more vehicle trips than the project. As identified in *Section V.C, Traffic and Transportation*, the project would not result in any significant impacts related to traffic and transportation. The City's thresholds for traffic and transportation are focused on VMT. Given the amount of parking proposed under the Historic Preservation Tower Alternative, it may exceed the VMT screening criteria and result in a VMT impact. Since the site is adjacent to a high-quality transit (bus) corridor, the project cannot exceed minimum parking requirements or parking standards typical for the area. The assumed parking ratio for this alternative is approximately 0.54 spaces per unit, assuming the minimum

allowed parking for commercial uses. To avoid a significant VMT impact, the parking would need to be reduced to provide less than 0.5 spaces per residential unit and a maximum on one space per 1,000 square feet for the commercial uses.

However, similar to the project, with implementation of SCAs, the Historic Preservation with Tower Alternative would not conflict or create inconsistencies with standards set forth in the General Plan and other plans, ordinances, and policies addressing the City's circulation system.

(4) Air Quality

The Historic Preservation with Tower Alternative would contribute to an increase in emissions affecting air quality due to construction activities and operation. As described in *Section V.D, Air Quality*, all potential construction impacts of the project would be reduced to less-than-significant levels with the implementation of SCAs. Under the Historic Preservation with Tower Alternative, there would be construction activities and an increase in vehicle trips as compared with existing conditions. However, similar to the project, with implementation of SCAs, the Historic Preservation with Tower Alternative would not result in significant impacts related to criteria air pollutants, toxic air contaminants, emissions standards, and odors. Under this alternative, the increase in office could lead to incrementally greater emissions affecting air quality from construction and operation compared with the project, but it is expected the impacts would remain similar.

(5) Greenhouse Gas Emissions and Energy

As described in *Section V.E, Greenhouse Gas Emissions and Energy*, the project's ECAP Checklist indicates the project's design would meet all the applicable requirements for Transportation and Land Use, Buildings, Material Consumption and Waste, and Carbon Removal. As such, the project would not result in potentially significant impacts related to GHG emissions, nor would it result in a significant energy impact. Although the Historic Preservation with Tower Alternative would have more office space, it would meet the ECAP Checklist requirements because the number of parking spaces is lower than what is required on the ECAP Checklist (less than 1 space per residential unit and 1 space per 1,000 square feet of commercial space) and there would be no new gas hook-ups. Therefore, the Historic Preservation with Tower Alternative would not conflict with any plans or policies related to the reduction of GHGs, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Similar to the project, construction and operation of the Historic Preservation Alternative would result in land uses and activities that would generate GHG emissions (primarily from mobile emissions) and consume energy. The Historic Preservation with Tower Alternative would have more parking spaces than the project; however, the ECAP Checklist recognizes that encouraging infill development in the City can help reduce regional GHG emissions per service population.

Similar to the project, the GHG emissions and energy use from this alternative would not exceed the applicable thresholds of significance with implementation of the SCAs. In conclusion, the Historic Preservation with Tower Alternative would result in about the same GHG emissions and energy impacts compared to the project.

(6) Soils, Geology, and Seismicity

Under the Historic Preservation with Tower Alternative, the project site would still be susceptible to seismic ground shaking, ground failure (including liquefaction), soil erosion or loss of topsoil, unstable soil, and expansive soils, as identified under the project (see Impact GEO-1). However, as with the project, the potential significant impact related to landslides and slope instability would be reduced to a less-than-significant level with implementation of Mitigation Measure GEO-1 identified in *Chapter V.F, Soils, Geology, and Seismicity*. Therefore, the Historic Preservation with Tower Alternative soils, geology, and seismicity impacts would be equal to the project.

(7) Hazards and Hazardous Materials

Implementation of the Historic Preservation with Tower Alternative would result in two 8-story buildings and a 21-story tower; however, Building B would be less than half the footprint of the project. As described in *Section V.G, Hazards and Hazardous Materials*, construction of the project could expose construction workers and future residents to hazardous materials from contaminants in the soil during and following construction activities (see Impact HAZ-1). Potential excavation and handling of contaminated soil, groundwater, and USTs during construction could also result in emissions of hazardous materials that could pose a risk of exposure for nearby schools (see Impact HAZ-2). The impacts of the Historic Preservation Alternative would be about the same as the project because there would be about the same level disturbance and subsurface work. However, implementation of Mitigation Measure HAZ-1 would also reduce these potential impacts to a less-than-significant level.

(8) Hydrology and Water Quality

Implementation of the Historic Preservation with Tower Alternative would result in the construction of two new structures and a tower on the project site. Similar to the project, this alternative would replace over 10,000 square feet of existing impervious surface area. As described in *Section V.H, Hydrology and Water Quality*, the project would not result in potentially significant impacts related to water quality, groundwater supplies, erosion/siltation, flooding, runoff, flood zones, or Oakland Creek Protection Ordinance. As such, this alternative would have similar impacts as the project related to hydrology and water quality. With implementation of the SCAs described in *Chapter V.H, Hydrology and Water Quality*, potential impacts related to hydrology and water quality would be reduced to a less-than-significant level for the Historic Preservation with Tower Alternative.

(9) Noise and Vibration

The Historic Preservation with Tower Alternative would result in noise impacts associated with the construction of the project, similar to the impacts that would be the result of the project as described in *Section V.I, Noise and Vibration*. The development would result in significantly less demolition than the project and a portion of the project includes a tower, which will be constructed with steel that generally generates less noise given that any piles are now required to be drilled and not driven and the assembly of steel is not as noisy as the construction of wood. Construction activities would generate minimal, temporary increases in noise levels and new traffic resulting from the operation of the project would generate negligible increases in noise levels in the area.

Given the similar size and scale of the Historic Preservation with Tower Alternative to the project, the noise impacts would be very similar to the project. Like the project, implementation of the Mitigation Measure NOI-1 together with the City's SCAs would lessen the impacts of noise generated by construction to receptors in the vicinity of the project site but likely not below the City's thresholds. As a result, this alternative would still result in a significant and unavoidable impact for construction noise.

(10) Biological Resources

Implementation of the Historic Preservation with Tower Alternative would result in the construction of new development on the project site. As identified in *Section V.J, Biological Resources*, the project would result in two potentially significant impacts related to disturbing nesting bird habitat and pallid bat habitat (see Impacts BIO-1 and BIO-2). Similar to the project, construction activities under this alternative could impact the nesting bird and pallid bat habitat. However, with mitigation measures, these impacts would be reduced to a less-than-significant level. Therefore, the Historic Preservation with Tower Alternative biological impacts would be equal to the project.

(11) Population and Housing

Implementation of the Historic Preservation with Tower Alternative would result in the construction of 446 new housing units. As identified in *Section V.K, Population and Housing*, the project would not result in any significant impacts related to population and housing. Therefore, the Historic Preservation Tower Alternative would not result in any impacts related to population and housing.

(12) Aesthetics and Shade and Shadow

The Historic Preservation with Tower Alternative would result in the construction of two 8-story buildings and a 21-story tower. As identified in *Section V.L, Aesthetics and Shade and Shadow*, the project would have a less-than-significant impact on a scenic vista, scenic resources viewed from a state scenic highway, visual character, light and glare, and shade and shadow.

Under this alternative, the structures would be in the same location as the project; however, the Building B footprint would be less than half the footprint of the project's Building B. A 21-story tower would also be more visible to the surrounding area. Unlike the project, net new shadow from this alternative would reach the Treadwell Estate (on-site) and four other nearby historic buildings (5253-5257 College Avenue, 5245 College Avenue, 5237 College Avenue, and 5251 Broadway) in the morning throughout the year. However, these affected buildings and landscape elements do not contain features that contribute and/or justify their designation as an historic resource that would be materially altered by the presence of additional net new shadow from the alternative. No net new shadow would reach any nearby solar collectors or parks/public open spaces. Given the placement of the tower on the site, unlike the project, net new shadow would not be expected in the POPOS area or historic view corridor. Therefore, Historic Preservation with Tower Alternative would have a less-than-significant impact related to shade and shadow.

However, unlike the project, this alternative would substantially change the existing visual conditions of the project site by adding a 21-story tower; however, this would not necessarily result in a significant aesthetic impact as there are many varied heights and building forms in this area.

(13) Public Services, Utilities, and Recreation

Implementation of the Historic Preservation with Tower Alternative would result in the construction of two 8-story buildings with 446 units and 50,000 square feet of POPOS. As identified in *Section V.M, Public Services, Utilities, and Recreation*, the project would have a less-than-significant impact on fire protection, police protection, schools, libraries, parks and recreation, wastewater treatment, stormwater, water supply, solid waste, public services and facilities. Therefore, the Historic Preservation with Tower Alternative's impact would be very similar to the project.

5. Small Housing Campus Alternative

a. Principal Characteristics

The Small Housing Campus Alternative assumes the construction of up to 97 residential multi-family rental or condominium units across three 5-story buildings, the rehabilitation and reuse of

77,000 square feet of office (from nine preserved buildings), and 55 parking spaces. Three buildings (Irwin Student Center, Barclay Simpson Sculpture Studio, and Raleigh and Claire Shaklee Building) would be demolished. The Carriage House would remain in its existing location. No new gas hook-ups would be installed. This alternative would include approximately 87,779 square feet of publicly accessible open space, and restoration of the 80-foot-wide view corridor associated with the Treadwell Estate Landmark. A conceptual site plan is shown in Figure VII-5.

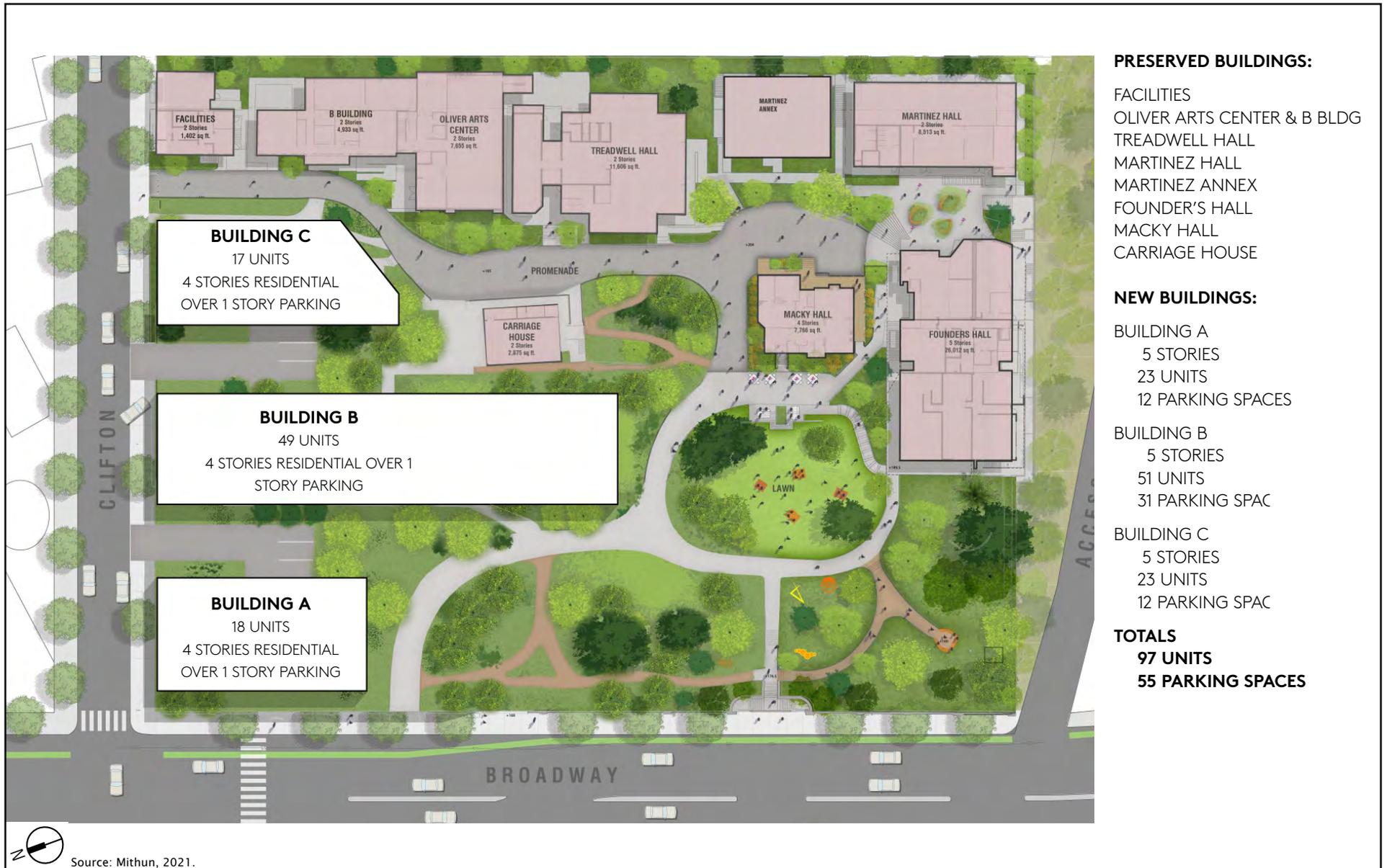
b. Relationship to Project Objectives

The Small Housing Campus Alternative would achieve some of the key project objectives of the project, although in most cases to a significantly lesser extent than the project, including those related to:

- Redevelop a site previously utilized as college campus (educational use) into a mixed-use development with residential and commercial uses.
- Locate dense residential development on a large site approximately ½-mile from BART and adjacent to existing community and neighborhood commercial uses to reduce dependency on motorized transportation.
- Design a project that varies dwelling sizes and types, to accommodate a range of potential residents.
- Respect the historic resources through adaptive reuse and rehabilitation of the Landmarked structures and landscape that includes documentation and commemoration of the site history and incorporation of outdoor art.
- Generate tax revenues for the City of Oakland and employment opportunities for the City of Oakland community.
- Increase affordable housing units in the Rockridge neighborhood by providing affordable housing units on-site.

The General Plan Alternative would not meet several of the project objectives including:

- Further the City's achievement of the General Plan's Housing Element goals and of the Association of Bay Area Governments' Regional Housing Needs Allocation for the City of Oakland and meet the City's minimum residential density and major residential use requirements.
- Construct enough residential units and non-residential space to make the redevelopment of the site economically feasible, produce a reasonable return on investment for the project that is sufficient to attract investment capital and construction financing, and generate sufficient revenue to meet the project objectives.



PRESERVED BUILDINGS:

- FACILITIES
- OLIVER ARTS CENTER & B BLDG
- TREADWELL HALL
- MARTINEZ HALL
- MARTINEZ ANNEX
- FOUNDER'S HALL
- MACKY HALL
- CARRIAGE HOUSE

NEW BUILDINGS:

- BUILDING A
5 STORIES
23 UNITS
12 PARKING SPACES
- BUILDING B
5 STORIES
51 UNITS
31 PARKING SPAC
- BUILDING C
5 STORIES
23 UNITS
12 PARKING SPAC

TOTALS

97 UNITS
55 PARKING SPACES

Figure VII-5

Small Housing Campus Alternative

CCA Oakland Campus Redevelopment Project EIR

c. Analysis of the Small Housing Campus Alternative

(1) Land Use

Implementation of the Small Housing Campus Alternative would result in the construction of three 5-story buildings with 97 units. This is 413 units less than what is proposed by the project. The alternative also assumes the existing RM-4 and CN-1 zoning designations would remain but a Small Housing Campus Alternative would reclassify the project site from Institutional to Community Commercial as well as a change from a 35-foot Height Area to a 90-foot Height Area. As identified in *Section V.A, Land Use*, the project would not result in any significant impacts related to land use because it would not physically divide an established community nor conflict with adjacent land uses or land use policies. For these same reasons, the Small Housing Campus Alternative would result in less severe land use impacts compared to the project. However, this alternative would not meet the minimum density required by City's Housing Element as the minimum is 383 units and this alternative provides 97 units.

(2) Cultural and Historic Resources

Implementation of the Small Housing Campus Alternative would result in the demolition of three buildings which are contributors to the National and California Register-eligible CCAC API: the Barclay Simpson Sculpture Studio, Raleigh and Claire Shaklee Building, and Irwin Student Center. Macky Hall and Carriage House would be retained and rehabilitated in their current location and the Broadway Wall and Stairs would be retained. Four sculptures (Celebration Pole, Bell Tower, Infinite Faith, and Faun sculpture) which are contributing landscape features to the CCAC API would be retained and relocated to the proposed sculpture garden.

As identified in *Section V.B, Cultural and Historic Resources*, the project would result in four potentially significant and significant and unavoidable impacts related to cultural and historic resources (see Impact HIST-2, HIST-3, and HIST-4). Under the Small Housing Campus Alternative, Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts Center would be preserved; therefore, Impact HIST-4, pertaining to the demolition of these three buildings, would be avoided.

Treadwell Estate Landmark Impacts

The project's rehabilitation of Macky Hall, the Carriage House, and the Broadway Wall and Stairs (Impact HIST-1a), relocation of the Carriage House (Impact HIST-1b), and full or partial removal of landscape features (Impact HIST-1c) has the potential to affect the integrity of the Treadwell Estate Landmark. Under this alternative, the impacts to the Treadwell Estate Landmark would be consistent with that described as Impact HIST-1a and Impact HIST-1c. The 5-story heights of the three new buildings proposed by this alternative would be less than the 9- to 10-story buildings

proposed by the project. As such, the impact of this alternative would be less than the project, and also considered less than significant with applicable mitigation measures. Building B would be longer than Buildings A and C and would extend west of the Carriage House, but it would occupy a footprint approximately the same as the current Irwin Student Center. According to this finding, the proposed locations of the new Building A, Building B, and Building C from the historic Treadwell Estate Landmark buildings would allow the historic resource to remain eligible as a 19th-century residential estate. With implementation of mitigation measures recommended for the project, this resource would retain its historic integrity. Its designation as an Oakland Landmark and listing in the National Register would not be compromised.

CCAC API Impacts

The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. This alternative would demolish three buildings which are contributors to the CCAC API. As such, the character-defining spatial relationships and siting of the retained buildings, clustered toward the eastern portion of the site on sloping topography and oriented inward rather than toward public streets, would be preserved. The landscape west of Macky would also be retained. The existing character-defining network of pedestrian paths would also be preserved across the project site. New vehicle circulation and ingress/egress routes would not be introduced between or adjacent to the retained CCAC API buildings.

The three new buildings would be constructed in the northern portion of the site, in an area spatially distinct from the retained CCAC API contributors. The proposed 5-story buildings would be compatible with the 2- and 3-story retained buildings of the CCAC API. They would not block significant views to and from the retained buildings of the CCAC API and would not interrupt the spatial relationships between the retained buildings.

While this alternative would result in the removal of three contributing buildings, the remaining nine contributors to the district, the spatial association of these buildings, and four contributing landscape features, and landscape west of Macky Hall would together continue to convey their association with a long-operating and locally influential campus dedicated to post-secondary arts education, for which the CCAC API is significant under California Register Criterion 1.

Therefore, with implementation of this alternative, the CCAC API would continue to possess sufficient integrity as a district to convey its significance as a post-secondary arts education institution, and thus retain its eligibility for listing as a district in the National and California Register and its listing as an Oakland API thereby avoiding the significant and unavoidable impact identified for the project (see Impact HIST-2).

Individually California Register-Eligible Buildings Impacts

Unlike the project, the Small Housing Campus Alternative would preserve three of the four buildings individually eligible for listing in the California Register and as Oakland Landmarks – Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts Center. Provided that planned rehabilitation and reuse of the retained buildings adhered to the *Secretary of the Interior's Standards for Rehabilitation*, Founders Hall, Martinez Hall, and the Noni Eccles Treadwell Ceramic Arts Center would retain their eligibility for individual listing in the California Register. However, this alternative would include demolition of the Barclay Simpson Sculpture Studio, which is eligible for listing in the California Register as an individual resource. This would constitute a significant and unavoidable impact on a historical resource under CEQA. Implementation of Mitigation Measure HIST-3 for the Barclay Simpson Sculpture Studio would not mitigate this impact to a less-than-significant level.

As a result, the cultural and historic resource impacts of the Small Housing Campus Alternative would be reduced when compared to the project, but Impact HIST-3 would remain significant and unavoidable.

(3) Traffic and Transportation

Implementation of the Small Housing Campus Alternative would result in the construction of 97 units and rehabilitation and reuse of 77,000 square feet for office space. As identified in *Section V.C, Traffic and Transportation*, the project would not result in any significant impacts related to traffic and transportation. The City's thresholds for traffic and transportation are focused on VMT. A project causes substantial additional VMT if it exceeds the existing regional VMT per employee minus 15 percent. Given the project's site location adjacent to a high-quality transit (bus) corridor, this alternative, similar to the project, would not cause substantial additional VMT.

Similar to the project, with implementation of SCAs, the Small Housing Campus Alternative would not conflict or create inconsistencies with standards set forth in the General Plan and other plans, ordinances, and policies addressing the City's circulation system. Therefore, the Small Housing Campus Alternative would result in equal traffic and transportation impacts compared to the project.

(4) Air Quality

The Small Housing Campus Alternative would contribute to an increase in emissions affecting air quality due to construction activities; however, to a lesser extent than the project. As described in *Section V.D, Air Quality*, all potential construction impacts of the project would be reduced to less-than-significant levels with the implementation of SCAs. Under the Small Housing Campus Alternative, there would be construction activities and an increase in vehicle trips as compared

with existing conditions. Like the project, the Small Housing Campus Alternative would not result in significant impacts related to criteria air pollutants, toxic air contaminants, emissions standards, and odors. The smaller development size and scale assumed under this alternative would result in fewer emissions affecting air quality from construction and operation. Therefore, the Small Housing Campus Alternative would result in less severe air quality impacts compared to the project.

(5) Greenhouse Gas Emissions and Energy

The Small Housing Campus Alternative would have fewer units and parking spaces than the project. As described in *Section V.E, Greenhouse Gas Emissions and Energy*, the project's ECAP Checklist indicates the project's design would meet all the applicable requirements for Transportation and Land Use, Buildings, Material Consumption and Waste, and Carbon Removal. As such, the project would not result in potentially significant impacts related to GHG emissions, nor would it result in a significant energy impact. Similarly, the Small Housing Campus Alternative would meet the ECAP Checklist requirements due to the low number of existing parking spaces and no new gas hook-ups. Therefore, the Small Housing Campus Alternative would not conflict with any plans or policies related to the reduction of GHGs, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Similar to the project, construction and operation of the Small Housing Campus Alternative would result in land uses and activities that would generate GHG emissions (primarily from mobile emissions) and consume energy. Based on the available parking spaces, the Small Housing Campus Alternative would be expected to generate fewer vehicle trips and associated GHG emissions than the project. Therefore, GHG and energy impacts of the Small Housing Campus Alternative would also be less than the project and would not exceed the applicable thresholds of significance. Therefore, the Small Housing Campus Alternative would result in less severe GHG emissions and energy impacts compared to the project.

(6) Soils, Geology, and Seismicity

Under the Small Housing Campus Alternative, the project site would still be susceptible to seismic ground shaking, ground failure (including liquefaction), soil erosion or loss of topsoil, unstable soil, and expansive soils, as identified under the project (see Impact GEO-1). However, because of the reduced square footage under this alternative, fewer residents and employees would be exposed to the hazards expressed above, as compared to the project. As with the project, the potential significant impact related to landslides and slope instability would be reduced to a less-than-significant level with implementation of Mitigation Measure GEO-1 identified in *Chapter V.F, Soils, Geology, and Seismicity*. Therefore, the Small Housing Campus Alternative would result in less severe soils, geology, and seismicity impacts compared to the project.

(7) Hazards and Hazardous Materials

Implementation of the Small Housing Campus Alternative would result in the construction of development with similar uses with less development intensity. As described in *Section V.G, Hazards and Hazardous Materials*, construction of the project could expose construction workers and future residents to hazardous materials from contaminants in the soil during and following construction activities (see Impact HAZ-1). Potential excavation and handling of contaminated soil, groundwater, and USTs during construction could also result in emissions of hazardous materials that could pose a risk of exposure for nearby schools (see Impact HAZ-2). However, the impacts of the Small Housing Campus Alternative would be less severe than the project because there would be less soil disturbance and subsurface work. Implementation of Mitigation Measure HAZ-1 would also reduce these potential impacts to a less-than-significant level.

(8) Hydrology and Water Quality

Implementation of the Small Housing Campus Alternative would result in the construction of a new structure on the project site. Similar to the project, this alternative would replace over 10,000 square feet of existing impervious surface area. As described in *Section V.H, Hydrology and Water Quality*, the project would not result in potentially significant impacts related to water quality, groundwater supplies, erosion/siltation, flooding, runoff, flood zones, or Oakland Creek Protection Ordinance. As such, this alternative would have similar, albeit reduced, impacts as the project related to hydrology and water quality. With implementation of the SCAs described in *Chapter V.H, Hydrology and Water Quality*, potential impacts related to hydrology and water quality would be reduced to a less-than-significant level for the Small Housing Campus Alternative.

(9) Noise and Vibration

The Small Housing Campus Alternative would result in noise impacts associated with the construction of the project. However, given only two buildings will be demolished and significantly fewer units will be constructed, the impact will be significantly less than the project's construction-period noise impact as described in *Section V.I, Noise and Vibration*. The smaller development size would result in a decrease in construction activity over a shorter duration. The use of similar construction equipment would be needed under this alternative. Construction activities would generate minimal, temporary increases in noise levels and new traffic resulting from the operation of the project would generate negligible increases in noise levels in the area. Similar to the project, implementation of the Mitigation Measure NOI-1 together with the City's SCAs would lessen the impacts of noise generated by construction to receptors in the vicinity of the project site for the Small Housing Campus Alternative.

(10) Biological Resources

Implementation of the Small Housing Campus Alternative would result in the construction of a new structure on the project site. As identified in *Section V.J, Biological Resources*, the project would result in two potentially significant impacts related to disturbing nesting bird habitat and pallid bat habitat (see Impacts BIO-1 and BIO-2). Similar to the project, construction activities under this alternative could impact the nesting bird and pallid bat habitat. However, with mitigation measures, these impacts would be reduced to a less-than-significant level. Therefore, the Small Housing Campus Alternative biological impacts would be equal to the project.

(11) Population and Housing

Implementation of the Small Housing Campus Alternative would result in the construction of 97 new housing units. As identified in *Section V.K, Population and Housing*, the project would not result in any significant impacts related to population and housing. Although this alternative assumes 97 units, it would not induce substantial growth or displace people or housing. However, as discussed in Land Use above it would not meet the minimum density for the site to help the City ensure it meets its regional housing requirements. Therefore, the Small Housing Campus Alternative would result in more adverse impacts related to population and housing compared to the project.

(12) Aesthetics and Shade and Shadow

The Small Housing Campus Alternative would result in a less intense development on the site as the buildings would only be 5-stories in height. As identified in *Section V.L, Aesthetics and Shade and Shadow*, the project would have a less-than-significant impact on a scenic vista, scenic resources viewed from a state scenic highway, visual character, light and glare, and shade and shadow.

Under this alternative, the three 5-story structures would have much a smaller footprint than the project. The placement of the three new buildings at the northern portion of the project site would not substantially change the existing visual character of the area because they would not be as tall as the project (9 to 10 stories) and the nine preserved buildings would remain in a campus-like setting. While this alternative would cast net new shadows throughout the year, they would be generally consistent with the existing shading patterns in the surrounding area. Similar to the project, no net new shadow from this alternative would reach the Treadwell Estate Landmark nor any nearby solar collectors or parks/public open spaces.

Additionally, the smaller-scale development size of this alternative would not substantially change the existing visual conditions of the project site. As such, the Small Housing Campus Alternative would have less severe impacts compared to the project.

(13) Public Services, Utilities, and Recreation

Implementation of the Small Housing Campus Alternative would result in the construction of three 5-story buildings with 97 units (413 units less than what is proposed by the project), convert many of the existing buildings into offices, and would maintain the 87,779 square feet of existing POPOS. As identified in *Section V.M, Public Services, Utilities, and Recreation*, the project would have a less-than-significant impact on fire protection, police protection, schools, libraries, parks and recreation, wastewater treatment, stormwater, water supply, and solid waste. Since this alternative assumes less units than the project and the same amount of POPOS, impacts to these public services and facilities would not be as great. Therefore, the Small Housing Campus Alternative would have a less severe impact compared to the project.

C. ALTERNATIVE SITES AND ALTERNATIVES CONSIDERED AND REJECTED

In considering the range of alternatives to be analyzed in an EIR, the CEQA Guidelines state that an alternative site/location should be considered when feasible alternative locations are available and the "significant effects of the project would be avoided or substantially lessened by putting the project in another location." No specific alternative site locations are considered in this EIR as there are no comparable sites in the area that are available for CCA and the developer. Several of the comments on the Notice of Preparation raised the possibility of utilizing the undeveloped portion of the Safeway site that is immediately adjacent to the project site. Although relocation of the project to that site could eliminate the significant and unavoidable impacts related to historic resources, neither CCA or the project developer has control of that site.

Further three of the overarching objectives of this project relate to redeveloping the former CCA campus into a mixed-use development with residential and commercial uses in a way that respects the historic resources through adaptive reuse and rehabilitation of the Landmarked structures and landscape as well as developing a Housing Element Inventory site that is in a Priority Development Area and a High Resource Area. As such, an alternative site location is not considered.

CEQA Guidelines section 15125.6(c) explains that alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are infeasible, or do not avoid any significant environmental effects. CEQA Guidelines section 15126.6(f) indicates that the Lead Agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, jurisdictional boundaries, and the proponent's control over alternative sites in determining the rate of alternatives to be evaluated in the EIR.

Given that the most severe impacts that would result from the project are related to historic resources and construction noise, the alternatives chosen to be further analyzed in this chapter were those that best addressed and mitigated the historic resources and noise impacts identified.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of the environmentally superior alternative in an EIR. The No Project/Reuse Alternative is considered the environmentally superior alternative in the strict sense that environmental impacts associated with its implementation would be the least of all the scenarios examined (including the project). Maintaining the project site at its current conditions would avoid each of the impacts that would result from the project. In cases like this where the No Project Alternative is the environmentally superior alternative, CEQA requires that the second most environmentally superior alternative be identified. Comparison of the environmental impacts associated with each alternative as described above, indicates that General Plan Amendment (No Rezoning) Alternative would represent the next-best alternative in terms of the fewest significant environmental impacts. This alternative would reduce the most significant historic and noise impacts more than the other alternatives examined with the fewest number of proposed buildings to be demolished. This alternative does not meet all of the project objectives and does not provide the required minimum number of housing units. The only alternative that reduces the significant impacts and meets provides the required number of housing units and the Project Objectives is the Historic Preservation with Tower Alternative.

VIII. CEQA REQUIRED ASSESSMENT CONCLUSIONS

As required by the California Environmental Quality Act (CEQA), this chapter discusses the following types of impacts that could result from implementation of the California College of the Arts (CCA) Oakland Campus Redevelopment Project (the project): growth-inducing impacts, significant unavoidable environmental impacts, significant irreversible changes, and cumulative impacts. Effects found not to be significant are discussed in *Chapter VI, Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval*.

A. GROWTH-INDUCING IMPACTS

As required by Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines, an Environmental Impact Report (EIR) should discuss "... the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Growth can be induced in several ways, including through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through precedent-setting action.

Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems beyond those needed to serve project-specific demand, and development of new residential subdivisions or industrial parks in areas that are currently only sparsely developed or are undeveloped. Typically, redevelopment projects on infill sites that are surrounded by existing urban uses are not considered growth-inducing because redevelopment by itself usually does not facilitate development intensification on adjacent sites.

As described in detail in *Chapter III, Project Description*, and *Chapter IV, Planning Policy*, implementation of the project would require a General Plan Amendment and rezoning, both of which permit the development of dense residential development, taller buildings, and other commercial uses, which otherwise would not be permitted at the site. The project itself in combination with the General Plan Amendment and rezoning could be considered a direct growth-inducing impact, as such, associated impacts are analyzed as part of the project analysis and throughout this EIR.

As described throughout this document, the project site is located on an infill site served by substantial public utilities (roads, water lines, etc.) and services with sufficient capacity (as discussed in *Section V.M, Public Services, Utilities, and Recreation*). It would not result in the extension of new utilities or roads into urban areas and would not directly or indirectly lead to the

development of greenfield sites in the East Bay. Furthermore, the project would not result in surplus property (e.g., vacant land), so the potential for future new development would not occur.

Because the project site is located within an existing urbanized area and is immediately adjacent to a major transit station, anticipated growth as envisioned by the City and ABAG would benefit the existing transit system and could reduce adverse impacts associated with automobile use, such as air pollution and noise. In addition, the provision of additional housing in Oakland would allow more people to live in an existing urbanized area, which could reduce development pressures on farmland and open space in the greater San Francisco Bay Area. Therefore, the population growth that would occur because of project implementation would be largely beneficial and not considered substantial and adverse.

Implementation of the project would not result in substantial population and employment growth in the City that has not already been accounted for in local and regional planning efforts. Development of the project would be consistent with local and regional planning efforts to accommodate population and employment growth in proximity to transit and services, as described below:

- At the local level, the Oakland Neighborhood Community and Economic Development Strategy of the General Plan specifically targets the project site as an area of for community and economic development and that the site should be studied to determine the feasibility of higher density housing.
- At a regional level, ABAG's Plan Bay Area 2040 created Priority Development Areas (PDAs) which are intended to target areas where future growth should be directed toward existing urban areas to increase housing near jobs and reduce urban sprawl. PDAs are defined as urban infill sites of at least 100 acres served by transit and designated for compact land development along with investments in community improvements and infrastructure. The project site is located within the MacArthur Transit Village PDA, and thus a targeted area for future development.¹

The project would result in the development of approximately 72 permanent jobs, as described in *Section V.K, Population and Housing* of this document. Indirect residential population growth associated with the project could also occur. The economic stimulus generated by the project could result in the creation of new construction-related jobs. However, the jobs created during the construction phase of the project would not be substantial in the context of job growth in Oakland and the region. Although some of the people working on construction of the project

¹ Metropolitan Transportation Commission (MTC), 2020. Priority Development Areas (current). Available at: <https://mtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=fdebb9275194452d8do445af95720ebf>, accessed December 5, 2023.

could decide to live in Oakland, the migration of these employees into Oakland would not result in a substantial population increase.

As described in the cumulative impacts analysis of *Section V.K, Population and Housing*, implementation of the project would result in a residential population increase of approximately 1,133 people to Oakland. ABAG projected a 19-percent population growth rate between 2020 and 2025, or an increase of 83,158 persons in Oakland.² Residents added by the project would account for approximately 1.6 percent of this increase. This residential growth is well within the anticipated population growth for the Oakland.

Based on the preceding discussion and analysis, The project would not expand infrastructure, public services, and transit capacity beyond what is required to serve the project-specific demand. The project would contribute to the City and ABAG's housing production goals and would conform with local and regional efforts to focus growth and development into PDAs by creating compact communities with a diversity of housing, jobs, activities and services, and increasing housing supply, improving housing affordability, and increasing transportation efficiency and choices. The projected population and employment growth that can be attributed to the project would not cause substantial population growth or concentration in employment that would result in significant growth-inducing impacts related to unplanned population, employment, or housing demand increases in the City or across the Bay Area region. To the extent that this growth would have been otherwise accommodated at other City or Bay Area locations, the project would focus growth on an infill site near existing employment centers and existing and planned transit facilities, infrastructure, retail services, and cultural and recreational facilities. Therefore, the project would not indirectly induce growth in the City or region. In this respect, implementation of the project may be considered growth-managing rather than growth-inducing by facilitating urban infill.

While the project represents growth, the provision of new housing and employment opportunities would not encourage substantial new growth in the City that has not been previously projected. The project site is also located in an area of the City that has been identified through local and regional planning processes as an area that could accommodate future population, housing, and employment growth. Thus, the project would not have a substantial growth-inducing impact.

² Association of Bay Area Governments (ABAG), 2018. Projections 2040, November.

B. SIGNIFICANT IRREVERSIBLE CHANGES

CEQA Guidelines Section 15126.2(d) requires that Environmental Impact Reports (EIRs) assess whether a project could result in significant irreversible changes to the physical environment. These changes may include current or future uses of nonrenewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses. CEQA Guidelines discusses three categories of significant irreversible changes that should be considered, as discussed below.

1. Changes in Land Use that Commit Future Generations

The project would allow for the redevelopment of an approximately 3.95-acre site located in the Rockridge neighborhood of Oakland. The project site currently contains several institutional facilities as a part of the CCA Oakland campus. As described in *Chapter IV, Planning Policy*, the high-density multi-family residential development proposed by the project would not be in conformance with the existing General Plan Land Use designation of Institutional and zoning of Neighborhood Commercial – Zone 1 (CN-1) and Mixed Housing Type Residential – Zone 4 (RM-4). As a result, the Project Sponsor is proposing to reclassify the entire project site to the Community Commercial (CC) General Plan Land Use designation. The CC designation applies to areas suitable for a variety of commercial and institutional operations along major corridors and in shopping districts or centers and is the same General Plan classification as many of the areas surrounding the project site. In addition, the Project Sponsor is proposing to rezone the entire project site to Community Commercial – Zone 2 (CC-2). The CC-2 Zone is intended to create, maintain, and enhance areas with a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas. The Oakland Planning Commission and the City Council would be required to approve both the General Plan and zoning amendments. The fundamental change from an institutional land use to a high-density residential development, as proposed by the project, would commit future generations to the new land use on the site but not in a way that constitute significant irreversible changes to the physical environment. As described in *Section V.A, Land Use*, the project would not introduce new land uses that are not already existing near the project site. The project site is in an urban area, surrounded by similar uses in the project vicinity and would occur on an infill site. As described above, the project does not propose land uses that would spur significant population or economic growth and is in an area targeted for growth.

2. Changes in Historic Features

The project proposes to demolish 10 of the 12 existing buildings and several historic landscape elements on the project site, most of which are considered significant under CEQA and are contributors to the historic district. As described in detail in *Section V.C, Cultural and Historic*

Resources, the project proposes several different mitigation measures and other actions to reduce the impacts from the loss of these elements; however, the project would still result in a significant and unavoidable impact. The loss of these contributing buildings and landscape elements is irreversible.

3. Irreversible Damage from Environmental Accidents

No significant irreversible environmental damage, such as what could occur as a result of an accidental spill or explosion of hazardous materials, is anticipated due to implementation of the project. Furthermore, compliance with federal, State of California, and local regulations, and the implementation of the City's Standard Conditions of Approval (SCAs) identified in *Section V.G, Hazards and Hazardous Materials*, would reduce to a less-than-significant level the possibility that hazardous substances within the project site could cause significant environmental damage.

3. Consumption of Nonrenewable Resources

Consumption of nonrenewable resources includes the use of nonrenewable energy sources, conversion of agricultural lands, and loss of access to mining reserves. Because the site has not been used for mineral extraction, loss of access to any minerals that historically occurred on site would not be considered significant. Implementation of the project would require electricity and possibly other forms of energy. However, the scale of such consumption for the proposed uses would be typical for a residential infill development of this size. The project would incorporate energy-conserving features, as required by the Uniform Building Code and the California Energy Code (Title 24, Part 6), and as stipulated by SCA-SERV-8: Green Building Requirements (#90). Additionally, the placement of the project on a site within an urban area near City services and easily accessible transit and regional roadways would facilitate the increased use of public transit, further reducing nonrenewable energy consumption associated with single-occupancy vehicles and reducing total vehicle miles traveled. The project would not convert land used for prime agriculture to residential and public uses, as no agricultural uses or farmland are present within or adjacent to the project site.

C. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

As discussed at the end of each topical section in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*, the project would not significantly contribute to any significant and unavoidable impacts, with the exception of impacts related to Cultural and Historic Resources and Noise and Vibration. Implementation of the project would result in four significant unavoidable impacts that could not be avoided by implementation of mitigation measures, or reduced to a less-than-significant level:

Impact HIST-2: The project proposes to demolish 10 buildings on the project site, all of which are contributors to the California Register- and National Register-eligible CCAC API. Demolition of 10 of the 12 contributing buildings and alteration of six contributing landscape features in the CCAC API would adversely impact the district such that it would no longer be able to convey its significance, resulting in a substantial adverse change to the historical resource. The numerous demolitions would result in the loss of eligibility of the district for listing in the California Register and National Register.

Impact HIST-3: Four of the 10 buildings proposed to be demolished—Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio—are individually eligible for listing in the California Register and as Oakland Landmarks. Demolition of these four buildings would render them ineligible for listing in the California Register or as Oakland Landmarks.

Cumulative Impact HIST-4: To facilitate construction of the project, three significant examples of Late Modern architecture would be demolished: Founders Hall, a 1968 Brutalist building designed by DeMars & Reay; Martinez Hall, a 1968 Third Bay Tradition building designed by DeMars & Reay; and the Noni Eccles Treadwell Ceramic Arts Center, a 1973 Third Bay Tradition building designed by Worley Wong and Ronald Brocchini. Implementation of the project, as designed, combined with cumulative development citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute to a significant and unavoidable adverse cumulative impact to Oakland's Late Modern architectural resources.

Impact NOI-1: The noise levels from operation of heavy construction equipment on the project site could impact nearby receptors.

D. CUMULATIVE IMPACTS

CEQA defines cumulative impacts as “two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts.”³ CEQA Guidelines Section 15130 requires that an EIR evaluate potential environmental impacts that are individually limited, but cumulatively considerable. Per Section 15065(a)(3) of the CEQA Guidelines, “cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects. Cumulative effects of the project are discussed under the respective topic sections in *Chapter V, Settings, Impacts, Standard Conditions of Approval, and Mitigation Measures*.

³ CEQA Guidelines, Section 15355.

E. EFFECTS FOUND NOT TO BE SIGNIFICANT

Meetings among representatives of the City departments involved in project planning and review and consultants for the City were held to preliminarily determine the scope of the EIR. In addition to these meetings, a Notice of Preparation (NOP) was circulated on June 21, 2019, and public scoping sessions were held before the Landmarks Advisory Preservation Board on September 23, 2019 and before the Planning Commission on August 21, 2019 and continued to October 16, 2019. Written comments received on the NOP and public comments received during the scoping meetings were considered in the preparation of the final scope for this document and in the evaluation of the project.

The environmental topics analyzed in *Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures* represent the topics that generated the greatest potential controversy and expectation of adverse impacts among City staff and members of the public. The following topics were excluded from discussion in the EIR because it was determined during the scoping phase of the project that impacts would be less than significant: Agriculture and Forest Resources; Mineral Resources; Tribal Cultural Resources; and Wildfire. The project's impacts related to each of these topics are described in *Chapter VI, Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval*.

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APPENDIX A
NOTICE OF PREPARATION AND WRITTEN COMMENTS RECEIVED

CCA OAKLAND CAMPUS REDEVELOPMENT PROJECT EIR
APPENDIX A: NOTICE OF PREPARATION AND WRITTEN COMMENTS RECEIVED

Lind, Rebecca

From: myrnaw@icloud.com
Sent: Monday, August 19, 2019 2:17 PM
To: Merkamp, Robert; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com; Lind, Rebecca; EBMUD; jmyres.oakplanningcommission@gmail.com
Subject: NOP ER 19003, Response of Upper Broadway Advocates
Attachments: Response of UBA to NOP.docx; Response of UBA to NOP.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind and Planning Commissioners,

Upper Broadway Advocates submits these comments on the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall, ER 19003

Upper Broadway Advocates (UBA), was formed this spring by a dozen people who live and/or work in our beloved Rockridge neighborhood. Our mission is to promote neighborhood evolution that is a model of beauty, sustainability, affordability and density, and that reflects the diversity of Oakland and the character of Rockridge.

UBA's first undertaking is the study of the proposed re-development of the California College of the Arts (CCA) main campus and the dormitory at Broadway and Clifton streets. Our intention is to leverage the collective wisdom of our community to support a better district-wide planning process that utilizes smart growth and density principles, and results in deeper affordability at the site.

We felt that the developer and CCA did little to inform and gather input from the public and that community input was being shut out. Only two meetings were held, hosted by the developer, and negative comments were not included in the meeting notes.

To better inform the public and share ideas about the proposed, we recently hosted two community meetings attended by over 200 neighbors concerned about the proposed plan for 589 residential units in five buildings of 5 to 8 stories, a 5-story parking garage and a 19-story tower. Opinions varied but the vast majority of people felt the project could be substantially improved.

The top five concerns were as follows: 1) Traffic congestion, weak transit infrastructure, and too little parking; 2) Aesthetics that are not in keeping with Rockridge scale and style; 3) Grossly insufficient affordable housing; 4) Re-zoning that would severely increase density and open the door for other extremely high buildings; and 5) Questionable Fire/life safety and ADA access to the site. Comments too numerous to mention here were discussed, such as loss of mature trees and open space, and the demise of the historic Arts and Crafts heritage of the site. Attached to our response you will find the comments made by individuals during our two meetings.

We hope this EIR process will call for a better plan and a complete application that meets the needs of Oakland and provides a model for development.

Our response is in both PDF and Word format below.

UBA Chair, Kirk Peterson, Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

**COMMENTS ON PROCESS, LAND USE PLANNING, AFFORDABLE HOUSING, AND ENVIRONMENTAL ISSUES, ER 19003, SUBMITTED BY UPPER BROADWAY ADVOCATES
AUGUST 19, 2019**

PROCESS

We are concerned that a Notice of Preparation (NOP) of an EIR for the California College of the Arts Redevelopment Project (CCA Redevelopment) has been issued when the project under consideration is ill-defined and the City has not evaluated the land use implications for the project with public input.

The developer had a pre-application meeting and provided a general sense of what they would like to build, but they have not submitted an application. Neither the community nor the City actually knows what the project is that is subject to this scoping meeting.

Is there any circumstance under which a project is considered too preliminary for environmental review? What is that threshold? Is this project sufficiently well-described to give rise to a fully relevant environmental document? Should the project proponent be asked to provide a more fleshed-out program, and should the study be delayed until it is furnished? Our community has many concerns about the process.

We have specific questions regarding process:

- What process will the city follow if a large and loosely described project, predicated on general plan amendments, is studied under an EIR, later giving way to an altered project with a different scope?
- How are incremental impacts calculated for various levels of development intensity?
- How would required mitigations be handled should the scale of a project change after an EIR is completed?
- Under what circumstances would the city require that an EIR be revisited? What is the difference between supplemental environmental review and an addendum for a project such as this? What level of change would trigger each?

LAND USE PLANNING

To be clear, the EIR is NOT the appropriate forum to evaluate land use issues. An EIR evaluates potential environmental impacts, not land use planning, except to the extent the land use may have environmental impacts. This highlights the critical need to evaluate land use issues NOW, with the public, to make sure that the zoning and general plan changes are appropriate. Then we can consider what redevelopment project makes the most sense. Waiting until the planning department submits its staff report evaluating land use, after the EIR has been prepared, and when the project is up for a vote, is much too late. If the City (and the applicant) expect to garner public support for this project, and if they hope to avoid (unnecessary) litigation, there must be meaningful engagement with the public now.

The CCA Redevelopment has potentially profound land use implications for the City, not just in its immediate area, but along the entire Broadway corridor towards Kaiser. If a 19 story

tower is built in the CCA campus, then it will provide one bookend, with Kaiser providing the other, for substantial vertical development along Broadway. Is this the type of development the City wants? Or the public? The City should engage the public about this kind of issue before evaluating a specific project.

Certainly, there should be a comprehensive plan for the north east corner of Broadway/51st and Pleasant Valley. With the failed "Phase Two" of the Safeway project, the City has an opportunity to encourage unified planning for the entire area, including CCA.

Without overall planning Oakland will lose what makes Oakland attractive — neighborhood communities and character. Districts, such as the proposed Jazz district, create a sense of pride and belonging, and engaging destinations and discovery, rather than a homogeneous blah that could be anywhere. Oakland has a vibrant character and deep architectural heritage. City planning can leverage this development surge to create an even more vibrant set of districts.

AFFORDABLE HOUSING

The City has already met its goal for new housing, but not for affordable housing. This project affords the City an opportunity to make good on their stated desires to increase affordable housing stock, but this proposal falls short.

Oakland is a hot real estate market and that puts the City in the driver's seat to extract concessions from developers — like more affordable housing and other community benefits. We ask that the Planning Commission not waste a valuable opportunity to increase affordable housing stock in Rockridge.

The community is requesting that the developers study alternatives to the proposed 5.6% affordable units. Other studies that include different configurations of affordability should be performed before the Planning Commission makes a decision. We propose using the same percentage as San Francisco — a minimum 20% of affordable units in this proposed project. Requiring a higher percentage of affordability is the best way for Rockridge to do its part to make a dent in Oakland's affordable housing crisis.

Housing for artists is a nice request, but what about other population groups who won't be able to afford this project's luxury rents? A relevant local project, Baxter on Broadway, is having trouble renting its most expensive units. They offered NO affordable units. We suggest a study to explore converting more units to affordable for residents from all walks of life, particularly families. Oakland teachers would benefit from housing on this site. CCA's legacy to Oakland could be to honor not only local artists but also teachers from across every district. This is one solution that would represent a harmonious blending of the arts and teaching — both of which CCA is well known for promoting.

ENVIRONMENTAL IMPACT - ER 19003

1. Cultural Resources -

- CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - CCA provided many opportunities to the general public for art classes, lectures and exhibitions. What will this project do to replace such cultural resources? CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API .
2. Architectural and Historical Heritage - The planted campus, not only the historic buildings, is itself an historic landscape that must be assessed. The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. Artists and designers who put Oakland on the art map include sculptor Viola Frey, painter Nathan Oliviera, prominent Photorealist painter, Robert Bechtle, early claymation innovator and Academy Award winner Bob Gardiner, and photographer Hugo Steccati one of the most important architectural photographers to document modern Bay Area history. For good reason it is a City Landmark and is listed on the National Register of Historic Places. Recently Oakland has managed to preserve portions of our heritage in just about every neighborhood: - Whole Foods use of the old Cadillac dealership on 27th Street, - Current construction of several housing complexes on Broadway are integrating existing historic design elements in delightful ways. Of all the historic properties in Oakland, the CCA campus would be a perfect place to preserve a dwindling heritage. An alternative for creative re-use of the site should be studied.

3. Air Quality - The pre-application documents do not provide enough information regarding impacts to air quality in the areas surrounding the CCA site. What mitigations will the City require of the developers regarding increased auto trips, off-gassing of building materials, FDA-level testing for lead and asbestos (required for all buildings constructed before 1978), mitigation of contaminated soil, etc? We request postponement of this issue until after a formal application has been made and the City and community has had time to evaluate it.

4. Geology and Soil - What are the effects of covering more surface area in concrete? What is the plan for mitigating excess runoff? Will surface water draining systems be used (French drains, swails, etc.)? Has the City assessed the impact to our aging sewer system?
5. Open space and trees - Local residents have used the campus for open space and walking for many years.
 - Does the proposed open space reduce the amount of open space currently available to the public?
 - What are the guarantees that the open space will be maintained and accessible to the public?
 - Removal of trees - Numerous trees will be lost. What will be the effect of the attendant loss of shading and animal habitat.
 - Movement of trees - Two 100 year old live oaks are marked to be moved. In our discussions with arborists, 100 year old live oaks will not survive transplanting. What modifications to the plan can be made to preserve the numerous mature trees?
 - Replacement Trees - Exactly how many trees will be planted, and what species? And what size?
 -
6. Electricity - Should the City require all new construction over a certain number of units to be all electric, as many other local municipalities are requiring already? Is this not an opportunity to require advance environmental protections? What about the use of photovoltaic arrays and over-window shade structures to mitigate heat gain and save energy? Will the developers pursue LEED certification?
7. Greenhouse Gas Emissions – Most area homes do not have air conditioning. With a high rise building, without cross ventilation, air conditioning will be required. The Royal Institute of British Architects recently recommended a ban on glass-clad buildings, following New York City's lead. However, the more immediate consequences of these glass facades is a heavy need for air conditioning. The amenity's adverse environmental impacts are well documented—almost 14% —of total global energy use stems from air conditioning, and the heat captured and retained in building interiors by glass curtain walls is significant, especially in the summer heat. Advanced glazing and passive cooling options should be included. Climate Change Glass Royal Institute of British Architects (RIBA)
8. Hazards and Hazardous Materials - Years of studio classes taught on the site may have left significant hazardous waste such as silica, dyes, lead, etc. This must be identified. Cleanup and remediation would have to be completed before construction could begin. What will be done to mitigate this impact on the surrounding community? Is there asbestos on the site? What measures will be used to mitigate it during building demolition and construction? The old Chase building next door was delayed for months when asbestos was found in the concrete.

9. Restaurant Operations: What level of permit will the proposed café have? If they cook food then what type of Exhaust system will they have? Class I, Class II? And will you require a "smog hog" to pull grease from the air before it vents to the exterior? Again, this level of detail is not in the pre application materials and we request again that you require the developers to provide a formal application. A restaurant on the opposite side of College Point was recently closed for not having required grease traps on the plumbing.

10. Cell phone towers: Will the developers lease roof space to cell phone (or other electronic providers) providers? These are a health risk from increased EMF radiation and should not be placed on rooftops in dense residential areas.

11. Hydrology and Water Quality

- Plans for use of gray water for gardens should be included.
- What percentage of the acreage is currently covered by hardscape and what by permeable surfaces? And what is the proposed percentage? If an increase in non-permeable surfaces is planned, how will management of runoff and flood prevention be engineered?
- What measures will there be for erosion control given the steep grade and proposed removal of most of the trees? The trees' deep roots many of them 100 years old provide much of the stability for the steeply curved slope from Broadway and Macky Hall.

13. Zoning - The applicant is seeking to rezone the campus CC-2, the same zoning as the adjacent Safeway project. Unlike the Safeway project, which is entirely commercial and may, someday, have some residential on top of additional commercial development, the CCA Redevelopment is overwhelmingly a residential development, with only one cafe and some art space. Should not the space be designated entirely residential?

14. Noise and Vibration - What mitigations will be provided? The site is on bedrock.

15. Transportation - The project should include

- Capacity for charging electric cars
- Bicycle parking/recharging
- Scooter parking/recharging
- Stroller storage
- Zip car parking
- Guest parking

- Vans to and from Rockridge BART
- Off-street drop-off areas for taxis, Uber, Lyft, etc.
- Separate off-street loading zones for delivery vehicles such that they do not interfere with emergency access lanes. Wheelchair and walker accessibility on all pathways and sidewalks

16. Traffic

An exhaustive traffic analysis should include a radius of at least 1.5 miles and analyze

- Broadway north as access to Hwy 24 East, especially in evening (and Chabot Elementary School in morning)
- Broadway Terrace east as access to Hwy 13
- Broadway south as access to Hwy 24 West to Hwy 80 via 51st
- Broadway south to Pleasant Valley
- Broadway south to downtown Oakland
- Pleasant Valley east to Piedmont and Grand Avenues
- Pleasant Valley, 51st Street to Hwy 24 West to Hwy 80
- Broadway and College Avenue intersection (the Point) hosts a blind turn and is virtually impossible to navigate by bike.
- Impact of Baxter Development, Merrill Gardens, RadUrban at 51st and Telegraph and potential for an even greater number of residential units at 51st and Pleasant Valley.
- Excessive traffic signals – Four in the .2 miles of Broadway from Pleasant Valley to Broadway Terrace.
- Lack of signage or confusing signage endangers both vehicle and pedestrian traffic. Major study of area signage is required.
- Short cuts through neighborhoods to avoid signals. Too many signals result in impatience and traffic backup. This has resulted in a huge amount of wrong way traffic on Coronado, a one-way street down a blind hill and Desmond.
- Consider the impact on walking and scooter riding. Some students are new to the Oakland Tech commute and will be in danger as streets and sidewalks become more congested. With its split campus, Oakland Tech students already encounter significant delays in getting to class on time.
- Evaluation is needed for the entrance and exit to the site on Clifton, essentially an old carriage road dead ending at the golf course. This narrow street will have to handle cars, delivery vehicles, emergency vehicles, bikes, scooters, utility vehicles including Amazon, Fed Ex, UPS, USPS, Lyft, Uber and food delivery vehicles. Presumably, this will require a 5th signal within the .2 miles of Broadway.

- Are there plans to reconfigure the roadways at College Point? If yes, will this be accomplished concurrent the development? We should remind the City that there was to be a second huge traffic study of the Broadway/51st/ Pleasant Valley intersection, etc., following construction of the Ridge 2 that never happened. More than \$1 million was put aside for this purpose.
- Are there plans to increase bus and BART service? Our two BART stations are over capacity at rush hours already. There are only AC Transit 3 buses serving this location. How will CCA's free busses to SF be replaced? These free buses reduce traffic and parking required to serve the campus.

17. Circulation and Parking – What specifically will the developer/City do to reduce the impact on neighborhood parking (already severe due to sizable overflow from Merrill Gardens and proximity to BART)? Will parking permits be issued to building tenants? This would only spill more parking onto neighboring streets. Will jitneys to BART be provided, as well as significantly upgraded and improved public transit? What accommodation will be provided for Lyft, Uber, taxis, food delivery service vehicles, UPS, FedEx, USPS, Amazon and other delivery vehicles, and disabled access for scooters and wheelchairs, including sidewalks and ramps built to ADA code? Will Clifton Street (only 20 cars long and barely 4 cars wide) be widened to accommodate the additional traffic from the several hundred spaces?

18. Utilities and Public Services Utilities:

- Sewage - is Oakland sewage capacity sufficient to accommodate new baths/showers/toilets/washers and water run off without impacting neighbors?
- Gas and Electricity - How will facility address new PG&E policy of public safety power shutoffs? Will utilities be undergrounded? Will there be onsite generators and fuel storage tanks?

19. Public Safety - The developer's plan shows only one entrance to the property, via Clifton Street. Is this adequate in the case of fire, earthquake or other disaster? The project plan appears to show insufficient space for fire trucks to enter and turn around. The smaller residential buildings on the south edge which could be accessed from a different direction, by ladders, are situated on a cliff, which makes access to the upper stories by ladder impossible. Additionally the 19 story tower will provide views into neighborhood backyards and bedrooms. What security provisions will be put in place to ensure that the high rise won't violate the privacy and safety of the children growing up in the community of 1-2 story homes?

20. Mitigation of Construction Impact

- What mitigations are proposed for dust and noise? How will they be enforced? The site is on bedrock next to a quarry. Will there be blasting?
- How will current parking be affected? Will the builder be required to stage the project somewhere else?
- Will construction vehicles entering and leaving the site block residents of the apartment complex immediately east of CCA? How will any mitigations be enforced?
- Will construction noise beginning before 7AM be permitted to disturb neighbors, as happened continually throughout construction of Merrill Gardens and Baxter on Broadway, even though prohibited by City Code?

21. Shadow Study - Essentially nothing within a mile is taller than 5 stories

- Will there be compensation for neighbors' loss of solar exposure for solar energy equipment?
- How will the shadows affect the adjacent residences? Considering the proposed 19 story building surrounded by 8 story buildings, is there a shadow study planned for proposed "green space," public access areas? How many actual hours of sunlight will there be?

22. Landscaping - How will perpetual upkeep be guaranteed to ensure fire safety, beauty and walkability? How will guarantees of public access be enforced?

23. Walkability - Sidewalks and paths need to be sufficiently wide to accommodate strollers, wheelchairs, dogs, etc., cleared of obstructions and lit for safety. Clifton Street needs to be evaluated for ADA compliance in terms of slope and regraded and paved to ensure equal access. Along Broadway the current wall with over hanging vegetation provides a block long respite for pedestrians to stroll and view the 100 foot trees. These cultural resources are irreplaceable. The current plan has a few sapling plantings and a lot of concrete.

24. Water Run Off - There is much basement flooding in neighborhood due to underground streams. Will this project worsen this situation?

25. Anticipated infiltration of rats and other wildlife pests. This was a large problem during Safeway, Merrill Gardens and Baxter development, causing existing residents to incur significant expense. How will this be mitigated? How will the deer that feed at the site be protected?

26. View Ordinances - Do current ordinances permit this development?

27. Carbon Sequestration" Lungs of Oakland" The developers estimate there are 100 trees on the site. Trees provide shade reducing heating and cooling energy use for buildings,

they provide relaxing escape from the heavy traffic on Broadway, and they provide oxygen, carbon sequestration, and flowers for local beekeepers. Cutting down mature trees reduces carbon sequestration for the site and releases carbon back to the atmosphere.

- 100 year old CCA campus has several historic landmark buildings and surrounds. The rolling hillside, steep cliffs, mature trees, Victorian architecture, and landscaping combine to offer a little bit of all of Oakland in it. The cliffs to the south and east host wildflowers in the spring and a family of deer in the morning and evenings. The treelined paths to the west block the noise and view of Broadway traffic and offer pedestrians a Japanese forest bath without driving to the hills.
 - The pre-proposal requires demolishing this stand of trees including some 100 year old redwoods and live oaks that won't survive transplanting. These trees clean our air, buffet sound from Broadway and the Highways, as well as create a nice place to stroll, jog, bike, or walk our dogs.
 - A sheer 5-8 story wall of glass and metal buildings and a 19 story tower here instead of these trees affects the quality of air in the surrounding community. The tower would be twice as tall as the tallest trees and reflect all the noise and wind coming from the highways. What is an eco-friendlier alternative? Will the trees on the ridge line to the south and the east also be cut down leaving a sheer rock face and glass and metal building façade? The current buildings are nestled behind a row of trees on all sides.
 - The 100-year-old 100 foot trees themselves are a cultural resource that are irreplaceable. A modern office-building style structure with only a couple yards of the historic steps mid-block preserved are no replacement for the habitat of trees and the historic landscaping around Macky Hall. At a minimum, what is the plan for carbon sequestration and damage to the environment?
28. Green construction - How does the project work towards Oakland, Alameda County, and the state of California goals of reducing greenhouse gas emissions, zero waste strategic plans, traffic reduction, and green building ordinances? What provisions for green and sustainable construction? Will there be green roofs or solar? If solar where will the panels be located and will there be onsite storage batteries? How will the buildings be heated and cooled? How can this construction be a model for sustainable development for the rest of Oakland? Will gray water be used? What will reduce the energy required to heat and cool the building as well as transport people, water, sewage up and down the tower? What is the lifetime estimate of the construction materials to be used? Cheaper building construction often have to be scraped in 50-70 years. Tearing down existing construction has an environmental impact as well. The neighborhood of historic Craftsman and Victorian homes are 100 years old and still going strong. What new technologies for generating electricity such as solar energy creating window films be used?
29. Developer Abandonment and Economic Downturns - The parcel next door at 51st and Broadway has lay abandoned for three years after the Phase 2 for The Ridge development was canceled. It has numerous pedestrian hazards and is an eye sore surrounded by an illegal construction fence. What contingency provisions does this CCA project have in case financing or other event prevents its completion? How will the community

and Oakland be compensated in the event the project falls through? Our economy is variable, building and 100-year-old tree demolition is permanent.

30. Social Justice and Social Impact - CCA and the developers pride themselves on social justice and meeting the needs of the communities they serve. How is a 19 story metal and glass luxury apartment tower with only 6% affordable units in a converted student dorm a development a model for social and economic equality, diversity, and inclusion? How does it reflect the artistic design tradition of the educational center for California's Historic Arts and Crafts movement – a movement that revered the relationship between people and the natural world?

“As one of the most diverse colleges in the United States, CCA is committed to social change and addressing systems of oppression.”— Stephen Beal CCA President
(Source CCA website <https://www.cca.ed>)

ALTERNATIVES TO BE STUDIED

Study 1: Examine an alternative that provides 10% affordable units for low income housing (as defined by HUD), and 10% moderately affordable units (as defined by HUD), calculated by assuming 20% of all units will be affordable. This is a sensible requirement if the City plans to alter the general plan for the developer. The pre-application asks for a huge increase in zoning and the City does not have to accede to their request.

Study 2: Include alternatives that reduce the height of the proposed buildings to several options: 12 stories, 7 stories and 5 stories.

Study 3: Research a proposal that includes 7% of housing units for families (2 and 3 bedroom units) for people with moderate incomes. These units could house our teachers, single parents and the elderly who cannot afford a place like Merrill Gardens. It's crucial that these proposed units not just attract wealthy singles and couples. And as our population ages, affordable senior units will become even more in demand. The Alameda County Plan for Older Adults estimates the following: *In 2020, Alameda County will be home to more than 260,000 adults over the age of 65. By 2030, 1 in 5 Alameda County residents will be in the 65 plus age group, and by 2040, the number of older adults will substantially outstrip the number of children under the age of eighteen. By 2050, Alameda County will have almost 100,000 elders over the age of 85.* Shouldn't the City of Oakland be more proactive and begin to anticipate how to house all these people? We think so, and this development could kick-off a City-wide effort.

Study 4: When constructing alternatives, provide a description of how the units will integrate with the social fabric of the city, including likely age profiles, school attendance, and need for other social services.

Study 5: Interview Affordable Housing Developers as potential partners or advisors to this project. They have the expertise and practical skills to determine what affordable units should look like based on demographics of potential residents. Oakland and the wider Bay Area have many accomplished affordable housing developers to choose from. They know how to get these units approved and built.

Study 6: There should be a requirement to examine the vacant site at Broadway and Pleasant Valley into consideration as a second housing site and how the entire area could be an affordable housing center.

Submitted by Upper Broadway Advocates

Kirk Peterson, Chair; Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

ATTACHMENT 1

COMMUNITY MEETINGS 7/17/19 and 7/31/19 Rockridge Library
PUBLIC COMMENTS

Guidelines used in recording post-its:

-Some post-its just repeated the topic word (e.g., just said "traffic".) Those are included as they represent someone's concern about that topic.

-Post-its are verbatim, not reworded. Multiple post-its repeating the same thing are not condensed. Each instance is recorded.

-Some post-its moved to more appropriate topic

-Where a post-it covered multiple topics they are separated and listed w/ appropriate topic.

One long post-it from one person summarizes concerns of many:

-Inappropriate size of building. Ruins character of neighborhood. Too tall.

-Creates more traffic & congestion

-Loss of historic trees. Ruins view

-As a graduate of CCAC it is hard to believe that the School of Architecture hasn't weighed in with something more in character of original campus & gardens.

-This is a historic landmark that is being obliterated.

-No affordable housing or added transportation to support the congestion.

Affordability

- Affordability
 - Affordable housing!
 - Affordability requirements
 - Increase in # of affordable units
 - Lack of affordable housing
 - Lack of affordable housing and an increase in prices at high end at market will increase overall market
 - Include affordable units for families that can house a family of 4 under or at \$2,500 mo.
 - Provide significant increase in affordable housing
 - We must have a generous amount of affordable units
 - Not really offering decent affordable housing
 - Genuinely affordable housing
 - Affordability: we need MANY more low-rent units that are TRULY affordable
 - Not enough affordable housing
 - Housing affordability feasibility
 - Moderate income mandate for 19 story housing
 - Require a % of units to be affordable housing to support inclusion and diversity
 - Zoning & affordable housing % requirements
 - I am not opposed to the general plan & would like to see 10 - 15% affordable housing
 - Require 15 - 20% affordable housing if density is...?...maintained???
 - 20% affordable
 - Affordable housing 20% or more
 - 20% affordable of the whole
 - At least 30% of low-income and moderate-income housing
 - Relationship between building height & housing affordability (meaning???)
 - There should be affordable housing in the MAIN building
 - The high rents will drive out ALL artists, most of whom are struggling already
 - The artist space is not new. They are now just making it available for their students in SF.
- Nothing added
- The entire City of Oakland is under construction. We have no shortage of overpriced housing. Whatever is built needs to be AFFORDABLE
 - More affordable housing in the project
 - Affordability 5% and rest market rate is not acceptable
 - Would like to at least match SFs requirement of 20% of units affordable
 - 20%? affordable minimum
 - At least 20% affordable as in SF.
 - Provide affordable housing 20% of the units
 - Affordability 20% like the other cities
 - Affordable housing - require 20%+ affordable units
 - 20% affordable requirement in SF has stopped housing production there. In Oakland you would get 20% x0=0
 - Ensure we build high w/large # of units that are affordable & BMR!
 - More affordable housing is needed. This project does not address it.
 - How much affordable units would be possible if parking was eliminated or density doubled?
 - How can we incentivize developers to build more affordable units? (below market rate)
 - Forget affordability for "artists" - affordable for teachers
 - (Its) not "affordable" housing that include dislocated folks & workers in area...
 - Affordability!!! to maintain diversity
 - How about other housing modalities? Co-housing?

Neighborhood Impact of Development of CCA and Shopping Center

- Bldg height: there are no bldgs this height in neighborhood. RR is a residential neighborhood w/tallest bldgs at 4-5 stories. Tall bldgs are 4-5 miles away in industrial & downtown areas. Building this height will be detriment to residential neighborhood
- TOO HIGH out of character w/neighborhood. Lack of coordinated planning w/Ridge
- 19 stories is outrageous. Shame on CCA for being such a bad neighbor in their departure
- More residents could support less turnover in retail. More people = fewer "help wanted" signs
- (Negatively) impact local businesses supported by CCA?
- Scope of project is too lg. Building is too tall too many units destroying green space
- Appropriate SCALE scale scale
- Density/ height impact on aesthetics of neighborhood
- Preserve the character of the neighborhood aesthetics & walkability
- Destruction of neighborhood character, pedestrian friendly rather than sterile tower
- Integration with commercial property on corner
- Coordinate planning and development of the two adjacent parcels before ANYTHING is allowed
- The development feels like a gated community. It feels closed off from the rest of the community.
- How will this affect the high school campuses, main and satellite?
- Impact on Oakland Tech students upper campus
- After completing the project, plan for ongoing maintenance of the bldgs, roads, landscaping, so that it ages beautifully
- Invites construction of other behemoths that threaten neighborhood character

Infrastructure: schools, playgrounds

- Infrastructure
- Schools are already overcrowded. Where will our kids and the new kids go to school?
- Where is neighborhood (infrastructure) support for all the people coming to the developer's park?
- Add appropriate infrastructure to sustain the additional residents: libraries, fire stations, beat policing...
- Impacts on current infrastructure - i.e., schools, fire dept., sewer, access for garbage pickup, fire, etc.
- We're inviting, in Oakland, 10,000 + people to join us - actually 8,600 units will come on line this summer - the streets aren't even paved
- Reconfigure College Point

Traffic/Parking/Transit

- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic flow analysis Broadway/51st/Pleasant Valley
- Traffic/transit/parking: Insufficient parking on site, Broadway too narrow in this area
- Traffic/transit/parking/emergency access
- Traffic/transit/parking - given the high cost of units, .64 parking spaces/unit is way too low
- Traffic flow on Broadway
- No left turn capability onto Bwy
- Traffic congestion/parking
- Traffic, street access, parking
- Traffic/parking on Bwy & Clifton

- Traffic and parking
- Traffic no parking
- Transportation congestion
- Lack of sufficient infrastructure: roads and traffic control
- High rises need to be right next to public transit, not 3/4 mi. away
- 19 story high rise increases traffic - need to limit size of the high rise
- Broadway infrastructure for traffic is currently not in place
- Current traffic on Bwy is a big problem since Road Diet did not anticipate all the growth already
- Current infrastructure cannot handle current traffic. More lights (which tends to be Oakland's solution) don't and can't work. Need detailed traffic and parking studies
- With one lane in each direction on Broadway - noxious car fumes are already a problem from cars idling
- Already bad backup on Bwy since Merrill Gardens. No flow. Pedestrian safety
- Consider traffic problems exiting Hwy 24 already at rush hour. Add Uber/Lyft circulating even if new residents don't own cars GRIDLOCK & pollution
- Lack of parking to units (ratio), traffic flow, service access
- Too much traffic/parking concerns for the infrastructure
- Look at traffic. Not enough parking. Residents will park in neighborhood.
- Impact of traffic @ Bwy & Bwy Terrace
- This corner of Broadway cannot sustain traffic flow from proposed development
- Concerned about traffic cars/bikes/scooters in the 3 surrounding blocks-Impact on traffic on Broadway east of 51st ??
- Traffic flow on Broadway between 51st /Pleasant Valley & Bwy Terrace
- Heavy traffic 51st & Bwy
- Impact on traffic - 4 traffic lights w/in 5 blocks on Broadway
- There are four traffic lights within a few yards at Bwy x College Ave.
- Number of signals between Broadway Terrace & 51st St.
- Traffic, traffic, traffic. 51st & Bwy already nuts & the shops at Rockridge not even complete!
- Traffic on Clifton...Parking? awkward, unsafe
- Traffic access & density of traffic on Clifton, Broadway, Bwy Terrace & 51st St.
- Traffic impact on Broadway and Bwy Terrace up to the 13 freeway
- Traffic & traffic flow from 40th through 51st all the way to Hwy 24 entrance
- What will traffic impact be? Already deadlock traffic on Broadway to 24, backed up to Oakland Tech during rush hours
- Traffic: will Broadway become a freeway? Will the recent traffic calming and bike lanes be for naught?

Parking

- PARKING
- Lack of parking will create parking problems on neighboring streets
- Parking: 330 spaces for 586 units? They will fill the whole neighborhood with their cars
- Parking on Thomas permitted?
- Not enough parking spaces
- Inadequate parking
- Lack of parking: it is possible that there will be 300-700 cars looking for parking spaces outside the site
- Too much parking
- Parking proposed is completely inadequate. Will make neighborhood parking (& traffic) impossible
- Parking: neighborhood parking spaces - streets are already filled. Allocating 0.6 parking spaces per unit is not realistic
- I like that low parking ratio encourages use of transit on top of bus stop.
- Less than one parking space per unit will spill cars onto single family neighborhoods

and cause horrific parking nightmare

-Eliminate parking minimums. Encourage walking and biking.

Transit

-BART is already over capacity at our 2 stations

-Community benefits agreement that includes substantial increase in transit capacity to reduce vehicle dependence

-Include car shares, bikes, etc. in project scope

-How will project interact with AC Transit/BART? will there be a shuttle service? How will project promote transit use? How will it affect transit capacity?

-How will the developers incentivize AC Transit & BART to mitigate traffic?

-Parking & cars: AC Transit is an albatross of a system. Doesn't work for us

-What would be the effect on transit ridership on the 51 bus if the density doubled?

-Mass public transit to support increased population?

Fire/Safety/Accessibility/ADA

-There isn't a good egress plan for an emergency situation for the # of units & people who will potentially live in skyscraper at this site.

-Widen sidewalks along Broadway and connecting streets to BART and Safeway

-Emergency access & egress on Clifton

-Egress, ingress Clifton to Broadway

-Emergency access: Need to have at least two access routes and ensure there will be access for emergency vehicles while people are evacuating

-Traffic congestion: all traffic will come out of Clifton in case of disaster -leads to road block

-This is a fire zone: how do you evacuate a 19 story building plus extra side buildings?

-What's going to happen if there's a fire on the 19th floor and the ladder won't work?

-Exit the building during an earthquake?

-Earthquake safety

-Emergency vehicles, large delivery vehicles? No way on street (= no good access?)

-First response access on Clifton

-Accommodation should be made for elderly/disabled

-Good aesthetic design that includes non-verbal accessibility and is in character with Oak/RR & a model example

-The Oakland firestorm of 1991 came within a mile of the CCA site. Fire safety and evacuation are tremendous concerns!!

-What will be the impact on the provision of emergency services?

-Public safety: concern re: fire access, not enough parking. traffic, too much for small side street and Broadway & 51st.

-Suppose there is a fire on the 17th floor. The hook & ladder will not reach the 19th floor.

-Safety - police access, fire access, community safety

-Traffic on College Ave for kids going to Claremont & Chabot schools - safety for our children w/increased cars & traffic

-Safety crossing streets

-I'm concerned about pedestrian & bicycle access in this area (esp. Oakland Tech students & residents)

-Oakland Tech access, pedestrian, student safety, lights, traffic

-Traffic at 51st/Bwy/Pleasant Valley vs. Oakland Tech upper campus classes -student safety running for class

-I am very concerned about the dangerous status for peds & bikes at Bwy & 51st/Pleasant Valley

Historic Preservation (some overlap with Aesthetics)

-Lovely grounds, trees, space turned into a concrete jungle

-Do not destroy historical site

- Aesthetics: destruction of artistic old buildings
- Historic resources dwarfed by mega-structure
- Incorporate styles that are present in the neighborhood
- I don't want an ugly building and the historic gate should remain
- Demolition of much of the historic Broadway wall
- The eclectic variety of old buildings will be lost in these "ice cube" looking structures
- Glad (they are) saving historic home/building
- Save historic outer walls, gate & structures
- Maintain historic nature and appropriate size of bldgs.
- Preserve beauty of site, especially the gate and trees.
- The CCA site should be preserved in a historically meaningful manner - far more open space/trees - parklike. Housing additions should be compatible
- Disregard for historical buildings, keep wall along Broadway. Preserve more of current structure
- Do a historic landscape study (HALS) report
- Historic preservation + landscape preservation
- Don't let "preservation" get in the way of people living in homes!
- Keep the whole wall

Aesthetics

- Aesthetics
- Aesthetics
- Aesthetics
- AESTHETICS! Please keep the character of the neighborhood
- Lose character of Rockridge
- Design should reflect character of area
- Aesthetics = ugly East Bay
- Architecture of bldg should be compatible with what we already have. No sleek modern!
- The aesthetics of design are most important. These buildings belong in Manhattan, not Oakland
- Beautiful bldg as if this is Marin County. More density OK. Coordinate w/empty Safeway lot
- Attractive main building - not a glass skyscraper
- No cheap ugly block construction please
- Instead of a steel and glass bldg use other materials to celebrate design eras & styles like Arts & Crafts, Craftsman, Spanish, etc.
- I hate that the Arts & Crafts style & heritage is being so entirely ignored in the proposed plan
- Architectural design more consistent w/Rockridge
- Inappropriate and/or unattractive design for the neighborhood
- Keep the Oakland vibe going
- Building design to match surrounding architecture aesthetic
- Architectural incompatibility > concern w/design & height of tower
- Couldn't CCA be "shamed" into wanting an aesthetically attractive bldg? It is, after all, an art school whose name would be associated with it
- If the beauty of Rockridge has much to do with the walkability, this project contradicts that attribute entirely
- Height of bldg
- Excessive height of the tower
- SF skyscraper NOT appropriate for N. Oakland residential neighborhood w/Maybeck & Morgan buildings
- Stop the beginning trend of behemoth tall bldgs in our neighborhoods
- Definitely not 19 stories - keep at 7-8 stories
- SCALE of tower is WAY out of context for neighborhood
- Elevation (of land) & 19 stories = too high
- Height. Inappropriate scale & character for Oakland

- Too short
- Size of building
- Size of building plus height of land
- Scale of building
- Height
- Don't want height of tower. Want to preserve character of neighborhood
- 19 story tower will change the character of entire district
- Concerned (that) height of bldg will be an eyesore & ruin Oakland's "aesthetic"
- 5 story concrete parking lot at the corner of Clifton and Broadway = unsightly
- Move tower away from homes & site it closer to the Safeway development
- Extraordinary impact on views, shadow
- View
- View
- Views: mid-Bwy Terrace will lose views of SF & bridge! Developer doesn't recognize or study this. Will devalue housing values
- Destroys the view from my deck. We recently bought our house and paid premium for the view
- Design the bldg to enhance the flavor of the current architectural elements in the 1920s-30s housing.
- Aesthetic disconnect with surrounding neighborhoods
- Aesthetics & fitting in with the neighborhood
- The design should be compatible with the neighborhood look & feel
- Look at aesthetics (of) Rockridge
- Aesthetics: This crude tower is glaringly unfit for the neighborhood
- No more glass & metal! Painted stucco! Balconies!
- Honor Oakland and old school Oakland
- Housing density doesn't have to be ugly...
- Height
- Buildings no taller than 3 stories - blocking views
- Maximum height of 5 stories
- 8 stories max
- 9 story max
- How is 19 stories OK?
- OUT OF SCALE WITH NEIGHBORS. Poor building design (scale, massing) Too big, too ugly
- Given that housing is in crisis in this area, I think we should encourage large buildings like this. I would love to see the zoning changes needed to be used to leverage a better looking design for this 19 stories, however.
- Consider height in relation to the neighborhood
- The HEIGHT of the proposed building is totally out of proportion with the surrounding neighborhood and will block light in the neighborhood
- I object to the tower- honestly it feels like CCA is giving the community the finger:
BAD

Zoning

- Would be out of scale unless we upzone Rockridge
- Larger tower requires zoning change - allows more towers & destroys the neighborhood
- Limit height of high rise in residential zoning (don't change existing zoning)
- 19 stories - do not change (zoning)
- Community essence maintained - don't change zoning
- We do NOT want to change the zoning mandate to allow a 19 story
- Concerned with rezoning and lack of future planning could lead to haphazard planning
- Limit the height of the tallest bldg so that it fits w/in the context of the neighborhood - not higher than the tallest tree on the site

- 8 story limit
- Let's start with existing zoning density and go from there...Bonuses for the benefit to the community
- Sets an example for all other areas. Increased height and density
- Knock-on precedent for up-zoning
- Sets an example for other areas cities/towns (increased height & density)
- Create a canyon corridor (fear of)
- What is the bigger picture of overall development in Oakland? What will our neighborhood look like in 10 - 20 yrs? Need zoning limitations to moderate new building
- Do a comprehensive land use for the entire area e.g. the Safeway & empty lot plus the Campus
- Create an overall land use plan
- PLAN the whole area, please, Oakland City. Include Broadway/51st St/Pleasant Valley vacant ex-shopping mall site. Consider cyclical construction cycle - don't overbuild!
- Don't change zoning w/o land use planning
- Do not change zoning without a concurrent specific plan
- Rockridge needs updated zoning to support more diverse housing
- Recent General Plan update seems to be meaningless
- What is the point of zoning law if city council votes ca repeal piecemeal?
- How is (it) allowed under zoning? Scale?
- Zoning/Infrastructure: variance should not be approved. 19 stories are way too high.
- Need a proper process to determine impact on infrastructure
- Zoning - how to keep aligned with the current neighborhood
- The height of the bldg, 19 stories, logistically 2-4 stories visually higher than 19 stories is way out of scope of entire neighborhood around it (hill adds height to appearance)
- Why should this development get a zoning change? Would it be just for this parcel (if granted)?
- Why is an exception to zoning being proposed?
- Why is there a zoning change for this project?
- Proposed height completely out of context with city zoning
- Is there any chance to get/force a tie-in to the safeway empty lot?
- Incorporate adjacent Pleasant Valley corner site with CCA site development for EIR
- Zoning/infrastructure: spot zoning, re-zone w/o planning of overall area opens door to further inappropriate development locally.
- What are planning commissioners' qualifications? How do they get positions?

Density

- Density
- Overbuilding in Oakland
- What about the current empty units?
- Density and height (against)
- Density & height (against)
- Height, density & shadow
- Density - this site is unable to support the number of units proposed
- Don't kill the project! 15 min to BART, AC Transit every 10 min during rush hour. This is the perfect place for density.
- More units, BMR and even market rate. Let's put development in areas, like Rockridge, that have already been gentrified, not only in the flats. On a regional basis, more units at moderate price. I live 5 mins from project and was just on rental market - its a s%*&show!
- Dense housing: we need more supply of housing
- Over-saturation of population density between Broadway Terrace and 51st/Pleasant Valley on Broadway
- Building high density near transit makes sense - this plan achieves that
- Too many units in concentrated area

- Too big! Out of scale w/neighborhood. Ugly building
- No buildings higher than 6 stories - too many people in too small a space
- Increase density by (while) keeping it in character
- Air pollution from # of cars
- Cumulative land use impact: how many units added & planned on Broadway between MacArthur & CA 24?
- We need as much housing as possible to support our neighborhood treasure - College Ave retail
- Too high a population density for the location and infrastructure

Trees/Environment/Open Space (some overlap with Aesthetics)

- Public space & preservation of trees & aesthetics of area
- Glad saving historic trees
- Don't cut down the trees!
- Excessive removal of trees
- Save trees
- Save trees & grounds
- Destruction of trees
- Willingness to cut down old growth trees
- I like the focus on public open space
- Make the central green area permanently public
- Keep trees & accessibility to public space
- Public health: Need trees, green space & sunlight - this project doesn't have those in scale to surrounding area
- My mother lives at Merrill Gardens. She doesn't get out much, but takes great pleasure from looking out her window at the beautiful TREES at CCAC
- Trees: How can you move oak trees and be sure they survive? Oak trees are protected in Oakland
- Poor use of space - should be a park
- Public space & preservation of trees & aesthetics of area
- The height of the buildings blocks the view of trees and other local landmarks (UGLY)
- Terrain will limit usability of open space
- Park/Playground: 500+ new units, no park in neighborhood (Frog Park is .5 mi. away. Severe lack of playgrounds nearby and this is last chance as density increases.

Sustainability/Environment

- Development should comply with green building standards
- Building should be LEED certified. Why isn't it? Even silver
- Require green infrastructure, e.g., no natural gas utilities in new buildings and implement solar and other alternative energy
- Not sustainable
- Oakland needs high density building & sustainable growth is eco-friendlier
- Environmental sustainability- low carbon footprint in construction and ongoing low energy use
- Want good low carbon footprint if high density building
- Traffic/noise /air pollution, Views destroyed
- Traffic pollution, noise
- Detrimental impact on light & air
- Shadows - sun will not rise in morning at large segment of neighborhood including our house
- What will be the impact on air quality in the immediate area?

Cultural Resources (overlap w/Trees/Environment)

- Art/sculpture glade is a cool idea

- Like the open space proposed, non-profit space
- Neighborhood character, maintain pedestrian friendly area
- Neighborhood amenities (pool, green space open to all, tennis courts)

Process

- What is our "Timeline" to really make a difference in changing the current proposal?
- I am concerned that the process is being subverted, paving the way for further erosion
- Official application before project continues
- Insist that a formal application be submitted

Miscellaneous

- Vet the developer; Require a full app not pre-app. Don't allow zoning change. Does Libby Schaaf support this project?
- Who is developer? History? Track record with similar projects?
- Does the Claremont Country Club have a position on the project? Think it possible to recruit them if they are against?
- What is Dan Kalb's position?
- To Dan Kalb: "Given your years of experience" - what are our best, most effective actions going forward: Petitioning, canvassing, tying ourselves to trees, phone calls to who?

**COMMENTS ON PROCESS, LAND USE PLANNING, AFFORDABLE HOUSING, AND ENVIRONMENTAL ISSUES, ER 19003, SUBMITTED BY UPPER BROADWAY ADVOCATES
AUGUST 19, 2019**

PROCESS

We are concerned that a Notice of Preparation (NOP) of an EIR for the California College of the Arts Redevelopment Project (CCA Redevelopment) has been issued when the project under consideration is ill-defined and the City has not evaluated the land use implications for the project with public input.

The developer had a pre-application meeting and provided a general sense of what they would like to build, but they have not submitted an application. Neither the community nor the City actually knows what the project is that is subject to this scoping meeting.

Is there any circumstance under which a project is considered too preliminary for environmental review? What is that threshold? Is this project sufficiently well-described to give rise to a fully relevant environmental document? Should the project proponent be asked to provide a more fleshed-out program, and should the study be delayed until it is furnished? Our community has many concerns about the process.

We have specific questions regarding process:

- What process will the city follow if a large and loosely described project, predicated on general plan amendments, is studied under an EIR, later giving way to an altered project with a different scope?
- How are incremental impacts calculated for various levels of development intensity?
- How would required mitigations be handled should the scale of a project change after an EIR is completed?
- Under what circumstances would the city require that an EIR be revisited? What is the difference between supplemental environmental review and an addendum for a project such as this? What level of change would trigger each?

LAND USE PLANNING

To be clear, the EIR is NOT the appropriate forum to evaluate land use issues. An EIR evaluates potential environmental impacts, not land use planning, except to the extent the land use may have environmental impacts. This highlights the critical need to evaluate land use issues NOW, with the public, to make sure that the zoning and general plan changes are appropriate. Then we can consider what redevelopment project makes the most sense. Waiting until the planning department submits its staff report evaluating land use, after the EIR has been prepared, and when the project is up for a vote, is much too late. If the City (and the applicant) expect to garner public support for this project, and if they hope to avoid (unnecessary) litigation, there must be meaningful engagement with the public now.

The CCA Redevelopment has potentially profound land use implications for the City, not just in its immediate area, but along the entire Broadway corridor towards Kaiser. If a 19 story tower is built in the CCA campus, then it will provide one bookend, with Kaiser providing the other, for substantial vertical development along Broadway. Is this the type of development

the City wants? Or the public? The City should engage the public about this kind of issue before evaluating a specific project.

Certainly, there should be a comprehensive plan for the north east corner of Broadway/51st and Pleasant Valley. With the failed "Phase Two" of the Safeway project, the City has an opportunity to encourage unified planning for the entire area, including CCA.

Without overall planning Oakland will lose what makes Oakland attractive – neighborhood communities and character. Districts, such as the proposed Jazz district, create a sense of pride and belonging, and engaging destinations and discovery, rather than a homogeneous blah that could be anywhere. Oakland has a vibrant character and deep architectural heritage. City planning can leverage this development surge to create an even more vibrant set of districts.

AFFORDABLE HOUSING

The City has already met its goal for new housing, but not for affordable housing. This project affords the City an opportunity to make good on their stated desires to increase affordable housing stock, but this proposal falls short.

Oakland is a hot real estate market and that puts the City in the driver's seat to extract concessions from developers – like more affordable housing and other community benefits. We ask that the Planning Commission not waste a valuable opportunity to increase affordable housing stock in Rockridge.

The community is requesting that the developers study alternatives to the proposed 5.6% affordable units. Other studies that include different configurations of affordability should be performed before the Planning Commission makes a decision. We propose using the same percentage as San Francisco – a minimum 20% of affordable units in this proposed project. Requiring a higher percentage of affordability is the best way for Rockridge to do its part to make a dent in Oakland's affordable housing crisis.

Housing for artists is a nice request, but what about other population groups who won't be able to afford this project's luxury rents? A relevant local project, Baxter on Broadway, is having trouble renting its most expensive units. They offered NO affordable units. We suggest a study to explore converting more units to affordable for residents from all walks of life, particularly families. Oakland teachers would benefit from housing on this site. CCA's legacy to Oakland could be to honor not only local artists but also teachers from across every district. This is one solution that would represent a harmonious blending of the arts and teaching – both of which CCA is well known for promoting.

ENVIRONMENTAL IMPACT - ER 19003

1. Cultural Resources -

- CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public

amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?

- CCA provided many opportunities to the general public for art classes, lectures and exhibitions. What will this project do to replace such cultural resources? CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API .
2. Architectural and Historical Heritage - The planted campus, not only the historic buildings, is itself an historic landscape that must be assessed. The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. Artists and designers who put Oakland on the art map include sculptor Viola Frey, painter Nathan Oliviera, prominent Photorealist painter, Robert Bechtle, early claymation innovator and Academy Award winner Bob Gardiner, and photographer Hugo Steccati one of the most important architectural photographers to document modern Bay Area history. For good reason it is a City Landmark and is listed on the National Register of Historic Places. Recently Oakland has managed to preserve portions of our heritage in just about every neighborhood: - Whole Foods use of the old Cadillac dealership on 27th Street, - Current construction of several housing complexes on Broadway are integrating existing historic design elements in delightful ways. Of all the historic properties in Oakland, the CCA campus would be a perfect place to preserve a dwindling heritage. An alternative for creative re-use of the site should be studied.
 3. Air Quality - The pre-application documents do not provide enough information regarding impacts to air quality in the areas surrounding the CCA site. What mitigations will the City require of the developers regarding increased auto trips, off-gassing of building materials, FDA-level testing for lead and asbestos (required for all buildings constructed before 1978), mitigation of contaminated soil, etc? We request postponement of this issue until after a formal application has been made and the City and community has had time to evaluate it.
 4. Geology and Soil - What are the effects of covering more surface area in concrete? What is the plan for mitigating excess runoff? Will surface water draining systems be used (French drains, swails, etc.)? Has the City assessed the impact to our aging sewer system?

5. Open space and trees - Local residents have used the campus for open space and walking for many years.
 - Does the proposed open space reduce the amount of open space currently available to the public?
 - What are the guarantees that the open space will be maintained and accessible to the public?
 - Removal of trees - Numerous trees will be lost. What will be the effect of the attendant loss of shading and animal habitat?
 - Movement of trees - Two 100 year old live oaks are marked to be moved. In our discussions with arborists, 100 year old live oaks will not survive transplanting. What modifications to the plan can be made to preserve the numerous mature trees?
 - Replacement Trees - Exactly how many trees will be planted, and what species? And what size?
 -
6. Electricity - Should the City require all new construction over a certain number of units to be all electric, as many other local municipalities are requiring already? Is this not an opportunity to require advance environmental protections? What about the use of photovoltaic arrays and over-window shade structures to mitigate heat gain and save energy? Will the developers pursue LEED certification?
7. Greenhouse Gas Emissions – Most area homes do not have air conditioning. With a high rise building, without cross ventilation, air conditioning will be required. The Royal Institute of British Architects recently recommended a ban on glass-clad buildings, following New York City's lead. However, the more immediate consequences of these glass facades is a heavy need for air conditioning. The amenity's adverse environmental impacts are well documented—almost 14%—of total global energy use stems from air conditioning, and the heat captured and retained in building interiors by glass curtain walls is significant, especially in the summer heat. Advanced glazing and passive cooling options should be included. Climate Change Glass Royal Institute of British Architects (RIBA)
8. Hazards and Hazardous Materials - Years of studio classes taught on the site may have left significant hazardous waste such as silica, dyes, lead, etc. This must be identified. Cleanup and remediation would have to be completed before construction could begin. What will be done to mitigate this impact on the surrounding community? Is there asbestos on the site? What measures will be used to mitigate it during building demolition and construction? The old Chase building next door was delayed for months when asbestos was found in the concrete.
9. Restaurant Operations: What level of permit will the proposed café have? If they cook food then what type of Exhaust system will they have? Class I, Class II? And will you require a "smog hog" to pull grease from the air before it vents to the exterior? Again, this level of detail is not in the pre application materials and we request again that you require the developers to provide a formal application. A restaurant on the opposite side of College Point was recently closed for not having required grease traps on the plumbing.

10. Cell phone towers: Will the developers lease roof space to cell phone (or other electronic providers) providers? These are a health risk from increased EMF radiation and should not be placed on rooftops in dense residential areas.

11. Hydrology and Water Quality

- Plans for use of gray water for gardens should be included.
- What percentage of the acreage is currently covered by hardscape and what by permeable surfaces? And what is the proposed percentage? If an increase in non-permeable surfaces is planned, how will management of runoff and flood prevention be engineered?
- What measures will there be for erosion control given the steep grade and proposed removal of most of the trees? The trees' deep roots many of them 100 years old provide much of the stability for the steeply curved slope from Broadway and Macky Hall.

13. Zoning - The applicant is seeking to rezone the campus CC-2, the same zoning as the adjacent Safeway project. Unlike the Safeway project, which is entirely commercial and may, someday, have some residential on top of additional commercial development, the CCA Redevelopment is overwhelmingly a residential development, with only one cafe and some art space. Should not the space be designated entirely residential?

14. Noise and Vibration - What mitigations will be provided? The site is on bedrock.

15. Transportation - The project should include

- Capacity for charging electric cars
- Bicycle parking/recharging
- Scooter parking/recharging
- Stroller storage
- Zip car parking
- Guest parking
- Vans to and from Rockridge BART
- Off-street drop-off areas for taxis, Uber, Lyft, etc.
- Separate off-street loading zones for delivery vehicles such that they do not interfere with emergency access lanes. Wheelchair and walker accessibility on all pathways and sidewalks

16. Traffic

An exhaustive traffic analysis should include a radius of at least 1.5 miles and analyze

- Broadway north as access to Hwy 24 East, especially in evening (and Chabot Elementary School in morning)
- Broadway Terrace east as access to Hwy 13
- Broadway south as access to Hwy 24 West to Hwy 80 via 51st
- Broadway south to Pleasant Valley
- Broadway south to downtown Oakland
- Pleasant Valley east to Piedmont and Grand Avenues
- Pleasant Valley, 51st Street to Hwy 24 West to Hwy 80
- Broadway and College Avenue intersection (the Point) hosts a blind turn and is virtually impossible to navigate by bike.
- Impact of Baxter Development, Merrill Gardens, RadUrban at 51st and Telegraph and potential for an even greater number of residential units at 51st and Pleasant Valley.
- Excessive traffic signals – Four in the .2 miles of Broadway from Pleasant Valley to Broadway Terrace.
- Lack of signage or confusing signage endangers both vehicle and pedestrian traffic. Major study of area signage is required.
- Short cuts through neighborhoods to avoid signals. Too many signals result in impatience and traffic backup. This has resulted in a huge amount of wrong way traffic on Coronado, a one-way street down a blind hill and Desmond.
- Consider the impact on walking and scooter riding. Some students are new to the Oakland Tech commute and will be in danger as streets and sidewalks become more congested. With its split campus, Oakland Tech students already encounter significant delays in getting to class on time.
- Evaluation is needed for the entrance and exit to the site on Clifton, essentially an old carriage road dead ending at the golf course. This narrow street will have to handle cars, delivery vehicles, emergency vehicles, bikes, scooters, utility vehicles including Amazon, Fed Ex, UPS, USPS, Lyft, Uber and food delivery vehicles. Presumably, this will require a 5th signal within the .2 miles of Broadway.
- Are there plans to reconfigure the roadways at College Point? If yes, will this be accomplished concurrent the development? We should remind the City that there was to be a second huge traffic study of the Broadway/51st/ Pleasant Valley intersection, etc., following construction of the Ridge 2 that never happened. More than \$1 million was put aside for this purpose.
- Are there plans to increase bus and BART service? Our two BART stations are over capacity at rush hours already. There are only AC Transit 3 buses serving this location. How will CCA's free busses to SF be replaced? These free buses reduce traffic and parking required to serve the campus.

17. Circulation and Parking — What specifically will the developer/City do to reduce the impact on neighborhood parking (already severe due to sizable overflow from Merrill Gardens and proximity to BART)? Will parking permits be issued to building tenants? This would only spill more parking onto neighboring streets. Will jitneys to BART be provided, as well as significantly upgraded and improved public transit? What accommodation will be provided for Lyft, Uber, taxis, food delivery service vehicles, UPS, FedEx, USPS, Amazon and other delivery vehicles, and disabled access for scooters and wheelchairs, including sidewalks and ramps built to ADA code? Will Clifton Street (only 20 cars long and barely 4 cars wide) be widened to accommodate the additional traffic from the several hundred spaces?

18. Utilities and Public Services Utilities:

- Sewage - is Oakland sewage capacity sufficient to accommodate new baths/showers/toilets/washers and water run off without impacting neighbors?
- Gas and Electricity - How will facility address new PG&E policy of public safety power shutoffs? Will utilities be undergrounded? Will there be onsite generators and fuel storage tanks?

19. Public Safety - The developer's plan shows only one entrance to the property, via Clifton Street. Is this adequate in the case of fire, earthquake or other disaster? The project plan appears to show insufficient space for fire trucks to enter and turn around. The smaller residential buildings on the south edge which could be accessed from a different direction, by ladders, are situated on a cliff, which makes access to the upper stories by ladder impossible. Additionally the 19 story tower will provide views into neighborhood backyards and bedrooms. What security provisions will be put in place to ensure that the high rise won't violate the privacy and safety of the children growing up in the community of 1-2 story homes?

20. Mitigation of Construction Impact

- What mitigations are proposed for dust and noise? How will they be enforced? The site is on bedrock next to a quarry. Will there be blasting?
- How will current parking be affected? Will the builder be required to stage the project somewhere else?
- Will construction vehicles entering and leaving the site block residents of the apartment complex immediately east of CCA? How will any mitigations be enforced?
- Will construction noise beginning before 7AM be permitted to disturb neighbors, as happened continually throughout construction of Merrill Gardens and Baxter on Broadway, even though prohibited by City Code?

21. Shadow Study - Essentially nothing within a mile is taller than 5 stories

- Will there be compensation for neighbors' loss of solar exposure for solar energy equipment?

- How will the shadows affect the adjacent residences? Considering the proposed 19 story building surrounded by 8 story buildings, is there a shadow study planned for proposed "green space," public access areas? How many actual hours of sunlight will there be?
22. Landscaping - How will perpetual upkeep be guaranteed to ensure fire safety, beauty and walkability? How will guarantees of public access be enforced?
 23. Walkability - Sidewalks and paths need to be sufficiently wide to accommodate strollers, wheelchairs, dogs, etc., cleared of obstructions and lit for safety. Clifton Street needs to be evaluated for ADA compliance in terms of slope and regraded and paved to ensure equal access. Along Broadway the current wall with over hanging vegetation provides a block long respite for pedestrians to stroll and view the 100 foot trees. These cultural resources are irreplaceable. The current plan has a few sapling plantings and a lot of concrete.
 24. Water Run Off - There is much basement flooding in neighborhood due to underground streams. Will this project worsen this situation?
 25. Anticipated infiltration of rats and other wildlife pests. This was a large problem during Safeway, Merrill Gardens and Baxter development, causing existing residents to incur significant expense. How will this be mitigated? How will the deer that feed at the site be protected?
 26. View Ordinances - Do current ordinances permit this development?
 27. Carbon Sequestration" Lungs of Oakland" The developers estimate there are 100 trees on the site. Trees provide shade reducing heating and cooling energy use for buildings, they provide relaxing escape from the heavy traffic on Broadway, and they provide oxygen, carbon sequestration, and flowers for local beekeepers. Cutting down mature trees reduces carbon sequestration for the site and releases carbon back to the atmosphere.
 - 100 year old CCA campus has several historic landmark buildings and surrounds. The rolling hillside, steep cliffs, mature trees, Victorian architecture, and landscaping combine to offer a little bit of all of Oakland in it. The cliffs to the south and east host wildflowers in the spring and a family of deer in the morning and evenings. The treelined paths to the west block the noise and view of Broadway traffic and offer pedestrians a Japanese forest bath without driving to the hills.
 - The pre-proposal requires demolishing this stand of trees including some 100 year old redwoods and live oaks that won't survive transplanting. These trees clean our air, buffet sound from Broadway and the Highways, as well as create a nice place to stroll, jog, bike, or walk our dogs.
 - A sheer 5-8 story wall of glass and metal buildings and a 19 story tower here instead of these trees affects the quality of air in the surrounding community. The tower would be twice as tall as the tallest trees and reflect all the noise and wind coming from the highways. What is an eco-friendlier alternative? Will the trees on the ridge line to the south and the east also be cut down leaving a sheer rock face and glass

and metal building façade? The current buildings are nestled behind a row of trees on all sides.

- The 100-year-old 100 foot trees themselves are a cultural resource that are irreplaceable. A modern office-building style structure with only a couple yards of the historic steps mid-block preserved are no replacement for the habitat of trees and the historic landscaping around Macky Hall. At a minimum, what is the plan for carbon sequestration and damage to the environment?
28. Green construction - How does the project work towards Oakland, Alameda County, and the state of California goals of reducing greenhouse gas emissions, zero waste strategic plans, traffic reduction, and green building ordinances? What provisions for green and sustainable construction? Will there be green roofs or solar? If solar where will the panels be located and will there be onsite storage batteries? How will the buildings be heated and cooled? How can this construction be a model for sustainable development for the rest of Oakland? Will gray water be used? What will reduce the energy required to heat and cool the building as well as transport people, water, sewage up and down the tower? What is the lifetime estimate of the construction materials to be used? Cheaper building construction often have to be scrapped in 50-70 years. Tearing down existing construction has an environmental impact as well. The neighborhood of historic Craftsman and Victorian homes are 100 years old and still going strong. What new technologies for generating electricity such as solar energy creating window films be used?
29. Developer Abandonment and Economic Downturns - The parcel next door at 51st and Broadway has lay abandoned for three years after the Phase 2 for The Ridge development was canceled. It has numerous pedestrian hazards and is an eye sore surrounded by an illegal construction fence. What contingency provisions does this CCA project have in case financing or other event prevents its completion? How will the community and Oakland be compensated in the event the project falls through? Our economy is variable, building and 100-year-old tree demolition is permanent.
30. Social Justice and Social Impact - CCA and the developers pride themselves on social justice and meeting the needs of the communities they serve. How is a 19 story metal and glass luxury apartment tower with only 6% affordable units in a converted student dorm a development a model for social and economic equality, diversity, and inclusion? How does it reflect the artistic design tradition of the educational center for California's Historic Arts and Crafts movement – a movement that revered the relationship between people and the natural world?

“As one of the most diverse colleges in the United States, CCA is committed to social change and addressing systems of oppression.” – Stephen Beal CCA President
(Source CCA website <https://www.cca.ed>)

ALTERNATIVES TO BE STUDIED

Study 1: Examine an alternative that provides 10% affordable units for low income housing (as defined by HUD), and 10% moderately affordable units (as defined by HUD), calculated by assuming 20% of all units will be affordable. This is a sensible requirement if the City plans to

alter the general plan for the developer. The pre-application asks for a huge increase in zoning and the City does not have to accede to their request.

Study 2: Include alternatives that reduce the height of the proposed buildings to several options: 12 stories, 7 stories and 5 stories.

Study 3: Research a proposal that includes 7% of housing units for families (2 and 3 bedroom units) for people with moderate incomes. These units could house our teachers, single parents and the elderly who cannot afford a place like Merrill Gardens. It's crucial that these proposed units not just attract wealthy singles and couples. And as our population ages, affordable senior units will become even more in demand. The Alameda County Plan for Older Adults estimates the following: *In 2020, Alameda County will be home to more than 260,000 adults over the age of 65. By 2030, 1 in 5 Alameda County residents will be in the 65 plus age group, and by 2040, the number of older adults will substantially outstrip the number of children under the age of eighteen. By 2050, Alameda County will have almost 100,000 elders over the age of 85.* Shouldn't the City of Oakland be more proactive and begin to anticipate how to house all these people? We think so, and this development could kick-off a City-wide effort.

Study 4: When constructing alternatives, provide a description of how the units will integrate with the social fabric of the city, including likely age profiles, school attendance, and need for other social services.

Study 5: Interview Affordable Housing Developers as potential partners or advisors to this project. They have the expertise and practical skills to determine what affordable units should look like based on demographics of potential residents. Oakland and the wider Bay Area have many accomplished affordable housing developers to choose from. They know how to get these units approved and built.

Study 6: There should be a requirement to examine the vacant site at Broadway and Pleasant Valley into consideration as a second housing site and how the entire area could be an affordable housing center.

Submitted by Upper Broadway Advocates

Kirk Peterson, Chair; Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

ATTACHMENT 1

COMMUNITY MEETINGS 7/17/19 and 7/31/19 Rockridge Library PUBLIC COMMENTS

Guidelines used in recording post-its:

- Some post-its just repeated the topic word (e.g., just said "traffic".) Those are included as they represent someone's concern about that topic.
- Post-its are verbatim, not reworded. Multiple post-its repeating the same thing are not condensed. Each instance is recorded.
- Some post-its moved to more appropriate topic
- Where a post-it covered multiple topics they are separated and listed w/ appropriate topic.

One long post-it from one person summarizes concerns of many:

- Inappropriate size of building. Ruins character of neighborhood. Too tall.
- Creates more traffic & congestion
- Loss of historic trees. Ruins view
- As a graduate of CCAC it is hard to believe that the School of Architecture hasn't weighed in with something more in character of original campus & gardens.
- This is a historic landmark that is being obliterated.
- No affordable housing or added transportation to support the congestion.

Affordability

- Affordability
- Affordable housing!
- Affordability requirements
- Increase in # of affordable units
- Lack of affordable housing
- Lack of affordable housing and an increase in prices at high end at market will increase overall market
- Include affordable units for families that can house a family of 4 under or at \$2,500 mo.
- Provide significant increase in affordable housing
- We must have a generous amount of affordable units
- Not really offering decent affordable housing
- Genuinely affordable housing
- Affordability: we need MANY more low-rent units that are TRULY affordable
- Not enough affordable housing
- Housing affordability feasibility
- Moderate income mandate for 19 story housing
- Require a % of units to be affordable housing to support inclusion and diversity
- Zoning & affordable housing % requirements
- I am not opposed to the general plan & would like to see 10 - 15% affordable housing
- Require 15 - 20% affordable housing if density is...?...maintained???
- 20% affordable
- Affordable housing 20% or more
- 20% affordable of the whole
- At least 30% of low-income and moderate-income housing
- Relationship between building height & housing affordability (meaning???)
- There should be affordable housing in the MAIN building
- The high rents will drive out ALL artists, most of whom are struggling already

- The artist space is not new. They are now just making it available for their students in SF. Nothing added
- The entire City of Oakland is under construction. We have no shortage of overpriced housing. Whatever is built needs to be AFFORDABLE
- More affordable housing in the project
- Affordability 5% and rest market rate is not acceptable
- Would like to at least match SFs requirement of 20% of units affordable
- 20%? affordable minimum
- At least 20% affordable as in SF.
- Provide affordable housing 20% of the units
- Affordability 20% like the other cities
- Affordable housing - require 20%+ affordable units
- 20% affordable requirement in SF has stopped housing production there. In Oakland you would get 20% x0=0
- Ensure we build high w/large # of units that are affordable & BMR!
- More affordable housing is needed. This project does not address it.
- How much affordable units would be possible if parking was eliminated or density doubled?
- How can we incentivize developers to build more affordable units? (below market rate)
- Forget affordability for "artists" - affordable for teachers
- (Its) not "affordable" housing that include dislocated folks & workers in area...
- Affordability!!! to maintain diversity
- How about other housing modalities? Co-housing?

Neighborhood Impact of Development of CCA and Shopping Center

- Bldg height: there are no bldgs this height in neighborhood. RR is a residential neighborhood w/tallest bldgs at 4-5 stories. Tall bldgs are 4-5 miles away in industrial & downtown areas. Building this height will be detriment to residential neighborhood
- TOO HIGH out of character w/neighborhood. Lack of coordinated planning w/Ridge
- 19 stories is outrageous. Shame on CCA for being such a bad neighbor in their departure
- More residents could support less turnover in retail. More people = fewer "help wanted" signs
- (Negatively) impact local businesses supported by CCA?
- Scope of project is too lg. Building is too tall too many units destroying green space
- Appropriate SCALE scale scale
- Density/ height impact on aesthetics of neighborhood
- Preserve the character of the neighborhood aesthetics & walkability
- Destruction of neighborhood character, pedestrian friendly rather than sterile tower
- Integration with commercial property on corner
- Coordinate planning and development of the two adjacent parcels before ANYTHING is allowed
- The development feels like a gated community. It feels closed off from the rest of the community.
- How will this affect the high school campuses, main and satellite?
- Impact on Oakland Tech students upper campus
- After completing the project, plan for ongoing maintenance of the bldgs, roads, landscaping, so that it ages beautifully
- Invites construction of other behemoths that threaten neighborhood character

Infrastructure: schools, playgrounds

- Infrastructure
- Schools are already overcrowded. Where will our kids and the new kids go to school?
- Where is neighborhood (infrastructure) support for all the people coming to the developer's park?
- Add appropriate infrastructure to sustain the additional residents: libraries, fire stations, beat policing...
- Impacts on current infrastructure - i.e., schools, fire dept., sewer, access for garbage

pickup, fire, etc.

- We're inviting, in Oakland, 10,000 + people to join us - actually 8,600 units will come on line this summer - the streets aren't even paved
- Reconfigure College Point

Traffic/Parking/Transit

- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic flow analysis Broadway/51st/Pleasant Valley
- Traffic/transit/parking: Insufficient parking on site, Broadway too narrow in this area
- Traffic/transit/parking/emergency access
- Traffic/transit/parking - given the high cost of units, .64 parking spaces/unit is way too low
- Traffic flow on Broadway
- No left turn capability onto Bwy
- Traffic congestion/parking
- Traffic, street access, parking
- Traffic/parking on Bwy & Clifton
- Traffic and parking
- Traffic no parking
- Transportation congestion
- Lack of sufficient infrastructure: roads and traffic control
- High rises need to be right next to public transit, not 3/4 mi. away
- 19 story high rise increases traffic - need to limit size of the high rise
- Broadway infrastructure for traffic is currently not in place
- Current traffic on Bwy is a big problem since Road Diet did not anticipate all the growth already
- Current infrastructure cannot handle current traffic. More lights (which tends to be Oakland's solution) don't and can't work. Need detailed traffic and parking studies
- With one lane in each direction on Broadway - noxious car fumes are already a problem from cars idling
- Already bad backup on Bwy since Merrill Gardens. No flow. Pedestrian safety
- Consider traffic problems exiting Hwy 24 already at rush hour. Add Uber/Lyft circulating even if new residents don't own cars GRIDLOCK & pollution
- Lack of parking to units (ratio), traffic flow, service access
- Too much traffic/parking concerns for the infrastructure
- Look at traffic. Not enough parking. Residents will park in neighborhood.
- Impact of traffic @ Bwy & Bwy Terrace
- This corner of Broadway cannot sustain traffic flow from proposed development
- Concerned about traffic cars/bikes/scooters in the 3 surrounding blocks-Impact on traffic on Broadway east of 51st ??
- Traffic flow on Broadway between 51st /Pleasant Valley & Bwy Terrace
- Heavy traffic 51st & Bwy
- Impact on traffic - 4 traffic lights w/in 5 blocks on Broadway
- There are four traffic lights within a few yards at Bwy x College Ave.
- Number of signals between Broadway Terrace & 51st St.
- Traffic, traffic, traffic. 51st & Bwy already nuts & the shops at Rockridge not even complete!
- Traffic on Clifton...Parking? awkward, unsafe
- Traffic access & density of traffic on Clifton, Broadway, Bwy Terrace & 51st St.
- Traffic impact on Broadway and Bwy Terrace up to the 13 freeway
- Traffic & traffic flow from 40th through 51st all the way to Hwy 24 entrance
- What will traffic impact be? Already deadlock traffic on Broadway to 24, backed up to Oakland Tech during rush hours

-Traffic: will Broadway become a freeway? Will the recent traffic calming and bike lanes be for naught?

Parking

-PARKING

- Lack of parking will create parking problems on neighboring streets
- Parking: 330 spaces for 586 units? They will fill the whole neighborhood with their cars
- Parking on Thomas permitted?
- Not enough parking spaces
- Inadequate parking
- Lack of parking: it is possible that there will be 300-700 cars looking for parking spaces outside the site
- Too much parking
- Parking proposed is completely inadequate. Will make neighborhood parking (& traffic) impossible
- Parking: neighborhood parking spaces - streets are already filled. Allocating 0.6 parking spaces per unit is not realistic
- I like that low parking ratio encourages use of transit on top of bus stop.
- Less than one parking space per unit will spill cars onto single family neighborhoods and cause horrific parking nightmare
- Eliminate parking minimums. Encourage walking and biking.

Transit

- BART is already over capacity at our 2 stations
- Community benefits agreement that includes substantial increase in transit capacity to reduce vehicle dependence
- Include car shares, bikes, etc. in project scope
- How will project interact with AC Transit/BART? will there be a shuttle service? How will project promote transit use? How will it affect transit capacity?
- How will the developers incentivize AC Transit & BART to mitigate traffic?
- Parking & cars: AC Transit is an albatross of a system. Doesn't work for us
- What would be the effect on transit ridership on the 51 bus if the density doubled?
- Mass public transit to support increased population?

Fire/Safety/Accessibility/ADA

- There isn't a good egress plan for an emergency situation for the # of units & people who will potentially live in skyscraper at this site.
- Widen sidewalks along Broadway and connecting streets to BART and Safeway
- Emergency access & egress on Clifton
- Egress, ingress Clifton to Broadway
- Emergency access: Need to have at least two access routes and ensure there will be access for emergency vehicles while people are evacuating
- Traffic congestion: all traffic will come out of Clifton in case of disaster -leads to road block
- This is a fire zone: how do you evacuate a 19 story building plus extra side buildings?
- What's going to happen if theres a fire on the 19th floor and the ladder won't work?
- Exit the building during an earthquake?
- Earthquake safety
- Emergency vehicles, large delivery vehicles? No way on street (= no good access?)
- First response access on Clifton
- Accommodation should be made for elderly/disabled
- Good aesthetic design that includes non-verbal accessibility and is in character with Oak/RR & a model example
- The Oakland firestorm of 1991 came within a mile of the CCA site. Fire safety and evacuation are tremendous concerns!!
- What will be the impact on the provision of emergency services?
- Public safety: concern re: fire access, not enough parking. traffic, too much for small side street and Broadway & 51st.

- Suppose there is a fire on the 17th floor. The hook & ladder will not reach the 19th floor.
- Safety - police access, fire access, community safety
- Traffic on College Ave for kids going to Claremont & Chabot schools - safety for our children w/increased cars & traffic
- Safety crossing streets
- I'm concerned about pedestrian & bicycle access in this area (esp. Oakland Tech students & residents)
- Oakland Tech access, pedestrian, student safety, lights, traffic
- Traffic at 51st/Bwy/Pleasant Valley vs. Oakland Tech upper campus classes -student safety running for class
- I am very concerned about the dangerous status for peds & bikes at Bwy & 51st/Pleasant Valley

Historic Preservation (some overlap with Aesthetics)

- Lovely grounds, trees, space turned into a concrete jungle
- Do not destroy historical site
- Aesthetics: destruction of artistic old buildings
- Historic resources dwarfed by mega-structure
- Incorporate styles that are present in the neighborhood
- I don't want an ugly building and the historic gate should remain
- Demolition of much of the historic Broadway wall
- The eclectic variety of old buildings will be lost in these "ice cube" looking structures
- Glad (they are) saving historic home/building
- Save historic outer walls, gate & structures
- Maintain historic nature and appropriate size of bldgs.
- Preserve beauty of site, especially the gate and trees.
- The CCA site should be preserved in a historically meaningful manner - far more open space/trees - parklike. Housing additions should be compatible
- Disregard for historical buildings, keep wall along Broadway. Preserve more of current structure
- Do a historic landscape study (HALS) report
- Historic preservation + landscape preservation
- Don't let "preservation" get in the way of people living in homes!
- Keep the whole wall

Aesthetics

- Aesthetics
- Aesthetics
- Aesthetics
- AESTHETICS! Please keep the character of the neighborhood
- Lose character of Rockridge
- Design should reflect character of area
- Aesthetics = ugly East Bay
- Architecture of bldg should be compatible with what we already have. No sleek modern!
- The aesthetics of design are most important. These buildings belong in Manhattan, not Oakland
- Beautiful bldg as if this is Marin County. More density OK. Coordinate w/empty Safeway lot
- Attractive main building - not a glass skyscraper
- No cheap ugly block construction please
- Instead of a steel and glass bldg use other materials to celebrate design eras & styles like Arts & Crafts, Craftsman, Spanish, etc.
- I hate that the Arts & Crafts style & heritage is being so entirely ignored in the proposed plan
- Architectural design more consistent w/Rockridge
- Inappropriate and/or unattractive design for the neighborhood
- Keep the Oakland vibe going
- Building design to match surrounding architecture aesthetic
- Architectural incompatibility > concern w/design & height of tower

- Couldn't CCA be "shamed" into wanting an aesthetically attractive bldg? It is, after all, an art school whose name would be associated with it
 - If the beauty of Rockridge has much to do with the walkability, this project contradicts that attribute entirely
 - Height of bldg
 - Excessive height of the tower
 - SF skyscraper NOT appropriate for N. Oakland residential neighborhood w/Maybeck & Morgan buildings
 - Stop the beginning trend of behemoth tall bldgs in our neighborhoods
 - Definitely not 19 stories - keep at 7-8 stories
 - SCALE of tower is WAY out of context for neighborhood
 - Elevation (of land) & 19 stories = too high
 - Height. Inappropriate scale & character for Oakland
 - Too short
 - Size of building
 - Size of building plus height of land
 - Scale of building
 - Height
 - Don't want height of tower. Want to preserve character of neighborhood
 - 19 story tower will change the character of entire district
 - Concerned (that) height of bldg will be an eyesore & ruin Oakland's "aesthetic"
 - 5 story concrete parking lot at the corner of Clifton and Broadway = unsightly
 - Move tower away from homes & site it closer to the Safeway development
 - Extraordinary impact on views, shadow
 - View
 - View
 - Views: mid-Bwy Terrace will lose views of SF & bridge! Developer doesn't recognize or study this. Will devalue housing values
 - Destroys the view from my deck. We recently bought our house and paid premium for the view
 - Design the bldg to enhance the flavor of the current architectural elements in the 1920s-30s housing.
 - Aesthetic disconnect with surrounding neighborhoods
 - Aesthetics & fitting in with the neighborhood
 - The design should be compatible with the neighborhood look & feel
 - Look at aesthetics (of) Rockridge
 - Aesthetics: This crude tower is glaringly unfit for the neighborhood
 - No more glass & metal! Painted stucco! Balconies!
 - Honor Oakland and old school Oakland
 - Housing density doesn't have to be ugly...
 - Height
 - Buildings no taller than 3 stories - blocking views
 - Maximum height of 5 stories
 - 8 stories max
 - 9 story max
 - How is 19 stories OK?
 - OUT OF SCALE WITH NEIGHBORS. Poor building design (scale, massing) Too big, too ugly
 - Given that housing is in crisis in this area, I think we should encourage large buildings like this. I would love to see the zoning changes needed to be used to leverage a better looking design for this 19 stories, however.
 - Consider height in relation to the neighborhood
 - The HEIGHT of the proposed building is totally out of proportion with the surrounding neighborhood and will block light in the neighborhood
 - I object to the tower- honestly it feels like CCA is giving the community the finger:
- BAD

Zoning

- Would be out of scale unless we upzone Rockridge
- Larger tower requires zoning change - allows more towers & destroys the neighborhood
- Limit height of high rise in residential zoning (don't change existing zoning)
- 19 stories - do not change (zoning)
- Community essence maintained - don't change zoning
- We do NOT want to change the zoning mandate to allow a 19 story
- Concerned with rezoning and lack of future planning could lead to haphazard planning
- Limit the height of the tallest bldg so that it fits w/in the context of the neighborhood - not higher than the tallest tree on the site
- 8 story limit
- Let's start with existing zoning density and go from there...Bonuses for the benefit to the community
- Sets an example for all other areas. Increased height and density
- Knock-on precedent for up-zoning
- Sets an example for other areas cities/towns (increased height & density)
- Create a canyon corridor (fear of)
- What is the bigger picture of overall development in Oakland? What will our neighborhood look like in 10 - 20 yrs? Need zoning limitations to moderate new building
- Do a comprehensive land use for the entire area e.g. the Safeway & empty lot plus the Campus
- Create an overall land use plan
- PLAN the whole area, please, Oakland City. Include Broadway/51st St/Pleasant Valley vacant ex-shopping mall site. Consider cyclical construction cycle - don't overbuild!
- Don't change zoning w/o land use planning
- Do not change zoning without a concurrent specific plan
- Rockridge needs updated zoning to support more diverse housing
- Recent General Plan update seems to be meaningless
- What is the point of zoning law if city council votes ca repeal piecemeal?
- How is (it) allowed under zoning? Scale?
- Zoning/Infrastructure: variance should not be approved. 19 stories are way too high.
- Need a proper process to determine impact on infrastructure
- Zoning - how to keep aligned with the current neighborhood
- The height of the bldg, 19 stories, logistically 2-4 stories visually higher than 19 stories is way out of scope of entire neighborhood around it (hill adds height to appearance)
- Why should this development get a zoning change? Would it be just for this parcel (if granted)?
- Why is an exception to zoning being proposed?
- Why is there a zoning change for this project?
- Proposed height completely out of context with city zoning
- Is there any chance to get/force a tie-in to the safeway empty lot?
- Incorporate adjacent Pleasant Valley corner site with CCA site development for EIR
- Zoning/infrastructure: spot zoning, re-zone w/o planning of overall area opens door to further inappropriate development locally.
- What are planning commissioners' qualifications? How do they get positions?

Density

- Density
- Overbuilding in Oakland
- What about the current empty units?
- Density and height (against)
- Density & height (against)
- Height, density & shadow
- Density - this site is unable to support the number of units proposed
- Don't kill the project! 15 min to BART, AC Transit every 10 min during rush hour. This is the perfect place for density.

- More units, BMR and even market rate. Let's put development in areas, like Rockridge, that have already been gentrified, not only in the flats. On a regional basis, more units at moderate price. I live 5 mins from project and was just on rental market - its a s%&show!
- Dense housing: we need more supply of housing
- Over-saturation of population density between Broadway Terrace and 51st/Pleasant Valley on Broadway
- Building high density near transit makes sense - this plan achieves that
- Too many units in concentrated area
- Too big! Out of scale w/neighborhood. Ugly building
- No buildings higher than 6 stories - too many people in too small a space
- Increase density by (while) keeping it in character
- Air pollution from # of cars
- Cumulative land use impact: how many units added & planned on Broadway between MacArthur & CA 24?
- We need as much housing as possible to support our neighborhood treasure - College Ave retail
- Too high a population density for the location and infrastructure

Trees/Environment/Open Space (some overlap with Aesthetics)

- Public space & preservation of trees & aesthetics of area
- Glad saving historic trees
- Don't cut down the trees!
- Excessive removal of trees
- Save trees
- Save trees & grounds
- Destruction of trees
- Willingness to cut down old growth trees
- I like the focus on public open space
- Make the central green area permanently public
- Keep trees & accessibility to public space
- Public health: Need trees, green space & sunlight - this project doesn't have those in scale to surrounding area
- My mother lives at Merrill Gardens. She doesn't get out much, but takes great pleasure from looking out her window at the beautiful TREES at CCAC
- Trees: How can you move oak trees and be sure they survive? Oak trees are protected in Oakland
- Poor use of space - should be a park
- Public space & preservation of trees & aesthetics of area
- The height of the buildings blocks the view of trees and other local landmarks (UGLY)
- Terrain will limit usability of open space
- Park/Playground: 500+ new units, no park in neighborhood (Frog Park is .5 mi. away. Severe lack of playgrounds nearby and this is last chance as density increases.

Sustainability/Environment

- Development should comply with green building standards
- Building should be LEED certified. Why isn't it? Even silver
- Require green infrastructure, e.g., no natural gas utilities in new buildings and implement solar and other alternative energy
- Not sustainable
- Oakland needs high density building & sustainable growth is eco-friendlier
- Environmental sustainability- low carbon footprint in construction and ongoing low energy use
- Want good low carbon footprint if high density building
- Traffic/noise /air pollution, Views destroyed
- Traffic pollution, noise
- Detrimental impact on light & air
- Shadows - sun will not rise in morning at large segment of neighborhood including our

house

-What will be the impact on air quality in the immediate area?

Cultural Resources (overlap w/Trees/Environment)

-Art/sculpture glade is a cool idea

-Like the open space proposed, non-profit space

-Neighborhood character, maintain pedestrian friendly area

-Neighborhood amenities (pool, green space open to all, tennis courts)

Process

-What is our "Timeline" to really make a difference in changing the current proposal?

-I am concerned that the process is being subverted, paving the way for further erosion

-Official application before project continues

-Insist that a formal application be submitted

Miscellaneous

-Vet the developer; Require a full app not pre-app. Don't allow zoning change. Does Libby Schaaf support this project?

-Who is developer? History? Track record with similar projects?

-Does the Claremont Country Club have a position on the project? Think it possible to recruit them if they are against?

-What is Dan Kalb's position?

-To Dan Kalb: "Given your years of experience" - what are our best, most effective actions going forward: Petitioning, canvassing, tying ourselves to trees, phone calls to who?



August 30, 2019

Rebecca Lind
Bureau of Planning
City of Oakland
250 Frank H. Ogawa, Suite 3315
Oakland, CA, 94612

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the California College of the Arts Redevelopment Project

Dear Ms. Lind:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the California College of the Arts Redevelopment Project. The project site is located in the Rockridge neighborhood the City of Oakland. The proposed project site is split into two separate development sites, both of which front Broadway, but are separated by Clifton Street. Parcel 1 is a 3.9-acre site located at 5200 Broadway and is bound by Broadway to the west, Clifton Street to the north, a multi-family apartment complex to the east, and the Rockridge Shopping Center access road to the south. Parcel 1 consists of the Oakland branch of the California College of the Arts campus. Parcel 2 is a 0.3-acre site consisting of a 100-bed dormitory, known as Clifton hall, located at 5276 Broadway. It is bound by Broadway to the west, Broadway Terrace to the north, a multi-family residential building and the Oakland Technical High School Upper Campus to the east, and Clifton Street to the south. The project site is approximately 0.6 miles south of Rockridge Bay Area Rapid Transit District (BART) Station, approximately 0.6 miles south of Highway 24, one mile north of Interstate 580, and 1.4 miles west of Highway 13.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The **City of Oakland** and the Alameda CTC signed a Countywide Model Agreement May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of

a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - In the City of Oakland, Claremont Avenue, Broadway, Grand Avenue, State Route 13, and State Route 24
 - In the City of Berkeley, Claremont Avenue
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: Bay Area Rapid Transit and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan adopted in May 2019.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

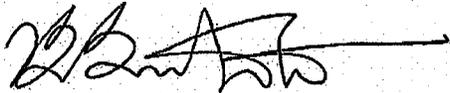
- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements

are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

Lind, Rebecca

From: Laura Schlichtmann <laura.schlichtmann@gmail.com>
Sent: Tuesday, August 20, 2019 5:30 PM
To: jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com;
tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com;
SShiraziOPC@gmail.com; NHegdeOPC@gmail.com; Merkamp, Robert; Lind, Rebecca
Subject: Proposed rezoning and redevelopment of CCA site, ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

To: Planning Commission, City of Oakland
Jahmese Myres, Chair
Amanda Monchamp, Vice-Chair
Tom Limon
Jonathan Fearn
Clark Manus
Sahar Shirazi
Nischit Hegde
Robert Merkamp, Secretary to the Planning Commission
Rebecca Lind, Planner III

From: Laura Schlichtmann (laura.schlichtmann@gmail.com)

Re: Proposed redevelopment of CCA campus, ER19003

Overview

This memo concerns the current version of the proposed redevelopment of the Oakland campus of the California College of the Arts, ER19003, on Broadway just north of the "Ridge" shopping center and Pleasant Valley Avenue. This version would add approximately 600 units of market-rate housing to the site, relying on a 19-story tower and several 10-story structures to carry most of that load, while converting the student dorm at the north side of the site to a lower-income multi-unit residential structure for artists (5-6% of the contemplated residents). The proposal would require rezoning.

In principle, an increase in housing supply is welcome and a number of the neighborhood's relatively taller residential buildings are already concentrated nearby, in the lower Broadway Terrace area. However, the percentage allotted for below-market-rate residents is too small, especially if the proponents receive any zoning change. Moreover, like a number of other area residents, I have concerns about such matters as the impact on traffic and parking - and particularly the adequacy of local roads to handle evacuation in the event of a major emergency, such as a large fire or major earthquake. In addition, the 19- and 8-story buildings are wholly out of scale and inappropriate in this area.

Emergency Evacuation

I have lived in southern Rockridge since the mid-1980s, including through both the Loma Prieta earthquake and the 1991 firestorm. Had the winds not shifted direction as the fire drew closer to Broadway, our house, half a block west of College Avenue, could have added to the many that burned. As it was, we had time that afternoon to pack our car with essential papers, photographs, and clothing and were ready to leave at any time that night.

Not surprisingly in view of this history, my concerns about the current proposal include its impact on emergency evacuation. This concern applies not just to the CCA site, but also to streets nearby and up Broadway Terrace; both traffic jams trying to get out on the neighborhood roads and nearby residents' inability to pull their cars out due to illegal parking blocking their driveways must be anticipated. This is exacerbated to the extent that residents of the CCA site are disabled, or have to rely on bicycles to carry essentials out, or have parked their car blocks away due to the proposed low number of on-site parking spaces. Do the planners think Lyft will ride to the rescue in case of earthquake or major fire?

General Traffic and Parking Impact

Even apart from emergency situations, the impact of the proposed new large number of residents of the single site on traffic and area parking will be substantial. I have heard a number of people raise these concerns at previous community meetings, often backed by greater expertise about the key intersections involved and roadway carrying capacity, so leave discussion of these topics to others. The City must take care to require that the site developers do not impose avoidable burdens created by their project on the surrounding neighborhood and other Oakland residents.

Building Height Out of Scale for Neighborhood

Another concern implicates the quality of life in Rockridge and ultimately other Oakland neighborhoods. The proposed scale of this development, particularly the 19-story tower but also the 8-story buildings, is simply out of place at the CCA site.

Recently, as I drove back toward Oakland from the Peninsula via San Francisco, the Campanile caught my eye; it is always a landmark. I wondered how its height compared to the proposed CCA tower, and later found that the Campanile stands 307 feet tall. In other words, the proposed 19-story tower would be well over half as tall as the Campanile (62%). The Campanile is a monument set in an open plaza of the UC campus - designed to feature it and facilitate taking it in - surrounded by monumental academic buildings. The CCA site sits on a rise in a neighborhood where one-and two-story homes from the years after the 1906 earthquake predominate.

As mentioned earlier, the site also is near some of Rockridge's tallest residential structures lined up along lower Broadway Terrace - but these are five or, more rarely, six stories high, not 8, far less 19. You will have seen the numerous illustrations of the tower's intrusiveness from various vantage points throughout Rockridge. These towers should be stopped now, particularly since the proponents cannot pursue them without a zoning change that the City is within its rights to deny.

The City Should Require More Moderate- and/or Low-Income Housing

In exchange for a zoning change (not, however, permitting 19- or even 8-story towers), the City can and should require a higher proportion of units dedicated to moderate- or low-income residents. Such units would make it possible for younger teachers to avoid long commutes to get to this or nearby neighborhoods; many other workers who form part of the Oakland fabric but now must travel long distances to get here could participate more fully in daily life in Rockridge and the rest of Oakland. This would be a win-win for all concerned.

Conclusion

Speaking personally - and assuming that traffic, parking, the income mix, and other issues can be addressed successfully - I would prefer additional shorter buildings on the site to the hulking towers the developers propose; residents could get their fill of green space elsewhere around Rockridge, in the East Bay Regional Parks, and still elsewhere locally. But if these towers are allowed, it is only a matter of time before little gardens throughout lower Rockridge are paved over to give way to taller multiunit structures.

Thank you for your consideration.

Sincerely,
Laura Schlichtmann

Sent from my iPad

Lind, Rebecca

From: Kirk Peterson <kirk@kpaarch.com>
Sent: Monday, August 19, 2019 5:28 PM
To: Lind, Rebecca
Subject: CCAC project NOP

Follow Up Flag: Follow up
Flag Status: Flagged

To the Oakland Planning Commission,

Please consider the comments herein regarding the Notice of Preparation for the EIR for the project which has not yet been properly proposed for the campus of the California College of the Arts and Clifton Hall, ER 19003. As a former Chair of the LPAB, a native who has observed Oakland change for over half a century, a longtime historic preservation activist and citizen who loves Oakland I feel well qualified to understand, comment on and hopefully improve the process that the City is initiating.

The CCAC campus is an historic site reflecting in its entirety the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. For good reason a portion of it is a City Landmark and is listed on the National Register of Historic Places.

The EIR must include a comprehensive examination of the CCAC campus and buildings as a cultural resource. The entire site could certainly be declared eligible for the National Register of Historic Places. The Treadwell House is already on the Register, but reflects only a part of the rich history of the site, which is in fact a functioning arts heritage historic district.

The EIR process should include the preparation of an historic structures/site report that extensively examines this resource in a holistic fashion. It should include:

- Assessment of the artistic/aesthetic character of the architecture, both high-style, highly designed buildings and vernacular work, from the Treadwell House to the original CCAC 1920s studio building on Clifton Street. This should also include discussion of the overall character of the physical place as a composition that was built over time that reflects the history and culture of Oakland and is an artistic artifact in itself.
- In addition to examining the historic buildings already identified, the EIR must research the archaeological significance of the site to determine if it was in the territory of a local Native American Tribe. If the site does fall within such grounds, it should notify the Tribal Historic Preservation Office and any affected Indian Tribes or their next of kin and provide them with a reasonable time to comment on whether the development would disturb any Native American cultural resources. This would include any surface or subsurface artifacts, records or remains that might be of religious or cultural significance to Tribes. Not doing this would risk creating a bigger divide between the people living here now and the indigenous people who have their cultural history on the land.
- Historic horticulture, differentiating between plantings of different times.
- Documentation of the art sculptures on the campus; the sculpture garden

- Site planning, including pedestrian and vehicular use patterns of use, useable open spaces and planting areas.
- Research into persons of note associated with CCAC, as well as artistic movements or styles that developed at CCA, or were part of CCAC's educational or arts practice.

If the proposed destruction of the campus is to occur it is imperative to establish the value of the features and processes to be lost. How can there be mitigations commensurate with the loss if a cultural and historic resource without an understanding of the resource?

Materials documenting CCAC's history and campus, such as videos, commemorative plaques, reports and oral histories, etc. are good things and can support future historical research. But these things are archival, and they do not constitute mitigation that is meaningful to the ongoing life of the City and its citizens. The EIR must address the issue of the magnitude and character of mitigations appropriate to an enormous loss of a cultural resource. The proposed development would engulf the Treadwell House in a deep canyon of dramatically modern buildings; the EIR must explore the possibility that this change could prompt the delisting of the House from the National Register.

This proposed private development is of a scale that would radically alter Rockridge. This constitutes a significant environmental impact, which would degrade the character – the well loved look and feel - of the district. North Oakland is a largely intact early 20th c. built environment. CCAC's eclectic collection of interesting structures and the varied landscaping and trees are consistent with the aesthetic of largely residential North Oakland. The Venice Charter of 1964 suggests that new work added to or adjacent to historic structures should be clearly identifiable as being of the time of their construction. The concept was mutated by Modernists to result in wildly inappropriate designs and aesthetics, permanently marring many structures and sites. The proposed CCAC design, like urban renewal projects of the 1960s, represents an inappropriate design that imposes alien objects on a place and its inhabitants. The EIR needs to explore aesthetics alternatives to a cold glass and steel anomaly. New design that is congruent to the historic fabric of the surrounding area, would have a comparable level of fine detailing and interest. New structures need not have craftsman wooden brackets, but vast areas of highly reflective glass and featureless planes of materials create a 'dialectic between the old and the new' that has no particular point and is not much liked in residential districts. The EIR needs to promote exploration for an appropriate aesthetic expression.

Sincerely,

Kirk E. Peterson

Kirk E. Peterson & Associates
5253 College Avenue
Oakland, CA 94618
office: 510.547.0275
fx: 510.547.4173
KPAarch.com

August 22, 2019

*Via Electronic Mail
RLind@oaklandca.gov
Hard copy sent via US Mail*

Ms. Rebecca Lind
Planner III, City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

RE: Case # ER19003 California Collage of the Arts Development Plan NOP Comments

Dear Ms. Lind:

CEQA PROCESS --The project description within the NOP does not present sufficient information to understand the potential significant impacts to the surrounding environment and community that this project presents. It is recommended that before jumping to a draft EIR that an Initial Study be prepared and circulated to the public. The Initial Study can outline the project description further and provide an overview of the expected environmental impacts and how those impacts are proposed to be mitigated. The public requires a more informed set of information to base its input on. The Probable Environmental Effects paragraph within the NOP is not sufficient to understand how the proposed project may impact the community and the environment.

LAND USE CHANGES -- Without land use changes this project cannot proceed. The plan to convert a historic college campus on a relatively small 4.2 acre site with one to three story buildings to create a high density high rise apartment complex has no consistency whatsoever with surrounding land uses or the historic nature of the site. The 4.2 acre parcel is far too small to provide all of the necessary services for the thousands of residences who are proposed to be living at this location. A more appropriate land use change would be to only allow the property to be redeveloped for affordable dormitories or housing for college students. The California College of the Arts site could maintain its land use and historic resources and model its redevelopment plans similarly to the approach performed at the Clark Kerr Campus at UC Berkeley. The rezone request seeks 160 feet height limit for structures which is 4.6 times greater than the current height limit of 35 feet. Adjacent land uses within the area do not support any variation in the existing approved zoning height limits. Rather than jumping to an EIR for the CCA, the City could be providing residents the opportunity to consider proposed land use change via a General Plan Amendment for the Rockridge area or a new Specific Plan for the greater Rockridge area redevelopment.

AESTHETICS AND SHADE AND SHADOW – The proposed 19-story residential tower and four perimeter 5-8 story residential buildings are all significantly taller than the existing conditions at the site and any nearby new residential buildings (Baxter and Marvin Garden) and all greatly exceed established building city height limits for this property. The EIR needs to provide accurate visual renderings of the proposed structures at the site from as many viewpoints as possible during the day and at night. This structure will be visible for miles in many directions.

PROJECT DESCRIPTION (Parking) – The proposed 367 automobile parking spaces for the 554 residential units provided in the proposed project are inadequate under any reasonable set of assumptions. The EIR needs to assume up to 1,100 cars could be introduced by the residents moving into this location. The EIR then needs to analyze the impacts on neighborhood street parking both in the residential neighborhood nearby and the commercial College Avenue business district. The EIR needs to evaluate the impacts to tight street parking due to the proposed limited on-site project parking spaces. The EIR needs to analyze the socio-economic impacts to local business that will have even less parking for customers.

PROJECT DESCRIPTION (Housing Supply) – From the very sketchy details provided within the NOP for the new project, there appears to be uncertainty whether affordable residential housing will be provided by the proposed project. This needs to be fully addressed within the EIR.

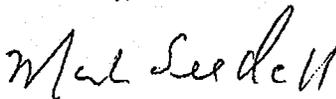
PUBLIC SERVICES AND UTILITY SYSTEMS -- The NOP asserts that the Project as currently envisioned does not have the potential for significant impacts to Public Services and Utility Systems. Nothing could be further from the truth. The public infrastructure in and around the California College of the Arts is crumbling. To understand this all one has to do is look at the roads that have not been repaved in decades within the Rockridge area and quite frankly throughout all of Oakland. Adding thousands of cars trips, delivery trucks once residences move in and other heavy equipment needed to construct the complex to all of the nearby roads will cause the roads all around the Rockridge area to fall apart much faster, especially with limited parking within the proposed 19 story apartment building. Driving down College Avenue is a complete nightmare for any automobile given the deteriorating road surface and lack of any maintenance for decades. All of the roads in and around CCA are in terrible condition (other than the recently repaved Broadway and Broadway Terrace). The EIR needs to analyze the impacts to infrastructure from the dramatic increase in vehicles usage throughout the Rockridge area. This includes the balance of Oakland roads crumbling faster as well as the impact to buried sewer lines, stormwater lines, gas lines and water lines. All of these utilities need to be addressed to fully understand the impacts of this project. Introducing over 500 new residential units also creates a much higher water demand for the project site that must be analyzed.

TRAFFIC IMPACTS – The EIR must analyze the tremendous traffic impacts from the proposed project assuming at least 1,100 vehicles will support residents at this site each day. Given the current traffic configuration which requires a right turn only at the Clifton Street and Broadway intersection together with the well-traveled and lighted Broadway Terrace and Broadway intersection just a few feet past Clifton Street, one can only imagine the traffic nightmares and congestion caused by the proposed project. Additionally, the restricted traffic flow at the Clifton Street and Broadway intersection will create unprecedented neighborhood traffic congestion which, in turn, will significantly adversely impact the quality of life in the neighborhood. As an avid cyclist, I already fear for my safety just trying to ride around my neighborhood and within all of the Oakland hills due to the lack of any roadway maintenance and heavy traffic.

HISTORIC AND CULTURAL RESOURCES—To fully analyze the significant impacts to Historic and Cultural Resources the EIR needs to carefully analyze these resources. The proposed project is seeking to replace one to three story buildings with a 19 story apartment complex on a site used for educational purposes since 1880 (140 years). To fully understand how this proposal will impact Historic and Cultural Resources the City of Oakland should require an archeology consultant to prepare the needed cultural and historic resources reports. These historic resources reports can then be submitted for review by the State Historic Preservation Office (SHPO). This is the only reasonable method to assess the importance of the existing resources at the site. If there is a federal agency that is required to review impacts from the project then it would be appropriate for that agency to lead the Section 106 study under the National Historic Preservation Act.

If you have any questions regarding any issues raised in this letter, let me know. Please include me on further notices regarding this proposed redevelopment.

Sincerely,



Mark Seedall

5833 Romany Rd
Oakland, CA 94618
maseedall@gmail.com

Lind, Rebecca

From: Carl Davidson <vinocarl@aol.com>
Sent: Thursday, August 22, 2019 6:37 PM
To: Lind, Rebecca
Cc: jmyres.oakplanningcommission@gmail.com; NHegdeOPC@gmail.com; SShiraziOPC@gmail.com; cmanusopc@gmail.com; jfearnopc@gmail.com; tlimon.opc@gmail.com; Merkamp, Robert
Subject: CCA Project ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind,

I am a lifetime resident of Rockridge, as well as a 20+ year College Ave merchant. From day one I was intimately involved all aspects of the 4 year Safeway remodel project, and saw firsthand how the scoping session can be "managed" and "finessed" by the developer. Needless to say, it would not be in the community's interest to have that repeated here.

To that point, I would ask that extra attention be paid to the timing of the traffic studies that will follow. It is essential that those studies be conducted during normal, representative times of the year, i.e., NOT during extended holiday periods such as Christmas or Spring break, or during the summer period when Oakland Tech and UC Berkeley are not in full session. Not only are there significantly less pedestrian and vehicle traffic during these "off-times", but the time of day impact patterns are dramatically different as well. A set of traffic studies performed during such "off-times" would result in a statistically significant under reporting of the current traffic impacts, and would be tantamount to having a large "thumb on the scale" by those who wish to minimize the perception of such impacts.

I thank you in advance for your attention to this aspect of the upcoming EIR.

Carl Davidson
6400 Chabot Rd
Oakland

Lind, Rebecca

From: Kirk Peterson <kirk@kpaarch.com>
Sent: Monday, August 19, 2019 5:28 PM
To: Lind, Rebecca
Subject: CCAC project NOP

Follow Up Flag: Follow up
Flag Status: Flagged

To the Oakland Planning Commission,

Please consider the comments herein regarding the Notice of Preparation for the EIR for the project which has not yet been properly proposed for the campus of the California College of the Arts and Clifton Hall, ER 19003. As a former Chair of the LPAB, a native who has observed Oakland change for over half a century, a longtime historic preservation activist and citizen who loves Oakland I feel well qualified to understand, comment on and hopefully improve the process that the City is initiating.

The CCAC campus is an historic site reflecting in its entirety the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. For good reason a portion of it is a City Landmark and is listed on the National Register of Historic Places.

The EIR must include a comprehensive examination of the CCAC campus and buildings as a cultural resource. The entire site could certainly be declared eligible for the National Register of Historic Places. The Treadwell House is already on the Register, but reflects only a part of the rich history of the site, which is in fact a functioning arts heritage historic district.

The EIR process should include the preparation of an historic structures/site report that extensively examines this resource in a holistic fashion. It should include:

- Assessment of the artistic/aesthetic character of the architecture, both high-style, highly designed buildings and vernacular work, from the Treadwell House to the original CCAC 1920s studio building on Clifton Street. This should also include discussion of the overall character of the physical place as a composition that was built over time that reflects the history and culture of Oakland and is an artistic artifact in itself.
- In addition to examining the historic buildings already identified, the EIR must research the archaeological significance of the site to determine if it was in the territory of a local Native American Tribe. If the site does fall within such grounds, it should notify the Tribal Historic Preservation Office and any affected Indian Tribes or their next of kin and provide them with a reasonable time to comment on whether the development would disturb any Native American cultural resources. This would include any surface or subsurface artifacts, records or remains that might be of religious or cultural significance to Tribes. Not doing this would risk creating a bigger divide between the people living here now and the indigenous people who have their cultural history on the land.
- Historic horticulture, differentiating between plantings of different times.
- Documentation of the art sculptures on the campus; the sculpture garden

- Site planning, including pedestrian and vehicular use patterns of use, useable open spaces and planting areas.
- Research into persons of note associated with CCAC, as well as artistic movements or styles that developed at CCA, or were part of CCAC's educational or arts practice.

If the proposed destruction of the campus is to occur it is imperative to establish the value of the features and processes to be lost. How can there be mitigations commensurate with the loss if a cultural and historic resource without an understanding of the resource?

Materials documenting CCAC's history and campus, such as videos, commemorative plaques, reports and oral histories, etc. are good things and can support future historical research. But these things are archival, and they do not constitute mitigation that is meaningful to the ongoing life of the City and its citizens. The EIR must address the issue of the magnitude and character of mitigations appropriate to a enormous loss of a cultural resource. The proposed development would engulf the Treadwell House in a deep canyon of dramatically modern buildings; the EIR must explore the possibility that this change could prompt the delisting of the House from the National Register.

This proposed private development is of a scale that would radically alter Rockridge. This constitutes a significant environmental impact, which would degrade the character – the well loved look and feel - of the district. North Oakland is a largely intact early 20th c. built environment. CCAC's eclectic collection of interesting structures and the varied landscaping and trees are consistent with the aesthetic of largely residential North Oakland. The Venice Charter of 1964 suggests that new work added to or adjacent to historic structures should be clearly identifiable as being of the time of their construction. The concept was mutated by Modernists to result in wildly inappropriate designs and aesthetics, permanently marring may structures and sites. The proposed CCAC design, like urban renewal projects of the 1960s, represents an inappropriate design that imposes alien objects on a place and its inhabitants. The EIR needs to explore aesthetics alternatives to a cold glass and steel anomaly. New design that is congruent to the historic fabric of the surrounding area, would have a comparable level of fine detailing and interest. New structures need not have craftsman wooden brackets, but vast areas of highly reflective glass and featureless planes of materials create a 'dialectic between the old and the new' that has no particular point and is not much liked in residential districts. The EIR needs to promote exploration for an appropriate aesthetic expression.

Sincerely,

Kirk E. Peterson

Kirk E. Peterson & Associates
5253 College Avenue
Oakland, CA 94618
office: 510.547.0275
fx: 510.547.4173
KPAarch.com



August 18, 2019

(By Electronic Transmission)

Members of the Oakland Planning Commission
Robert Merkamp, Zoning Manager
Rebecca Lind, Planner

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Planning Commission, Ms. Lind, and Mr. Merkamp,

Oakland Heritage Alliance submits these comments upon the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall.

The entirety of Parcel 1 is an Area of Primary Importance. As you know, this campus is a key historic and cultural resource that has held an important place not only architecturally, and with regard to landscape, but as a cultural institution. Thus its significance is multifaceted, and much bound up with the cultural life of the city in which the college has been located since its beginning in 1907. We greatly regret that the college has decided to abandon the city of its founding. We hope that Oakland will retain this API as an integral contributor to our city's cultural heritage.

We have grave doubts about the rationale of granting significant general plan amendments and zoning changes for a revenue-generating project, with the value of the land sale accruing to a now-San Francisco-based institution, unless significant community benefits result, and our historic API survives intact.

In the Environmental Documents, the following should be studied in detail:

1. The proposed project's overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives which might more effectively attain compatibility with these contexts, particularly, but not exclusively, with reference to Arts and Crafts style.
2. Study alternatives for preservation rather than destruction of the long wall along Broadway, including the important vehicular entrance gate. The plans show only a small part preserved. The viability of the proposed commercial/retail uses along Broadway that would replace the wall is questionable. See Comment 13 below.

It is not clear why the wall needs to be removed to accommodate Building D. Preserving that portion of the wall would instead appear to facilitate development of Building D.

3. Fully study an alternative which keeps the historic buildings in their current locations. Recognizing that the carriage house has been repositioned before, nonetheless, under the Secretary of Interior Standards, preservation *in situ* is far preferable. All the alternatives, additionally, should address design approaches which step back from the retained historic buildings, are subordinate to them, and relate gracefully to them rather than overwhelming them.
4. Historic landscape: The entire site constitutes a cultural landscape. Inventory all trees and significant plantings, other site elements, and their histories and relationships. Analyze the feasibility of the proposed relocation of mature live oaks. Prepare an alternative which preserves a greater portion of the historic landscape. Retain the relationship between planted areas, the historic wall, buildings, and the pedestrian and vehicular gates. Provide an arboricultural assessment of the existing mature trees, including measures to prolong their lifespan. Study alternatives that facilitate and enhance public use of the space, and design alternatives that avoid walling off the landscaped area on three sides, hemming it in to a great degree. Consider sunlight.

The proposed historical resources evaluation in the scope of work proposes to address "the campus as a historic district inclusive of cultural landscape". Regarding the historic trees, the little leaf linden (*Tilia cordata*) and two giant sequoias (*Sequoia giganteum*) are rated C1+ on the 1993 API map and are identified as dating from the 1880s, i.e. when the Treadwell House was constructed. The two giant sequoias appear to still be standing, but do not appear to be in good condition. Is the little leaf linden still standing?

5. Study the landscape as wildlife habitat.
6. Compare the air quality and ecosystems services provided by the current landscape and by the potentially reworked area shown in the proposed plans.
7. The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API.
8. The number of "affordable" units is far too minimal to mitigate the effects on the arts community, and it is difficult to know how units could legally be reserved for practicing artists. The Clifton Hall housing, off-site from the main campus, is envisioned in the proposed plan to furnish fewer accommodations than are now provided as college housing. In considering the requests for general plan and zoning amendments, analyze what community benefits can be provided that would make it worthwhile in view of the impacts. Consider alternatives that include more affordable units, at deeper levels of affordability. This developer is asking the city to change its general plan; it appears to create a large additional value. Oakland could request a more substantial degree of subsidy in housing units. (With all due respect to CCA, by what rationale should Oakland finance an institution which is moving to San Francisco?)

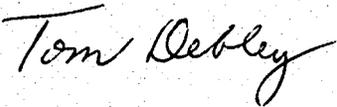
- Oakland is already on track to meet DOUBLE its RHNA allocation for above-moderate housing, but is falling short on meeting RHNA for very low, low, and moderate income.
 - Only 7% of units developed from 2015–2018 were affordable. This is far too low, and the City needs to prioritize development of deed-restricted affordable housing.
 - Any additional affordable housing required in connection with rezoning should be in addition to payment of the City's Affordable Housing Impact Fee, and these additional units should not be allowed to count as meeting the fee ordinance's provision for alternative compliance by providing units on site.
9. The height of the tower is excessive in the neighborhood context, would set a very bad precedent, and the construction type would require units to be expensive. What are the demographic effects of inserting high-end housing at a time when there is general recognition that low to moderate income housing is what is needed in Oakland? How will family housing units be incorporated? What provisions are made to integrate the development with the larger urban area, and avoid its development as an isolated high-end enclave?
 10. The proposed open space area does not appear welcoming to the general public; although the developer has asserted it will provide a public benefit, as proposed it would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to the neighborhood in which it sits?
 11. How can the city use this opportunity to coordinate planning with the large adjoining site at Pleasant Valley/Broadway, especially as many traffic, pedestrian, bicycle, and safety concerns are shared? Provide a framework under which the city can consider both sites and plan for an integrated zoning scheme, before entertaining any general plan or zoning changes.
 12. The proposed traffic, pedestrian, transit, and site access arrangements seem problematic, with potential safety problems. Study pedestrian access, traffic safety, driveway access, impacts on adjoining neighborhoods, life safety access, and effects on the College Avenue commercial corridor.
 13. The commercial/retail ground floor is placed awkwardly and is unlikely to succeed as located. Retail is already not flourishing in the age of Amazon; it makes no sense to add additional retail frontage on historically non-retail streets such as Clifton and this stretch of the east side of Broadway. Study an alternative which eliminates retail on Clifton and Broadway frontages, and concedes that the project is a residential development.
 14. Please show an alternative in which the project builds to existing residential zoning requirements, without any general plan and zoning alterations. Also study alternatives that require less significant General Plan and zoning amendments; and alternatives that preserve all, or more than what is currently proposed, of the existing buildings for housing with as many affordable units as possible, including creative or unconventional housing arrangements, such as group quarters, single room occupancy, cohousing or communal configurations, live-work, work-live, etc.

Overall, Oakland Heritage Alliance finds that the project is not fully thought through, and is not ready to move forward. We believe that the NOP is premature, and the EIR not yet appropriate. **We urge that the Planning Commission hold informal work sessions to discuss it before allowing the EIR to proceed. Please see our accompanying letter regarding review by the Landmarks Preservation Advisory Board.**

From the historic preservation point of view, all of the buildings and landscape should be reviewed, including the more recent structures, with reference to the overall API—the activities, institutional history, community involvements and cultural and artistic connections of the people and activities in the arts community and in Oakland. A complete cultural landscape workup is in order. Alternatives must include preserving historic structures *in situ*, and the EIR must consider the effects overall of such an intense building program on the API.

It would be a huge missed opportunity not to consider this project in connection with the entire stretch of Broadway's east edge from 51st to Broadway Terrace, and so in addition to delaying the EIR, the planning department should consider doing a planning study including all the parcels on that frontage.

Sincerely,

A handwritten signature in cursive script that reads "Tom Debley".

Tom Debley
President

cc:

William Gilchrist, Pete Vollmann, Members of the Landmarks Preservation Advisory Board,
Ed Manasse, Catherine Payne, Betty Marvin



September 22, 2019

(By Electronic Transmission)

Members of the Oakland Landmarks Preservation Advisory Board
Peterson Vollmann, Secretary
Rebecca Lind, Planner; Betty Marvin, Cultural Heritage Survey

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Board, Ms. Lind, and Mr. Vollmann,

Oakland Heritage Alliance submits these slightly expanded comments upon the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall.

The entirety of Parcel 1 is an Area of Primary Importance. As you know, this campus is a key historic and cultural resource that has held an important place not only architecturally, and with regard to landscape, but as a cultural institution. Thus its significance is multifaceted, and much bound up with the cultural life of the city in which the college has been located since its beginning in 1907. We greatly regret that the college has decided to abandon the city of its founding. We hope that Oakland will retain this API as an integral contributor to our city's cultural heritage.

We have grave doubts about the rationale of granting significant general plan amendments and zoning changes for a revenue-generating project, with the value of the land sale accruing to a now-San Francisco-based institution, unless significant community benefits result, and our historic API survives intact.

In the Environmental Documents, the following should be studied in detail:

1. The proposed project's overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives which might more effectively attain compatibility with these contexts, particularly, but not exclusively, with reference to Arts and Crafts style.
2. Study alternatives for preservation rather than destruction of the long wall along Broadway, including the important vehicular entrance gate. The plans show only a small part preserved. The viability of the proposed commercial/retail uses along Broadway that would replace the wall is questionable. See Comment 13 below.

It is not clear why the wall needs to be removed to accommodate Building D. Preserving that portion of the wall would instead appear to facilitate development of Building D.

3. Fully study an alternative which keeps the historic buildings in their current locations. Recognizing that the carriage house has been repositioned before, nonetheless, under the Secretary of Interior Standards, preservation *in situ* is far preferable. All the alternatives, additionally, should address design approaches which step back from the retained historic buildings, are subordinate to them, and relate gracefully to them rather than overwhelming them.
4. Historic landscape: The entire site constitutes a cultural landscape. Inventory all trees and significant plantings, other site elements, and their histories and relationships. Analyze the feasibility of the proposed relocation of mature live oaks. Prepare an alternative which preserves a greater portion of the historic landscape. Retain the relationship between planted areas, the historic wall, buildings, and the pedestrian and vehicular gates. Provide an arboricultural assessment of the existing mature trees, including measures to prolong their lifespan. Study alternatives that facilitate and enhance public use of the space, and design alternatives that avoid walling off the landscaped area on three sides, hemming it in to a great degree. Consider sunlight.

The proposed historical resources evaluation in the scope of work proposes to address "the campus as a historic district inclusive of cultural landscape." Regarding the historic trees, the little leaf linden (*Tilia cordata*) and two giant sequoias (*Sequoia giganteum*) are rated C1+ on the 1993 API map and are identified as dating from the 1880s, i.e. when the Treadwell House was constructed. The two giant sequoias appear to still be standing, but do not appear to be in good condition. Is the little leaf linden still standing?

5. Study the landscape as wildlife habitat.
6. Compare the air quality and ecosystems services provided by the current landscape and by the potentially reworked area shown in the proposed plans.
7. The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue a significant amount of artistic activity, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API. In addition to exploring the long list of innovative contributors to the college, and to Oakland's, the Bay Area's, and California's cultural life, as well as nationally and internationally, please describe the interrelationships between CCA and other local cultural resources such as Studio One, and other educational and arts institutions. Look at important arts movements and how they are connected with CCA as an Oakland cultural resource. And lastly, explore the contributions of women and historically underrepresented people who participated at CCA as faculty or students.
8. The number of "affordable" units is far too minimal to mitigate the effects on the arts community, and it is difficult to know how units could legally be reserved for practicing artists. The Clifton Hall housing, off-site from the main campus, is envisioned in the proposed plan to furnish fewer accommodations than are now provided as college

housing. In considering the requests for general plan and zoning amendments, analyze what community benefits can be provided that would make it worthwhile in view of the impacts. Consider alternatives that include more affordable units, at deeper levels of affordability. This developer is asking the city to change its general plan; it appears to create a large additional value. Oakland could request a more substantial degree of subsidy in housing units. (With all due respect to CCA, by what rationale should Oakland finance an institution which is moving to San Francisco?)

- Oakland is already on track to meet DOUBLE its RHNA allocation for above-moderate housing, but is falling short on meeting RHNA for very low, low, and moderate income.
 - Only 7% of units developed from 2015–2018 were affordable. This is far too low, and the City needs to prioritize development of deed-restricted affordable housing.
 - Any additional affordable housing required in connection with rezoning should be in addition to payment of the City's Affordable Housing Impact Fee, and these additional units should not be allowed to count as meeting the fee ordinance's provision for alternative compliance by providing units on site.
9. The height of the tower is excessive in the neighborhood context, would set a very bad precedent, and the construction type would require units to be expensive. What are the demographic effects of inserting high-end housing at a time when there is general recognition that low to moderate income housing is what is needed in Oakland? How will family housing units be incorporated? What provisions are made to integrate the development with the larger urban area, and avoid its development as an isolated high-end enclave?
 10. The proposed open space area does not appear welcoming to the general public; although the developer has asserted it will provide a public benefit, as proposed it would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to the neighborhood in which it sits?
 11. How can the city use this opportunity to coordinate planning with the large adjoining site at Pleasant Valley/Broadway, especially as many traffic, pedestrian, bicycle, and safety concerns are shared? Provide a framework under which the city can consider both sites and plan for an integrated zoning scheme, before entertaining any general plan or zoning changes.
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of the east side of Broadway. Study an alternative which eliminates retail on Clifton and Broadway frontages, and concedes that the project is a residential development.

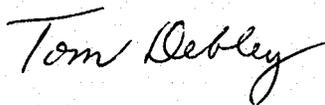
14. Please show an alternative in which the project builds to existing residential zoning requirements, without any general plan and zoning alterations. Also study alternatives that require less significant General Plan and zoning amendments; and alternatives that preserve all, or more than what is currently proposed, of the existing buildings for housing with as many affordable units as possible, including creative or unconventional housing arrangements, such as group quarters, single room occupancy, cohousing or communal configurations, live-work, work-live, etc.

Overall, Oakland Heritage Alliance finds that the project is not fully thought through, and is not ready to move forward. We believe that the NOP is premature, and the EIR not yet appropriate. **We urge that Landmarks Board request that the Planning Commission hold informal work sessions to discuss the project before allowing the EIR to proceed.**

From the historic preservation point of view, all of the buildings and landscape should be reviewed, including the more recent structures, with reference to the overall API—the activities, institutional history, community involvements and cultural and artistic connections of the people and activities in the arts community and in Oakland. A complete cultural landscape workup is in order. Alternatives must include preserving historic structures *in situ*, and the EIR must consider the effects overall of such an intense building program on the API.

It would be a huge missed opportunity not to consider this project in connection with the entire stretch of Broadway's east edge from 51st to Broadway Terrace, and so in addition to delaying the EIR, the planning department should consider doing a planning study including all the parcels on that frontage.

Sincerely,



Tom Debley
President

cc:

William Gilchrist, Ed Manasse, Catherine Payne

Lind, Rebecca

From: myrnaw@icloud.com
Sent: Monday, August 19, 2019 2:17 PM
To: Merkamp, Robert; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com; Lind, Rebecca; EBMUD; jmyres.oakplanningcommission@gmail.com
Subject: NOP ER 19003, Response of Upper Broadway Advocates
Attachments: Response of UBA to NOP.docx; Response of UBA to NOP.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind and Planning Commissioners,

Upper Broadway Advocates submits these comments on the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall, ER 19003

Upper Broadway Advocates (UBA), was formed this spring by a dozen people who live and/or work in our beloved Rockridge neighborhood. Our mission is to promote neighborhood evolution that is a model of beauty, sustainability, affordability and density, and that reflects the diversity of Oakland and the character of Rockridge.

UBA's first undertaking is the study of the proposed re-development of the California College of the Arts (CCA) main campus and the dormitory at Broadway and Clifton streets. Our intention is to leverage the collective wisdom of our community to support a better district-wide planning process that utilizes smart growth and density principles, and results in deeper affordability at the site.

We felt that the developer and CCA did little to inform and gather input from the public and that community input was being shut out. Only two meetings were held, hosted by the developer, and negative comments were not included in the meeting notes.

To better inform the public and share ideas about the proposed, we recently hosted two community meetings attended by over 200 neighbors concerned about the proposed plan for 589 residential units in five buildings of 5 to 8 stories, a 5-story parking garage and a 19-story tower. Opinions varied but the vast majority of people felt the project could be substantially improved.

The top five concerns were as follows: 1) Traffic congestion, weak transit infrastructure, and too little parking; 2) Aesthetics that are not in keeping with Rockridge scale and style; 3) Grossly insufficient affordable housing; 4) Re-zoning that would severely increase density and open the door for other extremely high buildings; and 5) Questionable Fire/life safety and ADA access to the site. Comments too numerous to mention here were discussed, such as loss of mature trees and open space, and the demise of the historic Arts and Crafts heritage of the site. Attached to our response you will find the comments made by individuals during our two meetings.

We hope this EIR process will call for a better plan and a complete application that meets the needs of Oakland and provides a model for development.

Our response is in both PDF and Word format below.

UBA Chair, Kirk Peterson, Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

**COMMENTS ON PROCESS, LAND USE PLANNING, AFFORDABLE HOUSING, AND ENVIRONMENTAL ISSUES, ER 19003, SUBMITTED BY UPPER BROADWAY ADVOCATES
AUGUST 19, 2019**

PROCESS

We are concerned that a Notice of Preparation (NOP) of an EIR for the California College of the Arts Redevelopment Project (CCA Redevelopment) has been issued when the project under consideration is ill-defined and the City has not evaluated the land use implications for the project with public input.

The developer had a pre-application meeting and provided a general sense of what they would like to build, but they have not submitted an application. Neither the community nor the City actually knows what the project is that is subject to this scoping meeting.

Is there any circumstance under which a project is considered too preliminary for environmental review? What is that threshold? Is this project sufficiently well-described to give rise to a fully relevant environmental document? Should the project proponent be asked to provide a more fleshed-out program, and should the study be delayed until it is furnished? Our community has many concerns about the process.

We have specific questions regarding process:

- What process will the city follow if a large and loosely described project, predicated on general plan amendments, is studied under an EIR, later giving way to an altered project with a different scope?
- How are incremental impacts calculated for various levels of development intensity?
- How would required mitigations be handled should the scale of a project change after an EIR is completed?
- Under what circumstances would the city require that an EIR be revisited? What is the difference between supplemental environmental review and an addendum for a project such as this? What level of change would trigger each?

LAND USE PLANNING

To be clear, the EIR is NOT the appropriate forum to evaluate land use issues. An EIR evaluates potential environmental impacts, not land use planning, except to the extent the land use may have environmental impacts. This highlights the critical need to evaluate land use issues NOW, with the public, to make sure that the zoning and general plan changes are appropriate. Then we can consider what redevelopment project makes the most sense. Waiting until the planning department submits its staff report evaluating land use, after the EIR has been prepared, and when the project is up for a vote, is much too late. If the City (and the applicant) expect to garner public support for this project, and if they hope to avoid (unnecessary) litigation, there must be meaningful engagement with the public now.

The CCA Redevelopment has potentially profound land use implications for the City, not just in its immediate area, but along the entire Broadway corridor towards Kaiser. If a 19 story

tower is built in the CCA campus, then it will provide one bookend, with Kaiser providing the other, for substantial vertical development along Broadway. Is this the type of development the City wants? Or the public? The City should engage the public about this kind of issue before evaluating a specific project.

Certainly, there should be a comprehensive plan for the north east corner of Broadway/51st and Pleasant Valley. With the failed "Phase Two" of the Safeway project, the City has an opportunity to encourage unified planning for the entire area, including CCA.

Without overall planning Oakland will lose what makes Oakland attractive — neighborhood communities and character. Districts, such as the proposed Jazz district, create a sense of pride and belonging, and engaging destinations and discovery, rather than a homogeneous blah that could be anywhere. Oakland has a vibrant character and deep architectural heritage. City planning can leverage this development surge to create an even more vibrant set of districts.

AFFORDABLE HOUSING

The City has already met its goal for new housing, but not for affordable housing. This project affords the City an opportunity to make good on their stated desires to increase affordable housing stock, but this proposal falls short.

Oakland is a hot real estate market and that puts the City in the driver's seat to extract concessions from developers — like more affordable housing and other community benefits. We ask that the Planning Commission not waste a valuable opportunity to increase affordable housing stock in Rockridge.

The community is requesting that the developers study alternatives to the proposed 5.6% affordable units. Other studies that include different configurations of affordability should be performed before the Planning Commission makes a decision. We propose using the same percentage as San Francisco — a minimum 20% of affordable units in this proposed project. Requiring a higher percentage of affordability is the best way for Rockridge to do its part to make a dent in Oakland's affordable housing crisis.

Housing for artists is a nice request, but what about other population groups who won't be able to afford this project's luxury rents? A relevant local project, Baxter on Broadway, is having trouble renting its most expensive units. They offered NO affordable units. We suggest a study to explore converting more units to affordable for residents from all walks of life, particularly families. Oakland teachers would benefit from housing on this site. CCA's legacy to Oakland could be to honor not only local artists but also teachers from across every district. This is one solution that would represent a harmonious blending of the arts and teaching — both of which CCA is well known for promoting.

ENVIRONMENTAL IMPACT - ER 19003

1. Cultural Resources -

- CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - CCA provided many opportunities to the general public for art classes, lectures and exhibitions. What will this project do to replace such cultural resources? CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API .
2. Architectural and Historical Heritage - The planted campus, not only the historic buildings, is itself an historic landscape that must be assessed. The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. Artists and designers who put Oakland on the art map include sculptor Viola Frey, painter Nathan Oliviera, prominent Photorealist painter, Robert Bechtle, early claymation innovator and Academy Award winner Bob Gardiner, and photographer Hugo Steccati one of the most important architectural photographers to document modern Bay Area history. For good reason it is a City Landmark and is listed on the National Register of Historic Places. Recently Oakland has managed to preserve portions of our heritage in just about every neighborhood: - Whole Foods use of the old Cadillac dealership on 27th Street, - Current construction of several housing complexes on Broadway are integrating existing historic design elements in delightful ways. Of all the historic properties in Oakland, the CCA campus would be a perfect place to preserve a dwindling heritage. An alternative for creative re-use of the site should be studied.
3. Air Quality - The pre-application documents do not provide enough information regarding impacts to air quality in the areas surrounding the CCA site. What mitigations will the City require of the developers regarding increased auto trips, off-gassing of building materials, FDA-level testing for lead and asbestos (required for all buildings constructed before 1978), mitigation of contaminated soil, etc? We request postponement of this issue until after a formal application has been made and the City and community has had time to evaluate it.

4. Geology and Soil - What are the effects of covering more surface area in concrete? What is the plan for mitigating excess runoff? Will surface water draining systems be used (French drains, swails, etc.)? Has the City assessed the impact to our aging sewer system?
5. Open space and trees - Local residents have used the campus for open space and walking for many years.
 - Does the proposed open space reduce the amount of open space currently available to the public?
 - What are the guarantees that the open space will be maintained and accessible to the public?
 - Removal of trees - Numerous trees will be lost. What will be the effect of the attendant loss of shading and animal habitat.
 - Movement of trees - Two 100 year old live oaks are marked to be moved. In our discussions with arborists, 100 year old live oaks will not survive transplanting. What modifications to the plan can be made to preserve the numerous mature trees?
 - Replacement Trees - Exactly how many trees will be planted, and what species? And what size?
 -
6. Electricity - Should the City require all new construction over a certain number of units to be all electric, as many other local municipalities are requiring already? Is this not an opportunity to require advance environmental protections? What about the use of photovoltaic arrays and over-window shade structures to mitigate heat gain and save energy? Will the developers pursue LEED certification?
7. Greenhouse Gas Emissions – Most area homes do not have air conditioning. With a high rise building, without cross ventilation, air conditioning will be required. The Royal Institute of British Architects recently recommended a ban on glass-clad buildings, following New York City's lead. However, the more immediate consequences of these glass facades is a heavy need for air conditioning. The amenity's adverse environmental impacts are well documented—almost 14% —of total global energy use stems from air conditioning, and the heat captured and retained in building interiors by glass curtain walls is significant, especially in the summer heat. Advanced glazing and passive cooling options should be included. Climate Change Glass Royal Institute of British Architects (RIBA)
8. Hazards and Hazardous Materials - Years of studio classes taught on the site may have left significant hazardous waste such as silica, dyes, lead, etc. This must be identified. Cleanup and remediation would have to be completed before construction could begin. What will be done to mitigate this impact on the surrounding community? Is there asbestos on the site? What measures will be used to mitigate it during building demolition and construction? The old Chase building next door was delayed for months when asbestos was found in the concrete.

9. Restaurant Operations: What level of permit will the proposed café have? If they cook food then what type of Exhaust system will they have? Class I, Class II? And will you require a "smog hog" to pull grease from the air before it vents to the exterior? Again, this level of detail is not in the pre application materials and we request again that you require the developers to provide a formal application. A restaurant on the opposite side of College Point was recently closed for not having required grease traps on the plumbing.

10. Cell phone towers: Will the developers lease roof space to cell phone (or other electronic providers) providers? These are a health risk from increased EMF radiation and should not be placed on rooftops in dense residential areas.

11. Hydrology and Water Quality

- Plans for use of gray water for gardens should be included.
- What percentage of the acreage is currently covered by hardscape and what by permeable surfaces? And what is the proposed percentage? If an increase in non-permeable surfaces is planned, how will management of runoff and flood prevention be engineered?
- What measures will there be for erosion control given the steep grade and proposed removal of most of the trees? The trees' deep roots many of them 100 years old provide much of the stability for the steeply curved slope from Broadway and Macky Hall.

13. Zoning - The applicant is seeking to rezone the campus CC-2, the same zoning as the adjacent Safeway project. Unlike the Safeway project, which is entirely commercial and may, someday, have some residential on top of additional commercial development, the CCA Redevelopment is overwhelmingly a residential development, with only one cafe and some art space. Should not the space be designated entirely residential?

14. Noise and Vibration - What mitigations will be provided? The site is on bedrock.

15. Transportation - The project should include

- Capacity for charging electric cars
- Bicycle parking/recharging
- Scooter parking/recharging
- Stroller storage
- Zip car parking
- Guest parking

- Vans to and from Rockridge BART
- Off-street drop-off areas for taxis, Uber, Lyft, etc.
- Separate off-street loading zones for delivery vehicles such that they do not interfere with emergency access lanes. Wheelchair and walker accessibility on all pathways and sidewalks

16. Traffic

An exhaustive traffic analysis should include a radius of at least 1.5 miles and analyze

- Broadway north as access to Hwy 24 East, especially in evening (and Chabot Elementary School in morning)
- Broadway Terrace east as access to Hwy 13
- Broadway south as access to Hwy 24 West to Hwy 80 via 51st
- Broadway south to Pleasant Valley
- Broadway south to downtown Oakland
- Pleasant Valley east to Piedmont and Grand Avenues
- Pleasant Valley, 51st Street to Hwy 24 West to Hwy 80
- Broadway and College Avenue intersection (the Point) hosts a blind turn and is virtually impossible to navigate by bike.
- Impact of Baxter Development, Merrill Gardens, RadUrban at 51st and Telegraph and potential for an even greater number of residential units at 51st and Pleasant Valley.
- Excessive traffic signals – Four in the .2 miles of Broadway from Pleasant Valley to Broadway Terrace.
- Lack of signage or confusing signage endangers both vehicle and pedestrian traffic. Major study of area signage is required.
- Short cuts through neighborhoods to avoid signals. Too many signals result in impatience and traffic backup. This has resulted in a huge amount of wrong way traffic on Coronado, a one-way street down a blind hill and Desmond.
- Consider the impact on walking and scooter riding. Some students are new to the Oakland Tech commute and will be in danger as streets and sidewalks become more congested. With its split campus, Oakland Tech students already encounter significant delays in getting to class on time.
- Evaluation is needed for the entrance and exit to the site on Clifton, essentially an old carriage road dead ending at the golf course. This narrow street will have to handle cars, delivery vehicles, emergency vehicles, bikes, scooters, utility vehicles including Amazon, Fed Ex, UPS, USPS, Lyft, Uber and food delivery vehicles. Presumably, this will require a 5th signal within the .2 miles of Broadway.

- Are there plans to reconfigure the roadways at College Point? If yes, will this be accomplished concurrent the development? We should remind the City that there was to be a second huge traffic study of the Broadway/51st/ Pleasant Valley intersection, etc., following construction of the Ridge 2 that never happened. More than \$1 million was put aside for this purpose.
- Are there plans to increase bus and BART service? Our two BART stations are over capacity at rush hours already. There are only AC Transit 3 buses serving this location. How will CCA's free busses to SF be replaced? These free buses reduce traffic and parking required to serve the campus.

17. Circulation and Parking – What specifically will the developer/City do to reduce the impact on neighborhood parking (already severe due to sizable overflow from Merrill Gardens and proximity to BART)? Will parking permits be issued to building tenants? This would only spill more parking onto neighboring streets. Will jitneys to BART be provided, as well as significantly upgraded and improved public transit? What accommodation will be provided for Lyft, Uber, taxis, food delivery service vehicles, UPS, FedEx, USPS, Amazon and other delivery vehicles, and disabled access for scooters and wheelchairs, including sidewalks and ramps built to ADA code? Will Clifton Street (only 20 cars long and barely 4 cars wide) be widened to accommodate the additional traffic from the several hundred spaces?

18. Utilities and Public Services Utilities:

- Sewage - is Oakland sewage capacity sufficient to accommodate new baths/showers/toilets/washers and water run off without impacting neighbors?
- Gas and Electricity - How will facility address new PG&E policy of public safety power shutoffs? Will utilities be undergrounded? Will there be onsite generators and fuel storage tanks?

19. Public Safety - The developer's plan shows only one entrance to the property, via Clifton Street. Is this adequate in the case of fire, earthquake or other disaster? The project plan appears to show insufficient space for fire trucks to enter and turn around. The smaller residential buildings on the south edge which could be accessed from a different direction, by ladders, are situated on a cliff, which makes access to the upper stories by ladder impossible. Additionally the 19 story tower will provide views into neighborhood backyards and bedrooms. What security provisions will be put in place to ensure that the high rise won't violate the privacy and safety of the children growing up in the community of 1-2 story homes?

20. Mitigation of Construction Impact

- What mitigations are proposed for dust and noise? How will they be enforced? The site is on bedrock next to a quarry. Will there be blasting?
- How will current parking be affected? Will the builder be required to stage the project somewhere else?
- Will construction vehicles entering and leaving the site block residents of the apartment complex immediately east of CCA? How will any mitigations be enforced?
- Will construction noise beginning before 7AM be permitted to disturb neighbors, as happened continually throughout construction of Merrill Gardens and Baxter on Broadway, even though prohibited by City Code?

21. Shadow Study - Essentially nothing within a mile is taller than 5 stories

- Will there be compensation for neighbors' loss of solar exposure for solar energy equipment?
- How will the shadows affect the adjacent residences? Considering the proposed 19 story building surrounded by 8 story buildings, is there a shadow study planned for proposed "green space," public access areas? How many actual hours of sunlight will there be?

22. Landscaping - How will perpetual upkeep be guaranteed to ensure fire safety, beauty and walkability? How will guarantees of public access be enforced?

23. Walkability - Sidewalks and paths need to be sufficiently wide to accommodate strollers, wheelchairs, dogs, etc., cleared of obstructions and lit for safety. Clifton Street needs to be evaluated for ADA compliance in terms of slope and regraded and paved to ensure equal access. Along Broadway the current wall with over hanging vegetation provides a block long respite for pedestrians to stroll and view the 100 foot trees. These cultural resources are irreplaceable. The current plan has a few sapling plantings and a lot of concrete.

24. Water Run Off - There is much basement flooding in neighborhood due to underground streams. Will this project worsen this situation?

25. Anticipated infiltration of rats and other wildlife pests. This was a large problem during Safeway, Merrill Gardens and Baxter development, causing existing residents to incur significant expense. How will this be mitigated? How will the deer that feed at the site be protected?

26. View Ordinances - Do current ordinances permit this development?

27. Carbon Sequestration" Lungs of Oakland" The developers estimate there are 100 trees on the site. Trees provide shade reducing heating and cooling energy use for buildings,

they provide relaxing escape from the heavy traffic on Broadway, and they provide oxygen, carbon sequestration, and flowers for local beekeepers. Cutting down mature trees reduces carbon sequestration for the site and releases carbon back to the atmosphere.

- 100 year old CCA campus has several historic landmark buildings and surrounds. The rolling hillside, steep cliffs, mature trees, Victorian architecture, and landscaping combine to offer a little bit of all of Oakland in it. The cliffs to the south and east host wildflowers in the spring and a family of deer in the morning and evenings. The treelined paths to the west block the noise and view of Broadway traffic and offer pedestrians a Japanese forest bath without driving to the hills.
 - The pre-proposal requires demolishing this stand of trees including some 100 year old redwoods and live oaks that won't survive transplanting. These trees clean our air, buffet sound from Broadway and the Highways, as well as create a nice place to stroll, jog, bike, or walk our dogs.
 - A sheer 5-8 story wall of glass and metal buildings and a 19 story tower here instead of these trees affects the quality of air in the surrounding community. The tower would be twice as tall as the tallest trees and reflect all the noise and wind coming from the highways. What is an eco-friendlier alternative? Will the trees on the ridge line to the south and the east also be cut down leaving a sheer rock face and glass and metal building façade? The current buildings are nestled behind a row of trees on all sides.
 - The 100-year-old 100 foot trees themselves are a cultural resource that are irreplaceable. A modern office-building style structure with only a couple yards of the historic steps mid-block preserved are no replacement for the habitat of trees and the historic landscaping around Macky Hall. At a minimum, what is the plan for carbon sequestration and damage to the environment?
28. Green construction - How does the project work towards Oakland, Alameda County, and the state of California goals of reducing greenhouse gas emissions, zero waste strategic plans, traffic reduction, and green building ordinances? What provisions for green and sustainable construction? Will there be green roofs or solar? If solar where will the panels be located and will there be onsite storage batteries? How will the buildings be heated and cooled? How can this construction be a model for sustainable development for the rest of Oakland? Will gray water be used? What will reduce the energy required to heat and cool the building as well as transport people, water, sewage up and down the tower? What is the lifetime estimate of the construction materials to be used? Cheaper building construction often have to be scraped in 50-70 years. Tearing down existing construction has an environmental impact as well. The neighborhood of historic Craftsman and Victorian homes are 100 years old and still going strong. What new technologies for generating electricity such as solar energy creating window films be used?
29. Developer Abandonment and Economic Downturns - The parcel next door at 51st and Broadway has lay abandoned for three years after the Phase 2 for The Ridge development was canceled. It has numerous pedestrian hazards and is an eye sore surrounded by an illegal construction fence. What contingency provisions does this CCA project have in case financing or other event prevents its completion? How will the community

and Oakland be compensated in the event the project falls through? Our economy is variable, building and 100-year-old tree demolition is permanent.

30. Social Justice and Social Impact - CCA and the developers pride themselves on social justice and meeting the needs of the communities they serve. How is a 19 story metal and glass luxury apartment tower with only 6% affordable units in a converted student dorm a development a model for social and economic equality, diversity, and inclusion? How does it reflect the artistic design tradition of the educational center for California's Historic Arts and Crafts movement – a movement that revered the relationship between people and the natural world?

“As one of the most diverse colleges in the United States, CCA is committed to social change and addressing systems of oppression.”— Stephen Beal CCA President
(Source CCA website <https://www.cca.ed>)

ALTERNATIVES TO BE STUDIED

Study 1: Examine an alternative that provides 10% affordable units for low income housing (as defined by HUD), and 10% moderately affordable units (as defined by HUD), calculated by assuming 20% of all units will be affordable. This is a sensible requirement if the City plans to alter the general plan for the developer. The pre-application asks for a huge increase in zoning and the City does not have to accede to their request.

Study 2: Include alternatives that reduce the height of the proposed buildings to several options: 12 stories, 7 stories and 5 stories.

Study 3: Research a proposal that includes 7% of housing units for families (2 and 3 bedroom units) for people with moderate incomes. These units could house our teachers, single parents and the elderly who cannot afford a place like Merrill Gardens. It's crucial that these proposed units not just attract wealthy singles and couples. And as our population ages, affordable senior units will become even more in demand. The Alameda County Plan for Older Adults estimates the following: *In 2020, Alameda County will be home to more than 260,000 adults over the age of 65. By 2030, 1 in 5 Alameda County residents will be in the 65 plus age group, and by 2040, the number of older adults will substantially outstrip the number of children under the age of eighteen. By 2050, Alameda County will have almost 100,000 elders over the age of 85.* Shouldn't the City of Oakland be more proactive and begin to anticipate how to house all these people? We think so, and this development could kick-off a City-wide effort.

Study 4: When constructing alternatives, provide a description of how the units will integrate with the social fabric of the city, including likely age profiles, school attendance, and need for other social services.

Study 5: Interview Affordable Housing Developers as potential partners or advisors to this project. They have the expertise and practical skills to determine what affordable units should look like based on demographics of potential residents. Oakland and the wider Bay Area have many accomplished affordable housing developers to choose from. They know how to get these units approved and built.

Study 6: There should be a requirement to examine the vacant site at Broadway and Pleasant Valley into consideration as a second housing site and how the entire area could be an affordable housing center.

Submitted by Upper Broadway Advocates

Kirk Peterson, Chair; Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

ATTACHMENT 1

COMMUNITY MEETINGS 7/17/19 and 7/31/19 Rockridge Library
PUBLIC COMMENTS

Guidelines used in recording post-its:

-Some post-its just repeated the topic word (e.g., just said "traffic".) Those are included as they represent someone's concern about that topic.

-Post-its are verbatim, not reworded. Multiple post-its repeating the same thing are not condensed. Each instance is recorded.

-Some post-its moved to more appropriate topic

-Where a post-it covered multiple topics they are separated and listed w/ appropriate topic.

One long post-it from one person summarizes concerns of many:

-Inappropriate size of building. Ruins character of neighborhood. Too tall.

-Creates more traffic & congestion

-Loss of historic trees. Ruins view

-As a graduate of CCAC it is hard to believe that the School of Architecture hasn't weighed in with something more in character of original campus & gardens.

-This is a historic landmark that is being obliterated.

-No affordable housing or added transportation to support the congestion.

Affordability

- Affordability
 - Affordable housing!
 - Affordability requirements
 - Increase in # of affordable units
 - Lack of affordable housing
 - Lack of affordable housing and an increase in prices at high end at market will increase overall market
 - Include affordable units for families that can house a family of 4 under or at \$2,500 mo.
 - Provide significant increase in affordable housing
 - We must have a generous amount of affordable units
 - Not really offering decent affordable housing
 - Genuinely affordable housing
 - Affordability: we need MANY more low-rent units that are TRULY affordable
 - Not enough affordable housing
 - Housing affordability feasibility
 - Moderate income mandate for 19 story housing
 - Require a % of units to be affordable housing to support inclusion and diversity
 - Zoning & affordable housing % requirements
 - I am not opposed to the general plan & would like to see 10 - 15% affordable housing
 - Require 15 - 20% affordable housing if density is...?...maintained???
 - 20% affordable
 - Affordable housing 20% or more
 - 20% affordable of the whole
 - At least 30% of low-income and moderate-income housing
 - Relationship between building height & housing affordability (meaning???)
 - There should be affordable housing in the MAIN building
 - The high rents will drive out ALL artists, most of whom are struggling already
 - The artist space is not new. They are now just making it available for their students in SF.
- Nothing added
- The entire City of Oakland is under construction. We have no shortage of overpriced housing. Whatever is built needs to be AFFORDABLE
 - More affordable housing in the project
 - Affordability 5% and rest market rate is not acceptable
 - Would like to at least match SFs requirement of 20% of units affordable
 - 20%? affordable minimum
 - At least 20% affordable as in SF.
 - Provide affordable housing 20% of the units
 - Affordability 20% like the other cities
 - Affordable housing - require 20%+ affordable units
 - 20% affordable requirement in SF has stopped housing production there. In Oakland you would get 20% x0=0
 - Ensure we build high w/large # of units that are affordable & BMR!
 - More affordable housing is needed. This project does not address it.
 - How much affordable units would be possible if parking was eliminated or density doubled?
 - How can we incentivize developers to build more affordable units? (below market rate)
 - Forget affordability for "artists" - affordable for teachers
 - (Its) not "affordable" housing that include dislocated folks & workers in area...
 - Affordability!!! to maintain diversity
 - How about other housing modalities? Co-housing?

Neighborhood Impact of Development of CCA and Shopping Center

- Bldg height: there are no bldgs this height in neighborhood. RR is a residential neighborhood w/tallest bldgs at 4-5 stories. Tall bldgs are 4-5 miles away in industrial & downtown areas. Building this height will be detriment to residential neighborhood
- TOO HIGH out of character w/neighborhood. Lack of coordinated planning w/Ridge
- 19 stories is outrageous. Shame on CCA for being such a bad neighbor in their departure
- More residents could support less turnover in retail. More people = fewer "help wanted" signs
- (Negatively) impact local businesses supported by CCA?
- Scope of project is too lg. Building is too tall too many units destroying green space
- Appropriate SCALE scale scale
- Density/ height impact on aesthetics of neighborhood
- Preserve the character of the neighborhood aesthetics & walkability
- Destruction of neighborhood character, pedestrian friendly rather than sterile tower
- Integration with commercial property on corner
- Coordinate planning and development of the two adjacent parcels before ANYTHING is allowed
- The development feels like a gated community. It feels closed off from the rest of the community.
- How will this affect the high school campuses, main and satellite?
- Impact on Oakland Tech students upper campus
- After completing the project, plan for ongoing maintenance of the bldgs, roads, landscaping, so that it ages beautifully
- Invites construction of other behemoths that threaten neighborhood character

Infrastructure: schools, playgrounds

- Infrastructure
- Schools are already overcrowded. Where will our kids and the new kids go to school?
- Where is neighborhood (infrastructure) support for all the people coming to the developer's park?
- Add appropriate infrastructure to sustain the additional residents: libraries, fire stations, beat policing...
- Impacts on current infrastructure - i.e., schools, fire dept., sewer, access for garbage pickup, fire, etc.
- We're inviting, in Oakland, 10,000 + people to join us - actually 8,600 units will come on line this summer - the streets aren't even paved
- Reconfigure College Point

Traffic/Parking/Transit

- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic flow analysis Broadway/51st/Pleasant Valley
- Traffic/transit/parking: Insufficient parking on site, Broadway too narrow in this area
- Traffic/transit/parking/emergency access
- Traffic/transit/parking - given the high cost of units, .64 parking spaces/unit is way too low
- Traffic flow on Broadway
- No left turn capability onto Bwy
- Traffic congestion/parking
- Traffic, street access, parking
- Traffic/parking on Bwy & Clifton

- Traffic and parking
- Traffic no parking
- Transportation congestion
- Lack of sufficient infrastructure: roads and traffic control
- High rises need to be right next to public transit, not 3/4 mi. away
- 19 story high rise increases traffic - need to limit size of the high rise
- Broadway infrastructure for traffic is currently not in place
- Current traffic on Bwy is a big problem since Road Diet did not anticipate all the growth already
- Current infrastructure cannot handle current traffic. More lights (which tends to be Oakland's solution) don't and can't work. Need detailed traffic and parking studies
- With one lane in each direction on Broadway - noxious car fumes are already a problem from cars idling
- Already bad backup on Bwy since Merrill Gardens. No flow. Pedestrian safety
- Consider traffic problems exiting Hwy 24 already at rush hour. Add Uber/Lyft circulating even if new residents don't own cars GRIDLOCK & pollution
- Lack of parking to units (ratio), traffic flow, service access
- Too much traffic/parking concerns for the infrastructure
- Look at traffic. Not enough parking. Residents will park in neighborhood.
- Impact of traffic @ Bwy & Bwy Terrace
- This corner of Broadway cannot sustain traffic flow from proposed development
- Concerned about traffic cars/bikes/scooters in the 3 surrounding blocks-Impact on traffic on Broadway east of 51st ??
- Traffic flow on Broadway between 51st /Pleasant Valley & Bwy Terrace
- Heavy traffic 51st & Bwy
- Impact on traffic - 4 traffic lights w/in 5 blocks on Broadway
- There are four traffic lights within a few yards at Bwy x College Ave.
- Number of signals between Broadway Terrace & 51st St.
- Traffic, traffic, traffic. 51st & Bwy already nuts & the shops at Rockridge not even complete!
- Traffic on Clifton...Parking? awkward, unsafe
- Traffic access & density of traffic on Clifton, Broadway, Bwy Terrace & 51st St.
- Traffic impact on Broadway and Bwy Terrace up to the 13 freeway
- Traffic & traffic flow from 40th through 51st all the way to Hwy 24 entrance
- What will traffic impact be? Already deadlock traffic on Broadway to 24, backed up to Oakland Tech during rush hours
- Traffic: will Broadway become a freeway? Will the recent traffic calming and bike lanes be for naught?

Parking

- PARKING
- Lack of parking will create parking problems on neighboring streets
- Parking: 330 spaces for 586 units? They will fill the whole neighborhood with their cars
- Parking on Thomas permitted?
- Not enough parking spaces
- Inadequate parking
- Lack of parking: it is possible that there will be 300-700 cars looking for parking spaces outside the site
- Too much parking
- Parking proposed is completely inadequate. Will make neighborhood parking (& traffic) impossible
- Parking: neighborhood parking spaces - streets are already filled. Allocating 0.6 parking spaces per unit is not realistic
- I like that low parking ratio encourages use of transit on top of bus stop.
- Less than one parking space per unit will spill cars onto single family neighborhoods

and cause horrific parking nightmare
-Eliminate parking minimums. Encourage walking and biking.

Transit

- BART is already over capacity at our 2 stations
- Community benefits agreement that includes substantial increase in transit capacity to reduce vehicle dependence
- Include car shares, bikes, etc. in project scope
- How will project interact with AC Transit/BART? will there be a shuttle service? How will project promote transit use? How will it affect transit capacity?
- How will the developers incentivize AC Transit & BART to mitigate traffic?
- Parking & cars: AC Transit is an albatross of a system. Doesn't work for us
- What would be the effect on transit ridership on the 51 bus if the density doubled?
- Mass public transit to support increased population?

Fire/Safety/Accessibility/ADA

- There isn't a good egress plan for an emergency situation for the # of units & people who will potentially live in skyscraper at this site.
- Widen sidewalks along Broadway and connecting streets to BART and Safeway
- Emergency access & egress on Clifton
- Egress, ingress Clifton to Broadway
- Emergency access: Need to have at least two access routes and ensure there will be access for emergency vehicles while people are evacuating
- Traffic congestion: all traffic will come out of Clifton in case of disaster -leads to road block
- This is a fire zone: how do you evacuate a 19 story building plus extra side buildings?
- What's going to happen if there's a fire on the 19th floor and the ladder won't work?
- Exit the building during an earthquake?
- Earthquake safety
- Emergency vehicles, large delivery vehicles? No way on street (= no good access?)
- First response access on Clifton
- Accommodation should be made for elderly/disabled
- Good aesthetic design that includes non-verbal accessibility and is in character with Oak/RR & a model example
- The Oakland firestorm of 1991 came within a mile of the CCA site. Fire safety and evacuation are tremendous concerns!!
- What will be the impact on the provision of emergency services?
- Public safety: concern re: fire access, not enough parking. traffic, too much for small side street and Broadway & 51st.
- Suppose there is a fire on the 17th floor. The hook & ladder will not reach the 19th floor.
- Safety - police access, fire access, community safety
- Traffic on College Ave for kids going to Claremont & Chabot schools - safety for our children w/increased cars & traffic
- Safety crossing streets
- I'm concerned about pedestrian & bicycle access in this area (esp. Oakland Tech students & residents)
- Oakland Tech access, pedestrian, student safety, lights, traffic
- Traffic at 51st/Bwy/Pleasant Valley vs. Oakland Tech upper campus classes -student safety running for class
- I am very concerned about the dangerous status for peds & bikes at Bwy & 51st/Pleasant Valley

Historic Preservation (some overlap with Aesthetics)

- Lovely grounds, trees, space turned into a concrete jungle
- Do not destroy historical site

- Aesthetics: destruction of artistic old buildings
- Historic resources dwarfed by mega-structure
- Incorporate styles that are present in the neighborhood
- I don't want an ugly building and the historic gate should remain
- Demolition of much of the historic Broadway wall
- The eclectic variety of old buildings will be lost in these "ice cube" looking structures
- Glad (they are) saving historic home/building
- Save historic outer walls, gate & structures
- Maintain historic nature and appropriate size of bldgs.
- Preserve beauty of site, especially the gate and trees.
- The CCA site should be preserved in a historically meaningful manner - far more open space/trees - parklike. Housing additions should be compatible
- Disregard for historical buildings, keep wall along Broadway. Preserve more of current structure
- Do a historic landscape study (HALS) report
- Historic preservation + landscape preservation
- Don't let "preservation" get in the way of people living in homes!
- Keep the whole wall

Aesthetics

- Aesthetics
- Aesthetics
- Aesthetics
- AESTHETICS! Please keep the character of the neighborhood
- Lose character of Rockridge
- Design should reflect character of area
- Aesthetics = ugly East Bay
- Architecture of bldg should be compatible with what we already have. No sleek modern!
- The aesthetics of design are most important. These buildings belong in Manhattan, not Oakland
- Beautiful bldg as if this is Marin County. More density OK. Coordinate w/empty Safeway lot
- Attractive main building - not a glass skyscraper
- No cheap ugly block construction please
- Instead of a steel and glass bldg use other materials to celebrate design eras & styles like Arts & Crafts, Craftsman, Spanish, etc.
- I hate that the Arts & Crafts style & heritage is being so entirely ignored in the proposed plan
- Architectural design more consistent w/Rockridge
- Inappropriate and/or unattractive design for the neighborhood
- Keep the Oakland vibe going
- Building design to match surrounding architecture aesthetic
- Architectural incompatibility > concern w/design & height of tower
- Couldn't CCA be "shamed" into wanting an aesthetically attractive bldg? It is, after all, an art school whose name would be associated with it
- If the beauty of Rockridge has much to do with the walkability, this project contradicts that attribute entirely
- Height of bldg
- Excessive height of the tower
- SF skyscraper NOT appropriate for N. Oakland residential neighborhood w/Maybeck & Morgan buildings
- Stop the beginning trend of behemoth tall bldgs in our neighborhoods
- Definitely not 19 stories - keep at 7-8 stories
- SCALE of tower is WAY out of context for neighborhood
- Elevation (of land) & 19 stories = too high
- Height. Inappropriate scale & character for Oakland

- Too short
- Size of building
- Size of building plus height of land
- Scale of building
- Height
- Don't want height of tower. Want to preserve character of neighborhood
- 19 story tower will change the character of entire district
- Concerned (that) height of bldg will be an eyesore & ruin Oakland's "aesthetic"
- 5 story concrete parking lot at the corner of Clifton and Broadway = unsightly
- Move tower away from homes & site it closer to the Safeway development
- Extraordinary impact on views, shadow
- View
- View
- Views: mid-Bwy Terrace will lose views of SF & bridge! Developer doesn't recognize or study this. Will devalue housing values
- Destroys the view from my deck. We recently bought our house and paid premium for the view
- Design the bldg to enhance the flavor of the current architectural elements in the 1920s-30s housing.
- Aesthetic disconnect with surrounding neighborhoods
- Aesthetics & fitting in with the neighborhood
- The design should be compatible with the neighborhood look & feel
- Look at aesthetics (of) Rockridge
- Aesthetics: This crude tower is glaringly unfit for the neighborhood
- No more glass & metal! Painted stucco! Balconies!
- Honor Oakland and old school Oakland
- Housing density doesn't have to be ugly...
- Height
- Buildings no taller than 3 stories - blocking views
- Maximum height of 5 stories
- 8 stories max
- 9 story max
- How is 19 stories OK?
- OUT OF SCALE WITH NEIGHBORS. Poor building design (scale, massing) Too big, too ugly
- Given that housing is in crisis in this area, I think we should encourage large buildings like this. I would love to see the zoning changes needed to be used to leverage a better looking design for this 19 stories, however.
- Consider height in relation to the neighborhood
- The HEIGHT of the proposed building is totally out of proportion with the surrounding neighborhood and will block light in the neighborhood
- I object to the tower- honestly it feels like CCA is giving the community the finger:
BAD

Zoning

- Would be out of scale unless we upzone Rockridge
- Larger tower requires zoning change - allows more towers & destroys the neighborhood
- Limit height of high rise in residential zoning (don't change existing zoning)
- 19 stories - do not change (zoning)
- Community essence maintained - don't change zoning
- We do NOT want to change the zoning mandate to allow a 19 story
- Concerned with rezoning and lack of future planning could lead to haphazard planning
- Limit the height of the tallest bldg so that it fits w/in the context of the neighborhood - not higher than the tallest tree on the site

- 8 story limit
- Let's start with existing zoning density and go from there...Bonuses for the benefit to the community
- Sets an example for all other areas. Increased height and density
- Knock-on precedent for up-zoning
- Sets an example for other areas cities/towns (increased height & density)
- Create a canyon corridor (fear of)
- What is the bigger picture of overall development in Oakland? What will our neighborhood look like in 10 - 20 yrs? Need zoning limitations to moderate new building
- Do a comprehensive land use for the entire area e.g. the Safeway & empty lot plus the Campus
- Create an overall land use plan
- PLAN the whole area, please, Oakland City. Include Broadway/51st St/Pleasant Valley vacant ex-shopping mall site. Consider cyclical construction cycle - don't overbuild!
- Don't change zoning w/o land use planning
- Do not change zoning without a concurrent specific plan
- Rockridge needs updated zoning to support more diverse housing
- Recent General Plan update seems to be meaningless
- What is the point of zoning law if city council votes ca repeal piecemeal?
- How is (it) allowed under zoning? Scale?
- Zoning/Infrastructure: variance should not be approved. 19 stories are way too high.
- Need a proper process to determine impact on infrastructure
- Zoning - how to keep aligned with the current neighborhood
- The height of the bldg, 19 stories, logistically 2-4 stories visually higher than 19 stories is way out of scope of entire neighborhood around it (hill adds height to appearance)
- Why should this development get a zoning change? Would it be just for this parcel (if granted)?
- Why is an exception to zoning being proposed?
- Why is there a zoning change for this project?
- Proposed height completely out of context with city zoning
- Is there any chance to get/force a tie-in to the safeway empty lot?
- Incorporate adjacent Pleasant Valley corner site with CCA site development for EIR
- Zoning/infrastructure: spot zoning, re-zone w/o planning of overall area opens door to further inappropriate development locally.
- What are planning commissioners' qualifications? How do they get positions?

Density

- Density
- Overbuilding in Oakland
- What about the current empty units?
- Density and height (against)
- Density & height (against)
- Height, density & shadow
- Density - this site is unable to support the number of units proposed
- Don't kill the project! 15 min to BART, AC Transit every 10 min during rush hour. This is the perfect place for density.
- More units, BMR and even market rate. Let's put development in areas, like Rockridge, that have already been gentrified, not only in the flats. On a regional basis, more units at moderate price. I live 5 mins from project and was just on rental market - its a s%*&show!
- Dense housing: we need more supply of housing
- Over-saturation of population density between Broadway Terrace and 51st/Pleasant Valley on Broadway
- Building high density near transit makes sense - this plan achieves that
- Too many units in concentrated area

- Too big! Out of scale w/neighborhood. Ugly building
- No buildings higher than 6 stories - too many people in too small a space
- Increase density by (while) keeping it in character
- Air pollution from # of cars
- Cumulative land use impact: how many units added & planned on Broadway between MacArthur & CA 24?
- We need as much housing as possible to support our neighborhood treasure - College Ave retail
- Too high a population density for the location and infrastructure

Trees/Environment/Open Space (some overlap with Aesthetics)

- Public space & preservation of trees & aesthetics of area
- Glad saving historic trees
- Don't cut down the trees!
- Excessive removal of trees
- Save trees
- Save trees & grounds
- Destruction of trees
- Willingness to cut down old growth trees
- I like the focus on public open space
- Make the central green area permanently public
- Keep trees & accessibility to public space
- Public health: Need trees, green space & sunlight - this project doesn't have those in scale to surrounding area
- My mother lives at Merrill Gardens. She doesn't get out much, but takes great pleasure from looking out her window at the beautiful TREES at CCAC
- Trees: How can you move oak trees and be sure they survive? Oak trees are protected in Oakland
- Poor use of space - should be a park
- Public space & preservation of trees & aesthetics of area
- The height of the buildings blocks the view of trees and other local landmarks (UGLY)
- Terrain will limit usability of open space
- Park/Playground: 500+ new units, no park in neighborhood (Frog Park is .5 mi. away. Severe lack of playgrounds nearby and this is last chance as density increases.

Sustainability/Environment

- Development should comply with green building standards
- Building should be LEED certified. Why isn't it? Even silver
- Require green infrastructure, e.g., no natural gas utilities in new buildings and implement solar and other alternative energy
- Not sustainable
- Oakland needs high density building & sustainable growth is eco-friendlier
- Environmental sustainability- low carbon footprint in construction and ongoing low energy use
- Want good low carbon footprint if high density building
- Traffic/noise /air pollution, Views destroyed
- Traffic pollution, noise
- Detrimental impact on light & air
- Shadows - sun will not rise in morning at large segment of neighborhood including our house
- What will be the impact on air quality in the immediate area?

Cultural Resources (overlap w/Trees/Environment)

- Art/sculpture glade is a cool idea

- Like the open space proposed, non-profit space
- Neighborhood character, maintain pedestrian friendly area
- Neighborhood amenities (pool, green space open to all, tennis courts)

Process

- What is our "Timeline" to really make a difference in changing the current proposal?
- I am concerned that the process is being subverted, paving the way for further erosion
- Official application before project continues
- Insist that a formal application be submitted

Miscellaneous

- Vet the developer; Require a full app not pre-app. Don't allow zoning change. Does Libby Schaaf support this project?
- Who is developer? History? Track record with similar projects?
- Does the Claremont Country Club have a position on the project? Think it possible to recruit them if they are against?
- What is Dan Kalb's position?
- To Dan Kalb: "Given your years of experience" - what are our best, most effective actions going forward: Petitioning, canvassing, tying ourselves to trees, phone calls to who?

**COMMENTS ON PROCESS, LAND USE PLANNING, AFFORDABLE HOUSING, AND ENVIRONMENTAL ISSUES, ER 19003, SUBMITTED BY UPPER BROADWAY ADVOCATES
AUGUST 19, 2019**

PROCESS

We are concerned that a Notice of Preparation (NOP) of an EIR for the California College of the Arts Redevelopment Project (CCA Redevelopment) has been issued when the project under consideration is ill-defined and the City has not evaluated the land use implications for the project with public input.

The developer had a pre-application meeting and provided a general sense of what they would like to build, but they have not submitted an application. Neither the community nor the City actually knows what the project is that is subject to this scoping meeting.

Is there any circumstance under which a project is considered too preliminary for environmental review? What is that threshold? Is this project sufficiently well-described to give rise to a fully relevant environmental document? Should the project proponent be asked to provide a more fleshed-out program, and should the study be delayed until it is furnished? Our community has many concerns about the process.

We have specific questions regarding process:

- What process will the city follow if a large and loosely described project, predicated on general plan amendments, is studied under an EIR, later giving way to an altered project with a different scope?
- How are incremental impacts calculated for various levels of development intensity?
- How would required mitigations be handled should the scale of a project change after an EIR is completed?
- Under what circumstances would the city require that an EIR be revisited? What is the difference between supplemental environmental review and an addendum for a project such as this? What level of change would trigger each?

LAND USE PLANNING

To be clear, the EIR is NOT the appropriate forum to evaluate land use issues. An EIR evaluates potential environmental impacts, not land use planning, except to the extent the land use may have environmental impacts. This highlights the critical need to evaluate land use issues NOW, with the public, to make sure that the zoning and general plan changes are appropriate. Then we can consider what redevelopment project makes the most sense. Waiting until the planning department submits its staff report evaluating land use, after the EIR has been prepared, and when the project is up for a vote, is much too late. If the City (and the applicant) expect to garner public support for this project, and if they hope to avoid (unnecessary) litigation, there must be meaningful engagement with the public now.

The CCA Redevelopment has potentially profound land use implications for the City, not just in its immediate area, but along the entire Broadway corridor towards Kaiser. If a 19 story tower is built in the CCA campus, then it will provide one bookend, with Kaiser providing the other, for substantial vertical development along Broadway. Is this the type of development

the City wants? Or the public? The City should engage the public about this kind of issue before evaluating a specific project.

Certainly, there should be a comprehensive plan for the north east corner of Broadway/51st and Pleasant Valley. With the failed "Phase Two" of the Safeway project, the City has an opportunity to encourage unified planning for the entire area, including CCA.

Without overall planning Oakland will lose what makes Oakland attractive – neighborhood communities and character. Districts, such as the proposed Jazz district, create a sense of pride and belonging, and engaging destinations and discovery, rather than a homogeneous blah that could be anywhere. Oakland has a vibrant character and deep architectural heritage. City planning can leverage this development surge to create an even more vibrant set of districts.

AFFORDABLE HOUSING

The City has already met its goal for new housing, but not for affordable housing. This project affords the City an opportunity to make good on their stated desires to increase affordable housing stock, but this proposal falls short.

Oakland is a hot real estate market and that puts the City in the driver's seat to extract concessions from developers – like more affordable housing and other community benefits. We ask that the Planning Commission not waste a valuable opportunity to increase affordable housing stock in Rockridge.

The community is requesting that the developers study alternatives to the proposed 5.6% affordable units. Other studies that include different configurations of affordability should be performed before the Planning Commission makes a decision. We propose using the same percentage as San Francisco – a minimum 20% of affordable units in this proposed project. Requiring a higher percentage of affordability is the best way for Rockridge to do its part to make a dent in Oakland's affordable housing crisis.

Housing for artists is a nice request, but what about other population groups who won't be able to afford this project's luxury rents? A relevant local project, Baxter on Broadway, is having trouble renting its most expensive units. They offered NO affordable units. We suggest a study to explore converting more units to affordable for residents from all walks of life, particularly families. Oakland teachers would benefit from housing on this site. CCA's legacy to Oakland could be to honor not only local artists but also teachers from across every district. This is one solution that would represent a harmonious blending of the arts and teaching – both of which CCA is well known for promoting.

ENVIRONMENTAL IMPACT - ER 19003

1. Cultural Resources -

- CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public

amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?

- CCA provided many opportunities to the general public for art classes, lectures and exhibitions. What will this project do to replace such cultural resources? CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API .
2. Architectural and Historical Heritage - The planted campus, not only the historic buildings, is itself an historic landscape that must be assessed. The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. Artists and designers who put Oakland on the art map include sculptor Viola Frey, painter Nathan Oliviera, prominent Photorealist painter, Robert Bechtle, early claymation innovator and Academy Award winner Bob Gardiner, and photographer Hugo Steccati one of the most important architectural photographers to document modern Bay Area history. For good reason it is a City Landmark and is listed on the National Register of Historic Places. Recently Oakland has managed to preserve portions of our heritage in just about every neighborhood: - Whole Foods use of the old Cadillac dealership on 27th Street, - Current construction of several housing complexes on Broadway are integrating existing historic design elements in delightful ways. Of all the historic properties in Oakland, the CCA campus would be a perfect place to preserve a dwindling heritage. An alternative for creative re-use of the site should be studied.
 3. Air Quality - The pre-application documents do not provide enough information regarding impacts to air quality in the areas surrounding the CCA site. What mitigations will the City require of the developers regarding increased auto trips, off-gassing of building materials, FDA-level testing for lead and asbestos (required for all buildings constructed before 1978), mitigation of contaminated soil, etc? We request postponement of this issue until after a formal application has been made and the City and community has had time to evaluate it.
 4. Geology and Soil - What are the effects of covering more surface area in concrete? What is the plan for mitigating excess runoff? Will surface water draining systems be used (French drains, swails, etc.)? Has the City assessed the impact to our aging sewer system?

5. Open space and trees - Local residents have used the campus for open space and walking for many years.
 - Does the proposed open space reduce the amount of open space currently available to the public?
 - What are the guarantees that the open space will be maintained and accessible to the public?
 - Removal of trees - Numerous trees will be lost. What will be the effect of the attendant loss of shading and animal habitat?
 - Movement of trees - Two 100 year old live oaks are marked to be moved. In our discussions with arborists, 100 year old live oaks will not survive transplanting. What modifications to the plan can be made to preserve the numerous mature trees?
 - Replacement Trees - Exactly how many trees will be planted, and what species? And what size?
 -
6. Electricity - Should the City require all new construction over a certain number of units to be all electric, as many other local municipalities are requiring already? Is this not an opportunity to require advance environmental protections? What about the use of photovoltaic arrays and over-window shade structures to mitigate heat gain and save energy? Will the developers pursue LEED certification?
7. Greenhouse Gas Emissions – Most area homes do not have air conditioning. With a high rise building, without cross ventilation, air conditioning will be required. The Royal Institute of British Architects recently recommended a ban on glass-clad buildings, following New York City's lead. However, the more immediate consequences of these glass facades is a heavy need for air conditioning. The amenity's adverse environmental impacts are well documented—almost 14%—of total global energy use stems from air conditioning, and the heat captured and retained in building interiors by glass curtain walls is significant, especially in the summer heat. Advanced glazing and passive cooling options should be included. Climate Change Glass Royal Institute of British Architects (RIBA)
8. Hazards and Hazardous Materials - Years of studio classes taught on the site may have left significant hazardous waste such as silica, dyes, lead, etc. This must be identified. Cleanup and remediation would have to be completed before construction could begin. What will be done to mitigate this impact on the surrounding community? Is there asbestos on the site? What measures will be used to mitigate it during building demolition and construction? The old Chase building next door was delayed for months when asbestos was found in the concrete.
9. Restaurant Operations: What level of permit will the proposed café have? If they cook food then what type of Exhaust system will they have? Class I, Class II? And will you require a “smog hog” to pull grease from the air before it vents to the exterior? Again, this level of detail is not in the pre application materials and we request again that you require the developers to provide a formal application. A restaurant on the opposite side of College Point was recently closed for not having required grease traps on the plumbing.

10. Cell phone towers: Will the developers lease roof space to cell phone (or other electronic providers) providers? These are a health risk from increased EMF radiation and should not be placed on rooftops in dense residential areas.

11. Hydrology and Water Quality

- Plans for use of gray water for gardens should be included.
- What percentage of the acreage is currently covered by hardscape and what by permeable surfaces? And what is the proposed percentage? If an increase in non-permeable surfaces is planned, how will management of runoff and flood prevention be engineered?
- What measures will there be for erosion control given the steep grade and proposed removal of most of the trees? The trees' deep roots many of them 100 years old provide much of the stability for the steeply curved slope from Broadway and Macky Hall.

13. Zoning - The applicant is seeking to rezone the campus CC-2, the same zoning as the adjacent Safeway project. Unlike the Safeway project, which is entirely commercial and may, someday, have some residential on top of additional commercial development, the CCA Redevelopment is overwhelmingly a residential development, with only one cafe and some art space. Should not the space be designated entirely residential?

14. Noise and Vibration - What mitigations will be provided? The site is on bedrock.

15. Transportation - The project should include

- Capacity for charging electric cars
- Bicycle parking/recharging
- Scooter parking/recharging
- Stroller storage
- Zip car parking
- Guest parking
- Vans to and from Rockridge BART
- Off-street drop-off areas for taxis, Uber, Lyft, etc.
- Separate off-street loading zones for delivery vehicles such that they do not interfere with emergency access lanes. Wheelchair and walker accessibility on all pathways and sidewalks

16. Traffic

An exhaustive traffic analysis should include a radius of at least 1.5 miles and analyze

- Broadway north as access to Hwy 24 East, especially in evening (and Chabot Elementary School in morning)
- Broadway Terrace east as access to Hwy 13
- Broadway south as access to Hwy 24 West to Hwy 80 via 51st
- Broadway south to Pleasant Valley
- Broadway south to downtown Oakland
- Pleasant Valley east to Piedmont and Grand Avenues
- Pleasant Valley, 51st Street to Hwy 24 West to Hwy 80
- Broadway and College Avenue intersection (the Point) hosts a blind turn and is virtually impossible to navigate by bike.
- Impact of Baxter Development, Merrill Gardens, RadUrban at 51st and Telegraph and potential for an even greater number of residential units at 51st and Pleasant Valley.
- Excessive traffic signals – Four in the .2 miles of Broadway from Pleasant Valley to Broadway Terrace.
- Lack of signage or confusing signage endangers both vehicle and pedestrian traffic. Major study of area signage is required.
- Short cuts through neighborhoods to avoid signals. Too many signals result in impatience and traffic backup. This has resulted in a huge amount of wrong way traffic on Coronado, a one-way street down a blind hill and Desmond.
- Consider the impact on walking and scooter riding. Some students are new to the Oakland Tech commute and will be in danger as streets and sidewalks become more congested. With its split campus, Oakland Tech students already encounter significant delays in getting to class on time.
- Evaluation is needed for the entrance and exit to the site on Clifton, essentially an old carriage road dead ending at the golf course. This narrow street will have to handle cars, delivery vehicles, emergency vehicles, bikes, scooters, utility vehicles including Amazon, Fed Ex, UPS, USPS, Lyft, Uber and food delivery vehicles. Presumably, this will require a 5th signal within the .2 miles of Broadway.
- Are there plans to reconfigure the roadways at College Point? If yes, will this be accomplished concurrent the development? We should remind the City that there was to be a second huge traffic study of the Broadway/51st/ Pleasant Valley intersection, etc., following construction of the Ridge 2 that never happened. More than \$1 million was put aside for this purpose.
- Are there plans to increase bus and BART service? Our two BART stations are over capacity at rush hours already. There are only AC Transit 3 buses serving this location. How will CCA's free busses to SF be replaced? These free buses reduce traffic and parking required to serve the campus.

17. Circulation and Parking — What specifically will the developer/City do to reduce the impact on neighborhood parking (already severe due to sizable overflow from Merrill Gardens and proximity to BART)? Will parking permits be issued to building tenants? This would only spill more parking onto neighboring streets. Will jitneys to BART be provided, as well as significantly upgraded and improved public transit? What accommodation will be provided for Lyft, Uber, taxis, food delivery service vehicles, UPS, FedEx, USPS, Amazon and other delivery vehicles, and disabled access for scooters and wheelchairs, including sidewalks and ramps built to ADA code? Will Clifton Street (only 20 cars long and barely 4 cars wide) be widened to accommodate the additional traffic from the several hundred spaces?

18. Utilities and Public Services Utilities:

- Sewage - is Oakland sewage capacity sufficient to accommodate new baths/showers/toilets/washers and water run off without impacting neighbors?
- Gas and Electricity - How will facility address new PG&E policy of public safety power shutoffs? Will utilities be undergrounded? Will there be onsite generators and fuel storage tanks?

19. Public Safety - The developer's plan shows only one entrance to the property, via Clifton Street. Is this adequate in the case of fire, earthquake or other disaster? The project plan appears to show insufficient space for fire trucks to enter and turn around. The smaller residential buildings on the south edge which could be accessed from a different direction, by ladders, are situated on a cliff, which makes access to the upper stories by ladder impossible. Additionally the 19 story tower will provide views into neighborhood backyards and bedrooms. What security provisions will be put in place to ensure that the high rise won't violate the privacy and safety of the children growing up in the community of 1-2 story homes?

20. Mitigation of Construction Impact

- What mitigations are proposed for dust and noise? How will they be enforced? The site is on bedrock next to a quarry. Will there be blasting?
- How will current parking be affected? Will the builder be required to stage the project somewhere else?
- Will construction vehicles entering and leaving the site block residents of the apartment complex immediately east of CCA? How will any mitigations be enforced?
- Will construction noise beginning before 7AM be permitted to disturb neighbors, as happened continually throughout construction of Merrill Gardens and Baxter on Broadway, even though prohibited by City Code?

21. Shadow Study - Essentially nothing within a mile is taller than 5 stories

- Will there be compensation for neighbors' loss of solar exposure for solar energy equipment?

- How will the shadows affect the adjacent residences? Considering the proposed 19 story building surrounded by 8 story buildings, is there a shadow study planned for proposed "green space," public access areas? How many actual hours of sunlight will there be?
22. Landscaping - How will perpetual upkeep be guaranteed to ensure fire safety, beauty and walkability? How will guarantees of public access be enforced?
 23. Walkability - Sidewalks and paths need to be sufficiently wide to accommodate strollers, wheelchairs, dogs, etc., cleared of obstructions and lit for safety. Clifton Street needs to be evaluated for ADA compliance in terms of slope and regraded and paved to ensure equal access. Along Broadway the current wall with over hanging vegetation provides a block long respite for pedestrians to stroll and view the 100 foot trees. These cultural resources are irreplaceable. The current plan has a few sapling plantings and a lot of concrete.
 24. Water Run Off - There is much basement flooding in neighborhood due to underground streams. Will this project worsen this situation?
 25. Anticipated infiltration of rats and other wildlife pests. This was a large problem during Safeway, Merrill Gardens and Baxter development, causing existing residents to incur significant expense. How will this be mitigated? How will the deer that feed at the site be protected?
 26. View Ordinances - Do current ordinances permit this development?
 27. Carbon Sequestration" Lungs of Oakland" The developers estimate there are 100 trees on the site. Trees provide shade reducing heating and cooling energy use for buildings, they provide relaxing escape from the heavy traffic on Broadway, and they provide oxygen, carbon sequestration, and flowers for local beekeepers. Cutting down mature trees reduces carbon sequestration for the site and releases carbon back to the atmosphere.
 - 100 year old CCA campus has several historic landmark buildings and surrounds. The rolling hillside, steep cliffs, mature trees, Victorian architecture, and landscaping combine to offer a little bit of all of Oakland in it. The cliffs to the south and east host wildflowers in the spring and a family of deer in the morning and evenings. The treelined paths to the west block the noise and view of Broadway traffic and offer pedestrians a Japanese forest bath without driving to the hills.
 - The pre-proposal requires demolishing this stand of trees including some 100 year old redwoods and live oaks that won't survive transplanting. These trees clean our air, buffet sound from Broadway and the Highways, as well as create a nice place to stroll, jog, bike, or walk our dogs.
 - A sheer 5-8 story wall of glass and metal buildings and a 19 story tower here instead of these trees affects the quality of air in the surrounding community. The tower would be twice as tall as the tallest trees and reflect all the noise and wind coming from the highways. What is an eco-friendlier alternative? Will the trees on the ridge line to the south and the east also be cut down leaving a sheer rock face and glass

and metal building façade? The current buildings are nestled behind a row of trees on all sides.

- The 100-year-old 100 foot trees themselves are a cultural resource that are irreplaceable. A modern office-building style structure with only a couple yards of the historic steps mid-block preserved are no replacement for the habitat of trees and the historic landscaping around Macky Hall. At a minimum, what is the plan for carbon sequestration and damage to the environment?
28. Green construction - How does the project work towards Oakland, Alameda County, and the state of California goals of reducing greenhouse gas emissions, zero waste strategic plans, traffic reduction, and green building ordinances? What provisions for green and sustainable construction? Will there be green roofs or solar? If solar where will the panels be located and will there be onsite storage batteries? How will the buildings be heated and cooled? How can this construction be a model for sustainable development for the rest of Oakland? Will gray water be used? What will reduce the energy required to heat and cool the building as well as transport people, water, sewage up and down the tower? What is the lifetime estimate of the construction materials to be used? Cheaper building construction often have to be scrapped in 50-70 years. Tearing down existing construction has an environmental impact as well. The neighborhood of historic Craftsman and Victorian homes are 100 years old and still going strong. What new technologies for generating electricity such as solar energy creating window films be used?
29. Developer Abandonment and Economic Downturns - The parcel next door at 51st and Broadway has lay abandoned for three years after the Phase 2 for The Ridge development was canceled. It has numerous pedestrian hazards and is an eye sore surrounded by an illegal construction fence. What contingency provisions does this CCA project have in case financing or other event prevents its completion? How will the community and Oakland be compensated in the event the project falls through? Our economy is variable, building and 100-year-old tree demolition is permanent.
30. Social Justice and Social Impact - CCA and the developers pride themselves on social justice and meeting the needs of the communities they serve. How is a 19 story metal and glass luxury apartment tower with only 6% affordable units in a converted student dorm a development a model for social and economic equality, diversity, and inclusion? How does it reflect the artistic design tradition of the educational center for California's Historic Arts and Crafts movement – a movement that revered the relationship between people and the natural world?

“As one of the most diverse colleges in the United States, CCA is committed to social change and addressing systems of oppression.” – Stephen Beal CCA President
(Source CCA website <https://www.cca.ed>)

ALTERNATIVES TO BE STUDIED

Study 1: Examine an alternative that provides 10% affordable units for low income housing (as defined by HUD), and 10% moderately affordable units (as defined by HUD), calculated by assuming 20% of all units will be affordable. This is a sensible requirement if the City plans to

alter the general plan for the developer. The pre-application asks for a huge increase in zoning and the City does not have to accede to their request.

Study 2: Include alternatives that reduce the height of the proposed buildings to several options: 12 stories, 7 stories and 5 stories.

Study 3: Research a proposal that includes 7% of housing units for families (2 and 3 bedroom units) for people with moderate incomes. These units could house our teachers, single parents and the elderly who cannot afford a place like Merrill Gardens. It's crucial that these proposed units not just attract wealthy singles and couples. And as our population ages, affordable senior units will become even more in demand. The Alameda County Plan for Older Adults estimates the following: *In 2020, Alameda County will be home to more than 260,000 adults over the age of 65. By 2030, 1 in 5 Alameda County residents will be in the 65 plus age group, and by 2040, the number of older adults will substantially outstrip the number of children under the age of eighteen. By 2050, Alameda County will have almost 100,000 elders over the age of 85.* Shouldn't the City of Oakland be more proactive and begin to anticipate how to house all these people? We think so, and this development could kick-off a City-wide effort.

Study 4: When constructing alternatives, provide a description of how the units will integrate with the social fabric of the city, including likely age profiles, school attendance, and need for other social services.

Study 5: Interview Affordable Housing Developers as potential partners or advisors to this project. They have the expertise and practical skills to determine what affordable units should look like based on demographics of potential residents. Oakland and the wider Bay Area have many accomplished affordable housing developers to choose from. They know how to get these units approved and built.

Study 6: There should be a requirement to examine the vacant site at Broadway and Pleasant Valley into consideration as a second housing site and how the entire area could be an affordable housing center.

Submitted by Upper Broadway Advocates

Kirk Peterson, Chair; Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

ATTACHMENT 1

COMMUNITY MEETINGS 7/17/19 and 7/31/19 Rockridge Library PUBLIC COMMENTS

Guidelines used in recording post-its:

- Some post-its just repeated the topic word (e.g., just said "traffic".) Those are included as they represent someone's concern about that topic.
- Post-its are verbatim, not reworded. Multiple post-its repeating the same thing are not condensed. Each instance is recorded.
- Some post-its moved to more appropriate topic
- Where a post-it covered multiple topics they are separated and listed w/ appropriate topic.

One long post-it from one person summarizes concerns of many:

- Inappropriate size of building. Ruins character of neighborhood. Too tall.
- Creates more traffic & congestion
- Loss of historic trees. Ruins view
- As a graduate of CCAC it is hard to believe that the School of Architecture hasn't weighed in with something more in character of original campus & gardens.
- This is a historic landmark that is being obliterated.
- No affordable housing or added transportation to support the congestion.

Affordability

- Affordability
- Affordable housing!
- Affordability requirements
- Increase in # of affordable units
- Lack of affordable housing
- Lack of affordable housing and an increase in prices at high end at market will increase overall market
- Include affordable units for families that can house a family of 4 under or at \$2,500 mo.
- Provide significant increase in affordable housing
- We must have a generous amount of affordable units
- Not really offering decent affordable housing
- Genuinely affordable housing
- Affordability: we need MANY more low-rent units that are TRULY affordable
- Not enough affordable housing
- Housing affordability feasibility
- Moderate income mandate for 19 story housing
- Require a % of units to be affordable housing to support inclusion and diversity
- Zoning & affordable housing % requirements
- I am not opposed to the general plan & would like to see 10 - 15% affordable housing
- Require 15 - 20% affordable housing if density is...?...maintained???
- 20% affordable
- Affordable housing 20% or more
- 20% affordable of the whole
- At least 30% of low-income and moderate-income housing
- Relationship between building height & housing affordability (meaning???)
- There should be affordable housing in the MAIN building
- The high rents will drive out ALL artists, most of whom are struggling already

- The artist space is not new. They are now just making it available for their students in SF. Nothing added
- The entire City of Oakland is under construction. We have no shortage of overpriced housing. Whatever is built needs to be AFFORDABLE
- More affordable housing in the project
- Affordability 5% and rest market rate is not acceptable
- Would like to at least match SFs requirement of 20% of units affordable
- 20%? affordable minimum
- At least 20% affordable as in SF.
- Provide affordable housing 20% of the units
- Affordability 20% like the other cities
- Affordable housing - require 20%+ affordable units
- 20% affordable requirement in SF has stopped housing production there. In Oakland you would get 20% x0=0
- Ensure we build high w/large # of units that are affordable & BMR!
- More affordable housing is needed. This project does not address it.
- How much affordable units would be possible if parking was eliminated or density doubled?
- How can we incentivize developers to build more affordable units? (below market rate)
- Forget affordability for "artists" - affordable for teachers
- (Its) not "affordable" housing that include dislocated folks & workers in area...
- Affordability!!! to maintain diversity
- How about other housing modalities? Co-housing?

Neighborhood Impact of Development of CCA and Shopping Center

- Bldg height: there are no bldgs this height in neighborhood. RR is a residential neighborhood w/tallest bldgs at 4-5 stories. Tall bldgs are 4-5 miles away in industrial & downtown areas. Building this height will be detriment to residential neighborhood
- TOO HIGH out of character w/neighborhood. Lack of coordinated planning w/Ridge
- 19 stories is outrageous. Shame on CCA for being such a bad neighbor in their departure
- More residents could support less turnover in retail. More people = fewer "help wanted" signs
- (Negatively) impact local businesses supported by CCA?
- Scope of project is too lg. Building is too tall too many units destroying green space
- Appropriate SCALE scale scale
- Density/ height impact on aesthetics of neighborhood
- Preserve the character of the neighborhood aesthetics & walkability
- Destruction of neighborhood character, pedestrian friendly rather than sterile tower
- Integration with commercial property on corner
- Coordinate planning and development of the two adjacent parcels before ANYTHING is allowed
- The development feels like a gated community. It feels closed off from the rest of the community.
- How will this affect the high school campuses, main and satellite?
- Impact on Oakland Tech students upper campus
- After completing the project, plan for ongoing maintenance of the bldgs, roads, landscaping, so that it ages beautifully
- Invites construction of other behemoths that threaten neighborhood character

Infrastructure: schools, playgrounds

- Infrastructure
- Schools are already overcrowded. Where will our kids and the new kids go to school?
- Where is neighborhood (infrastructure) support for all the people coming to the developer's park?
- Add appropriate infrastructure to sustain the additional residents: libraries, fire stations, beat policing...
- Impacts on current infrastructure - i.e., schools, fire dept., sewer, access for garbage

pickup, fire, etc.

- We're inviting, in Oakland, 10,000 + people to join us - actually 8,600 units will come on line this summer - the streets aren't even paved
- Reconfigure College Point

Traffic/Parking/Transit

- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic flow analysis Broadway/51st/Pleasant Valley
- Traffic/transit/parking: Insufficient parking on site, Broadway too narrow in this area
- Traffic/transit/parking/emergency access
- Traffic/transit/parking - given the high cost of units, .64 parking spaces/unit is way too low
- Traffic flow on Broadway
- No left turn capability onto Bwy
- Traffic congestion/parking
- Traffic, street access, parking
- Traffic/parking on Bwy & Clifton
- Traffic and parking
- Traffic no parking
- Transportation congestion
- Lack of sufficient infrastructure: roads and traffic control
- High rises need to be right next to public transit, not 3/4 mi. away
- 19 story high rise increases traffic - need to limit size of the high rise
- Broadway infrastructure for traffic is currently not in place
- Current traffic on Bwy is a big problem since Road Diet did not anticipate all the growth already
- Current infrastructure cannot handle current traffic. More lights (which tends to be Oakland's solution) don't and can't work. Need detailed traffic and parking studies
- With one lane in each direction on Broadway - noxious car fumes are already a problem from cars idling
- Already bad backup on Bwy since Merrill Gardens. No flow. Pedestrian safety
- Consider traffic problems exiting Hwy 24 already at rush hour. Add Uber/Lyft circulating even if new residents don't own cars GRIDLOCK & pollution
- Lack of parking to units (ratio), traffic flow, service access
- Too much traffic/parking concerns for the infrastructure
- Look at traffic. Not enough parking. Residents will park in neighborhood.
- Impact of traffic @ Bwy & Bwy Terrace
- This corner of Broadway cannot sustain traffic flow from proposed development
- Concerned about traffic cars/bikes/scooters in the 3 surrounding blocks-Impact on traffic on Broadway east of 51st ??
- Traffic flow on Broadway between 51st /Pleasant Valley & Bwy Terrace
- Heavy traffic 51st & Bwy
- Impact on traffic - 4 traffic lights w/in 5 blocks on Broadway
- There are four traffic lights within a few yards at Bwy x College Ave.
- Number of signals between Broadway Terrace & 51st St.
- Traffic, traffic, traffic. 51st & Bwy already nuts & the shops at Rockridge not even complete!
- Traffic on Clifton...Parking? awkward, unsafe
- Traffic access & density of traffic on Clifton, Broadway, Bwy Terrace & 51st St.
- Traffic impact on Broadway and Bwy Terrace up to the 13 freeway
- Traffic & traffic flow from 40th through 51st all the way to Hwy 24 entrance
- What will traffic impact be? Already deadlock traffic on Broadway to 24, backed up to Oakland Tech during rush hours

-Traffic: will Broadway become a freeway? Will the recent traffic calming and bike lanes be for naught?

Parking

-PARKING

- Lack of parking will create parking problems on neighboring streets
- Parking: 330 spaces for 586 units? They will fill the whole neighborhood with their cars
- Parking on Thomas permitted?
- Not enough parking spaces
- Inadequate parking
- Lack of parking: it is possible that there will be 300-700 cars looking for parking spaces outside the site
- Too much parking
- Parking proposed is completely inadequate. Will make neighborhood parking (& traffic) impossible
- Parking: neighborhood parking spaces - streets are already filled. Allocating 0.6 parking spaces per unit is not realistic
- I like that low parking ratio encourages use of transit on top of bus stop.
- Less than one parking space per unit will spill cars onto single family neighborhoods and cause horrific parking nightmare
- Eliminate parking minimums. Encourage walking and biking.

Transit

- BART is already over capacity at our 2 stations
- Community benefits agreement that includes substantial increase in transit capacity to reduce vehicle dependence
- Include car shares, bikes, etc. in project scope
- How will project interact with AC Transit/BART? will there be a shuttle service? How will project promote transit use? How will it affect transit capacity?
- How will the developers incentivize AC Transit & BART to mitigate traffic?
- Parking & cars: AC Transit is an albatross of a system. Doesn't work for us
- What would be the effect on transit ridership on the 51 bus if the density doubled?
- Mass public transit to support increased population?

Fire/Safety/Accessibility/ADA

- There isn't a good egress plan for an emergency situation for the # of units & people who will potentially live in skyscraper at this site.
- Widen sidewalks along Broadway and connecting streets to BART and Safeway
- Emergency access & egress on Clifton
- Egress, ingress Clifton to Broadway
- Emergency access: Need to have at least two access routes and ensure there will be access for emergency vehicles while people are evacuating
- Traffic congestion: all traffic will come out of Clifton in case of disaster -leads to road block
- This is a fire zone: how do you evacuate a 19 story building plus extra side buildings?
- What's going to happen if theres a fire on the 19th floor and the ladder won't work?
- Exit the building during an earthquake?
- Earthquake safety
- Emergency vehicles, large delivery vehicles? No way on street (= no good access?)
- First response access on Clifton
- Accommodation should be made for elderly/disabled
- Good aesthetic design that includes non-verbal accessibility and is in character with Oak/RR & a model example
- The Oakland firestorm of 1991 came within a mile of the CCA site. Fire safety and evacuation are tremendous concerns!!
- What will be the impact on the provision of emergency services?
- Public safety: concern re: fire access, not enough parking. traffic, too much for small side street and Broadway & 51st.

- Suppose there is a fire on the 17th floor. The hook & ladder will not reach the 19th floor.
- Safety - police access, fire access, community safety
- Traffic on College Ave for kids going to Claremont & Chabot schools - safety for our children w/increased cars & traffic
- Safety crossing streets
- I'm concerned about pedestrian & bicycle access in this area (esp. Oakland Tech students & residents)
- Oakland Tech access, pedestrian, student safety, lights, traffic
- Traffic at 51st/Bwy/Pleasant Valley vs. Oakland Tech upper campus classes -student safety running for class
- I am very concerned about the dangerous status for peds & bikes at Bwy & 51st/Pleasant Valley

Historic Preservation (some overlap with Aesthetics)

- Lovely grounds, trees, space turned into a concrete jungle
- Do not destroy historical site
- Aesthetics: destruction of artistic old buildings
- Historic resources dwarfed by mega-structure
- Incorporate styles that are present in the neighborhood
- I don't want an ugly building and the historic gate should remain
- Demolition of much of the historic Broadway wall
- The eclectic variety of old buildings will be lost in these "ice cube" looking structures
- Glad (they are) saving historic home/building
- Save historic outer walls, gate & structures
- Maintain historic nature and appropriate size of bldgs.
- Preserve beauty of site, especially the gate and trees.
- The CCA site should be preserved in a historically meaningful manner - far more open space/trees - parklike. Housing additions should be compatible
- Disregard for historical buildings, keep wall along Broadway. Preserve more of current structure
- Do a historic landscape study (HALS) report
- Historic preservation + landscape preservation
- Don't let "preservation" get in the way of people living in homes!
- Keep the whole wall

Aesthetics

- Aesthetics
- Aesthetics
- Aesthetics
- AESTHETICS! Please keep the character of the neighborhood
- Lose character of Rockridge
- Design should reflect character of area
- Aesthetics = ugly East Bay
- Architecture of bldg should be compatible with what we already have. No sleek modern!
- The aesthetics of design are most important. These buildings belong in Manhattan, not Oakland
- Beautiful bldg as if this is Marin County. More density OK. Coordinate w/empty Safeway lot
- Attractive main building - not a glass skyscraper
- No cheap ugly block construction please
- Instead of a steel and glass bldg use other materials to celebrate design eras & styles like Arts & Crafts, Craftsman, Spanish, etc.
- I hate that the Arts & Crafts style & heritage is being so entirely ignored in the proposed plan
- Architectural design more consistent w/Rockridge
- Inappropriate and/or unattractive design for the neighborhood
- Keep the Oakland vibe going
- Building design to match surrounding architecture aesthetic
- Architectural incompatibility > concern w/design & height of tower

- Couldn't CCA be "shamed" into wanting an aesthetically attractive bldg? It is, after all, an art school whose name would be associated with it
- If the beauty of Rockridge has much to do with the walkability, this project contradicts that attribute entirely
- Height of bldg
- Excessive height of the tower
- SF skyscraper NOT appropriate for N. Oakland residential neighborhood w/Maybeck & Morgan buildings
- Stop the beginning trend of behemoth tall bldgs in our neighborhoods
- Definitely not 19 stories - keep at 7-8 stories
- SCALE of tower is WAY out of context for neighborhood
- Elevation (of land) & 19 stories = too high
- Height. Inappropriate scale & character for Oakland
- Too short
- Size of building
- Size of building plus height of land
- Scale of building
- Height
- Don't want height of tower. Want to preserve character of neighborhood
- 19 story tower will change the character of entire district
- Concerned (that) height of bldg will be an eyesore & ruin Oakland's "aesthetic"
- 5 story concrete parking lot at the corner of Clifton and Broadway = unsightly
- Move tower away from homes & site it closer to the Safeway development
- Extraordinary impact on views, shadow
- View
- View
- Views: mid-Bwy Terrace will lose views of SF & bridge! Developer doesn't recognize or study this. Will devalue housing values
- Destroys the view from my deck. We recently bought our house and paid premium for the view
- Design the bldg to enhance the flavor of the current architectural elements in the 1920s-30s housing.
- Aesthetic disconnect with surrounding neighborhoods
- Aesthetics & fitting in with the neighborhood
- The design should be compatible with the neighborhood look & feel
- Look at aesthetics (of) Rockridge
- Aesthetics: This crude tower is glaringly unfit for the neighborhood
- No more glass & metal! Painted stucco! Balconies!
- Honor Oakland and old school Oakland
- Housing density doesn't have to be ugly...
- Height
- Buildings no taller than 3 stories - blocking views
- Maximum height of 5 stories
- 8 stories max
- 9 story max
- How is 19 stories OK?
- OUT OF SCALE WITH NEIGHBORS. Poor building design (scale, massing) Too big, too ugly
- Given that housing is in crisis in this area, I think we should encourage large buildings like this. I would love to see the zoning changes needed to be used to leverage a better looking design for this 19 stories, however.
- Consider height in relation to the neighborhood
- The HEIGHT of the proposed building is totally out of proportion with the surrounding neighborhood and will block light in the neighborhood
- I object to the tower- honestly it feels like CCA is giving the community the finger:

BAD

Zoning

- Would be out of scale unless we upzone Rockridge
- Larger tower requires zoning change - allows more towers & destroys the neighborhood
- Limit height of high rise in residential zoning (don't change existing zoning)
- 19 stories - do not change (zoning)
- Community essence maintained - don't change zoning
- We do NOT want to change the zoning mandate to allow a 19 story
- Concerned with rezoning and lack of future planning could lead to haphazard planning
- Limit the height of the tallest bldg so that it fits w/in the context of the neighborhood - not higher than the tallest tree on the site
- 8 story limit
- Let's start with existing zoning density and go from there...Bonuses for the benefit to the community
- Sets an example for all other areas. Increased height and density
- Knock-on precedent for up-zoning
- Sets an example for other areas cities/towns (increased height & density)
- Create a canyon corridor (fear of)
- What is the bigger picture of overall development in Oakland? What will our neighborhood look like in 10 - 20 yrs? Need zoning limitations to moderate new building
- Do a comprehensive land use for the entire area e.g. the Safeway & empty lot plus the Campus
- Create an overall land use plan
- PLAN the whole area, please, Oakland City. Include Broadway/51st St/Pleasant Valley vacant ex-shopping mall site. Consider cyclical construction cycle - don't overbuild!
- Don't change zoning w/o land use planning
- Do not change zoning without a concurrent specific plan
- Rockridge needs updated zoning to support more diverse housing
- Recent General Plan update seems to be meaningless
- What is the point of zoning law if city council votes ca repeal piecemeal?
- How is (it) allowed under zoning? Scale?
- Zoning/Infrastructure: variance should not be approved. 19 stories are way too high.
- Need a proper process to determine impact on infrastructure
- Zoning - how to keep aligned with the current neighborhood
- The height of the bldg, 19 stories, logistically 2-4 stories visually higher than 19 stories is way out of scope of entire neighborhood around it (hill adds height to appearance)
- Why should this development get a zoning change? Would it be just for this parcel (if granted)?
- Why is an exception to zoning being proposed?
- Why is there a zoning change for this project?
- Proposed height completely out of context with city zoning
- Is there any chance to get/force a tie-in to the safeway empty lot?
- Incorporate adjacent Pleasant Valley corner site with CCA site development for EIR
- Zoning/infrastructure: spot zoning, re-zone w/o planning of overall area opens door to further inappropriate development locally.
- What are planning commissioners' qualifications? How do they get positions?

Density

- Density
- Overbuilding in Oakland
- What about the current empty units?
- Density and height (against)
- Density & height (against)
- Height, density & shadow
- Density - this site is unable to support the number of units proposed
- Don't kill the project! 15 min to BART, AC Transit every 10 min during rush hour. This is the perfect place for density.

- More units, BMR and even market rate. Let's put development in areas, like Rockridge, that have already been gentrified, not only in the flats. On a regional basis, more units at moderate price. I live 5 mins from project and was just on rental market - its a s%&show!
- Dense housing: we need more supply of housing
- Over-saturation of population density between Broadway Terrace and 51st/Pleasant Valley on Broadway
- Building high density near transit makes sense - this plan achieves that
- Too many units in concentrated area
- Too big! Out of scale w/neighborhood. Ugly building
- No buildings higher than 6 stories - too many people in too small a space
- Increase density by (while) keeping it in character
- Air pollution from # of cars
- Cumulative land use impact: how many units added & planned on Broadway between MacArthur & CA 24?
- We need as much housing as possible to support our neighborhood treasure - College Ave retail
- Too high a population density for the location and infrastructure

Trees/Environment/Open Space (some overlap with Aesthetics)

- Public space & preservation of trees & aesthetics of area
- Glad saving historic trees
- Don't cut down the trees!
- Excessive removal of trees
- Save trees
- Save trees & grounds
- Destruction of trees
- Willingness to cut down old growth trees
- I like the focus on public open space
- Make the central green area permanently public
- Keep trees & accessibility to public space
- Public health: Need trees, green space & sunlight - this project doesn't have those in scale to surrounding area
- My mother lives at Merrill Gardens. She doesn't get out much, but takes great pleasure from looking out her window at the beautiful TREES at CCAC
- Trees: How can you move oak trees and be sure they survive? Oak trees are protected in Oakland
- Poor use of space - should be a park
- Public space & preservation of trees & aesthetics of area
- The height of the buildings blocks the view of trees and other local landmarks (UGLY)
- Terrain will limit usability of open space
- Park/Playground: 500+ new units, no park in neighborhood (Frog Park is .5 mi. away. Severe lack of playgrounds nearby and this is last chance as density increases.

Sustainability/Environment

- Development should comply with green building standards
- Building should be LEED certified. Why isn't it? Even silver
- Require green infrastructure, e.g., no natural gas utilities in new buildings and implement solar and other alternative energy
- Not sustainable
- Oakland needs high density building & sustainable growth is eco-friendlier
- Environmental sustainability- low carbon footprint in construction and ongoing low energy use
- Want good low carbon footprint if high density building
- Traffic/noise /air pollution, Views destroyed
- Traffic pollution, noise
- Detrimental impact on light & air
- Shadows - sun will not rise in morning at large segment of neighborhood including our

house

-What will be the impact on air quality in the immediate area?

Cultural Resources (overlap w/Trees/Environment)

-Art/sculpture glade is a cool idea

-Like the open space proposed, non-profit space

-Neighborhood character, maintain pedestrian friendly area

-Neighborhood amenities (pool, green space open to all, tennis courts)

Process

-What is our "Timeline" to really make a difference in changing the current proposal?

-I am concerned that the process is being subverted, paving the way for further erosion

-Official application before project continues

-Insist that a formal application be submitted

Miscellaneous

-Vet the developer; Require a full app not pre-app. Don't allow zoning change. Does Libby Schaaf support this project?

-Who is developer? History? Track record with similar projects?

-Does the Claremont Country Club have a position on the project? Think it possible to recruit them if they are against?

-What is Dan Kalb's position?

-To Dan Kalb: "Given your years of experience" - what are our best, most effective actions going forward: Petitioning, canvassing, tying ourselves to trees, phone calls to who?



August 8, 2019

(By Electronic Transmission)

Members of the Landmarks Preservation Advisory Board
Peter Vollmann, Secretary and Planner
Rebecca Lind, Planner

Subject: Notice of Preparation— California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Preservation Advisory Board, Ms. Lind, and Mr. Vollmann,

Oakland Heritage Alliance submits these comments upon the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall.

The entirety of Parcel 1 is an Area of Primary Importance. As you know, this campus is a key historic and cultural resource that has held an important place not only architecturally, and with regard to landscape, but as a cultural institution. Thus its significance is multifaceted, and much bound up with the cultural life of the city in which the college has been located since its beginning. We greatly regret that the college has decided to abandon the city of its founding. We hope that Oakland will retain this API as an integral contributor to our city's cultural heritage.

We have grave doubts about the rationale of granting significant general plan amendments and zoning changes for a revenue-generating project, with the value of the land sale accruing to a now-San Francisco-based institution, unless significant community benefits result, and our historic API survives intact.

In the Environmental Documents, the following should be studied in detail:

1. The proposed project's overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives which might more effectively attain compatibility with these contexts.
2. Study alternatives for preservation rather than destruction of the long wall along Broadway, including the important vehicular entrance gate. The plans show only a small part preserved. The viability of the proposed commercial/retail uses along Broadway that would replace the wall is questionable. See Comment 13 below.

It is not clear why the wall needs to be removed to accommodate Building D. Preserving that portion of the wall would instead appear to facilitate development of Building D.

3. Fully study an alternative which keeps the historic buildings in their current locations. Recognizing that the carriage house has been repositioned before, nonetheless, under the Secretary of Interior Standards, preservation *in situ* is far preferable. All the alternatives, additionally, should address design approaches which step back from the retained historic buildings, are subordinate to them, and relate gracefully to them rather than overwhelming them.
4. Historic landscape: The entire site constitutes a cultural landscape. Inventory all trees and significant plantings, other site elements, and their histories and relationships. Analyze the feasibility of the proposed relocation of mature live oaks. Prepare an alternative which preserves a greater portion of the historic landscape. Retain the relationship between planted areas, the historic wall, buildings, and the pedestrian and vehicular gates. Provide an arboricultural assessment of the existing mature trees, including measures to prolong their lifespan. Study alternatives that facilitate and enhance public use of the space, and design alternatives that avoid walling off the landscaped area on three sides, hemming it in to a great degree. Consider sunlight.

The proposed historical resources evaluation in the scope of work proposes to address "the campus as a historic district inclusive of cultural landscape". Regarding the historic trees, the little leaf linden (*Tilia cordata*) and two giant sequoias (*Sequoia giganteum*) are rated C1+ on the 1993 API map and are identified as dating from the 1880s, i.e. when the Treadwell House was constructed. The two giant sequoias appear to still be standing, but do not appear to be in good condition. Is the little leaf linden still standing?

5. Study the landscape as wildlife habitat.
6. Compare the air quality and ecosystems services provided by the current landscape and by the potentially reworked area shown in the proposed plans.
7. The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API.
8. The number of "affordable" units is far too minimal to mitigate the effects on the arts community, and it is difficult to know how units could legally be reserved for practicing artists. The Clifton Hall housing, off-site from the main campus, is envisioned in the proposed plan to furnish fewer accommodations than are now provided as college housing. In considering the requests for general plan and zoning amendments, analyze what community benefits can be provided that would make it worthwhile in view of the impacts. Consider alternatives that include more affordable units, at deeper levels of affordability. This developer is asking the city to change its general plan; it appears to create a large additional value. Oakland could request a more substantial degree of subsidy in housing units. (With all due respect to CCA, by what rationale should Oakland finance an institution which is moving to San Francisco?)

- Oakland is already on track to meet DOUBLE its RHNA allocation for above-moderate housing, but is falling short on meeting RHNA for very low, low, and moderate income.
 - Only 7% of units developed from 2015–2018 were affordable. This is far too low, and the City needs to prioritize development of deed-restricted affordable housing.
 - Any additional affordable housing required in connection with rezoning should be in addition to payment of the City's Affordable Housing Impact Fee, and these additional units should not be allowed to count as meeting the fee ordinance's provision for alternative compliance by providing units on site.
9. The height of the tower is excessive in the neighborhood context, would set a very bad precedent, and the construction type would require units to be expensive. What are the demographic effects of inserting high-end housing at a time when there is general recognition that low to moderate income housing is what is needed in Oakland? How will family housing units be incorporated? What provisions are made to integrate the development with the larger urban area, and avoid its development as an isolated high-end enclave?
 10. The proposed open space area does not appear welcoming to the general public; although the developer has asserted it will provide a public benefit, as proposed it would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to the neighborhood in which it sits?
 11. How can the city use this opportunity to coordinate planning with the large adjoining site at Pleasant Valley/Broadway, especially as many traffic, pedestrian, bicycle, and safety concerns are shared? Provide a framework under which the city can consider both sites and plan for an integrated zoning scheme, before entertaining any general plan or zoning changes.
 12. The proposed traffic, pedestrian, transit, and site access arrangements seem problematic, with potential safety problems. Study pedestrian access, traffic safety, driveway access, impacts on adjoining neighborhoods, life safety access, and effects on the College Avenue commercial corridor.
 13. The commercial/retail ground floor is placed awkwardly and is unlikely to succeed as located. Retail is already not flourishing in the age of Amazon; it makes no sense to add additional retail frontage on historically non-retail streets such as Clifton and this stretch of the east side of Broadway. Study an alternative which eliminates retail on Clifton and Broadway frontages, and concedes that the project is a residential development.
 14. Please show an alternative in which the project builds to existing residential zoning requirements, without any general plan and zoning alterations. Also study alternatives that require less significant General Plan and zoning amendments and alternatives that preserve all, or more than what is currently proposed, of the existing buildings for housing with as many affordable units as possible, including creative or unconventional housing arrangements, such as group quarters, single room occupancy, cohousing or communal configurations, live-work, work-live, etc.

Overall, Oakland Heritage Alliance finds that the project is not fully thought through, and is not ready to move forward. We believe that the NOP is premature, and the EIR not yet appropriate. **We urge that the Planning Commission hold informal work sessions to discuss it before allowing the EIR to proceed.**

From the historic preservation point of view, all of the buildings and landscape should be reviewed, including the more recent structures, with reference to the overall API—the activities, institutional history, community involvements and cultural and artistic connections of the people and activities in the arts community and in Oakland. A complete cultural landscape workup is in order. Alternatives must include preserving historic structures *in situ*, and the EIR must consider the effects overall of such an intense building program on the API.

It would be a huge missed opportunity not to consider this project in connection with the entire stretch of Broadway's east edge from 51st to Broadway Terrace, and so in addition to delaying the EIR, the planning department should consider doing a planning study including all the parcels on that frontage.

Sincerely,

A handwritten signature in cursive script that reads "Tom Debley".

Tom Debley
President

cc:

William Gilchrist, Members of the Oakland Planning Commission, Robert Merkamp,
Ed Manasse, Catherine Payne, Betty Marvin

August 2, 2019

Rebecca Lind, Planner III
City of Oakland, Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

Re: Notice of Preparation of a Draft Environmental Impact Report–
California College of the Arts and Clifton Hall Redevelopment Project (ER19003),
Oakland

Dear Ms. Lind:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the California College of the Arts Redevelopment Project located at 5200 Broadway (APN 14-1243-11) and 5276 Broadway (APN 14-1246-2) in the City of Oakland (City). EBMUD has the following comments.

WATER SERVICE

Pursuant to Section 15155 of the California Environmental Quality Act Guidelines and Sections 10910-10915 of the California Water Code, the proposed project meets the threshold requirement for a Water Supply Assessment (WSA), because the entire scope of the project includes at least 500 dwelling units. Please submit a written request to EBMUD to prepare a WSA. EBMUD requires the project sponsor to provide future water demand data and estimates for the project site for the analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received.

Effective January 1, 2018, water service for new multi-unit structures shall be individually metered or sub-metered in compliance with State Senate Bill 7 (SB-7). SB-7 encourages conservation of water in multi-family residential and mixed-use multi-family and commercial buildings through metering infrastructure for each dwelling unit, including appropriate water billing safeguards for both tenants and landlords. EBMUD water services shall be conditioned for all development projects that are subject to SB-7 requirements and will be released only after the project sponsor has satisfied all requirements and provided evidence of conformance with SB-7.

EBMUD's Aqueduct Pressure Zone, with a service elevation range between 100 and 200 feet, will serve the proposed development. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the

proposed project. Engineering and installation of water services require substantial lead time, which should be provided for in the project sponsor's development schedule.

WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this project and to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enters the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater interceptor system ("Satellite Agencies") hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.

A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region's wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

To ensure that the proposed project contributes to these legally required I/I reductions, the lead agency should require the project applicant to comply with EBMUD's Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines to ensure that such systems and lines are free from defects or, alternatively, disconnected

from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,



David J. Rehnstrom
Manager of Water Distribution Planning

DJR:VDC:sjp
sb19_126.doc

Lind, Rebecca

From: Justin Horner <justinhorner01@gmail.com>
Sent: Wednesday, August 7, 2019 3:02 PM
To: Lind, Rebecca
Subject: CCA Development NOP

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Rebecca!

Ive just reviewed the NOP and am curious whether there is any information or analysis you can share to help me understand the City's determination for the resource areas mentioned in the Probable Environmental Effects section. Are there published thresholds of significance that I can be referred to? Or maybe you can just refer me to the Appendix G checklist?

Also, can you clarify why Aesthetics is a resource area that will be evaluated? I thought the project would be SB743-eligible and thereby Aesthetics would not be analyzed.

And finally, has Oakland moved over to VMT analysis for transportation impacts or is it still using LOS? And I guess referring to the SB743 questions again, can you indicate whether parking would be considered an environmental impact by the City?

Thank you
Justin Horner
Rockridge

**JULIA PAZZI CLEMENTS
5558 TAFT AVENUE
OAKLAND, CALIFORNIA 94618
JULIACLEMENTS@MAC.COM**

August 3, 2019

Rebecca Lind
Planning
City Hall
250 Frank H. Ogawa
Oakland CA 94612

Reference ER19003

Dear Ms. Planning,

I am writing about the proposed nineteen story development on the California College of the Arts Campus (will furthermore be referred to as CCA). This is a horrible idea and should not be allowed to happen.

First, and most importantly, the neighborhood cannot handle the increased impact of traffic.

The intersection of 51st and Broadway Avenue is already a heavy disaster that is having a hard time digesting the traffic it has. I live further up Broadway from this intersection and do my best to avoid it, as it takes forever to get through. Especially during commute hours. It was a mistake during the recent construction of the greater intersection, as part of 'The Ridge' development, to not include a left turn lane on westbound Broadway into the development at Coronado Avenue.

I'm already concerned about how the increase of traffic will affect the greater 51st and Broadway intersection when The Ridge development is finally completed. (I would appreciate the city applying pressure on this getting completed.)

The section of Broadway between Broadway Terrace and Coronado Ave, including the front of the CCA campus and where College Avenue ends into Broadway, is already a traffic disaster. Particularly, where Clifton Street connects with Broadway Avenue. This greater intersection cannot handle any more traffic, and there is not enough space between the lights at Broadway Terrace and College Avenue to add another lighted intersection. Much less to add a tower with thousands of more people living at this intersection. I just cannot see how Clifton can absorb more traffic.

Second, a nineteen story tower is out of scope with the neighborhood. Rockridge is primarily a single family residential neighborhood. Outside of that, we have limits of eighty five feet for other construction in main corridors at Braodway. Rockridge is not downtown, it is residential. If I wanted to live among skyscrapers, I would have bought a condo downtown. The building limits should not be adjusted because CCA has decided to move their campus to San Francisco and wants to get the biggest bang for their buck in selling the campus.

Third, to add a tower to the landscape is not fair to views of the property owners above the campus. It affects their skyline and weather patterns.

I appreciate that we need more housing in Oakland, and the greater Bay Area. I am afraid however, that this tower would provide more housing that is too expensive for people to move into and sit half empty. An example would be The Baxter at the corner of 51st and Broadway.

For these reasons, and I'm sure I have many more, I greatly oppose a nineteen story tower on the CCA campus. Please do not allow this project to move forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Julia Pazzi Clements', written in a cursive style.

Julia Pazzi Clements

Lind, Rebecca

From: Lisa Klein <ljklein@yahoo.com>
Sent: Thursday, August 8, 2019 9:41 AM
To: Lind, Rebecca
Subject: 19th story building on CCA campus

Hello from a resident on Thomas Avenue. I am all for dense housing but am very concerned about parking surrounding the proposed 19th story building on the CCA campus. We live next-door on a two block street. Parking is currently at capacity and I often need to park two blocks away and carry my groceries and kids in. As you think about the size of this building (which seems way too tall for our neighborhood) PLEASE think about how many new residents will be housed there and where they will park. I am also concerned that they can only turn right when exiting, which means that our street will be used as a turnaround when they need to head to the grocery store or downtown. We have 32 kids under the age of 13 that live on our two block street that ride scooters, bikes, and play outside. I am VERY concerned about their safety with extra traffic and parking. I will save this email if there is an incident on our street - knowing that it was brought to your attention. Thank you.

Lind, Rebecca

From: Frank Lee <frank@tpcarrot.com>
Sent: Thursday, August 8, 2019 12:13 PM
To: Lind, Rebecca
Cc: Lind, Rebecca; Jahmese Myres; Amanda Monchamp; Tom Limon; Jonathan Fearn; Clark Manus; Sahar Shirazi; Nischit Hegde
Subject: I offer my comments about ER19003...
Attachments: My Opposition to ER 19003.pdf

Hi Rebecca -

Thank you again for coming out to the meeting hosted by UBA at the Rockridge Library on July 31st.

My neighbors and I sincerely appreciated your brief input.

On the attached I've written down my concerns about the proposed plans for the CCA campus.

It is my hope that these points will help the planning commission to properly evaluate this major project that has been suggested for my neighborhood.

Frank Lee
5301 Broadway Terrace, #11
Oakland, CA 94618
frank@tpcarrot.com

TO:
Rebecca Lind, Planner III
City of Oakland, Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612
RLind@oaklandca.gov

FROM:
Frank Lee
5301 Broadway Terrace, #11
Oakland, CA 94618
frank@tpcarrot.com

RE:
ER19003

Oakland may need more affordable housing, but Rockridge does NOT need a 19-story high-rise building. Period. Full stop!

As proposed, the reformation of the CCA Campus is ill conceived in so many ways.

As a 16-year resident of Rockridge, my primary opposition to this project is based upon my concerns about:

- A building height that is totally out of character with what is primarily a community of one and two story dwellings. (The new Kaiser hospital a mile away is only 12 stories.) The maximum height for this project should be five stories.
- The fact that several very large multi-unit residential projects have recently been completed, or are under construction, within a 2-mile radius of CCA for which full occupancy is not yet assured.
- Increasing evidence that the economy is poised for a significant contraction and we surely don't need another project that dies on the vine like the huge, unfinished, graffiti-magnet, eyesore at the Ridge.
- The fact that in addition to blocking views, the proposed structures will create long shadows is over homes that have enjoyed sunny weather and beautiful vistas for many of our neighbors since they were children.
- The fact that there is simply insufficient roadway infrastructure to accommodate what will surely be a substantial increase in traffic along Broadway going into and out of the complex. This project will have a particularly negative impact on the immediate area resulting from traffic attempting to exit the complex and turn south onto Broadway. When combined with the effect on the small Coronado Ave egress to and from The Ridge shopping center, a traffic nightmare will be created. By the way, the current full cycle time for signals at Broadway and Pleasant Valley is two minutes. Likely this would need to be increased.

Lind, Rebecca

From: Uira Caetano <uirauna@gmail.com>
Sent: Wednesday, August 7, 2019 12:30 PM
To: Lind, Rebecca
Subject: Support for 5212 Broadway Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

I'm a current resident of 41st street in Temescal, as well as a renter and an immigrant from Latin America. I'd like to voice my enthusiastic support for the amazing redevelopment project being considered for the CCA site (5212 Broadway, ER 19003).

This project is a poster child of integrated & socially-responsible development, increasing density and providing (both affordable and market-rate) housing while still creating an amazing public space that will be a cornerstone of our community for decades to come.

I walk by this site every morning, and would love to see a space that brings the community together, just like the Temescal Alley, the Temescal Greenbelt, the Farmer's Market, the Telegraph Street Fair, First Fridays, the open space in MacArthur Commons and other locations and events do so.

While normally I'd prefer to see ~6-story buildings being built (think Paris or Vienna), we are in a emergencial housing crisis (and I'm impacted personally as renter), so I believe that a 19-story building is appropriate, particularly when that means keeping open space available to the public and more affordable units.

With that in mind, I kindly ask that you consider approving this project, as it will greatly enhance our community.

Thank you for you time.

Uira Caetano

Lind, Rebecca

From: Ben Schiff <ben.schiff@oberlin.edu>
Sent: Wednesday, August 7, 2019 12:56 PM
To: Lind, Rebecca
Subject: ER 19003/Calarts development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

I'm seeking information about the environmental review, ER 19003, and would be grateful to receive whatever materials are currently available on that report.

As a local resident and Oaklander concerned about the vast developments along Broadway, I'm concerned about the plans for the Calarts campus, in particular the 19-story building proposed for the site. I share the concerns of my neighbors and long-time activists seeking to retain Oakland's wonderful architectural heritage, such as my sister Naomi Schiff and the Oakland Heritage Alliance.

Many thanks for your help,
Ben Schiff

Ben Schiff
4421 Montgomery Street
Oakland, CA 94611 USA

Cell phone: (440) 506-5663
Home phone: (510) 922-1829



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Lind, Rebecca

From: Anthony Morse <aasamorse@gmail.com>
Sent: Monday, August 5, 2019 9:23 PM
To: Lind, Rebecca
Subject: CCA Campus redevelopment project / ER19003

August 5, 2019
Oakland, California

Ms. Rebecca Lind, Planner
City of Oakland Planning Commission
In reference to ER19003, plan for development of CCA Campus

Dear Ms. Lind,

I am writing as a longtime Rockridge District homeowner, CCAC graduate (1979), and concerned and involved Oakland citizen regarding the proposed mixed-use development at the CCA campus at the intersection of Broadway and College Avenue. My wife and I live within a mile of the campus, and any development of the property will affect us in various ways.

I would like to couch my comments in a context of general concern about the lack of housing stock which is so negatively affecting our region. I am aware of the complex issues involved and am very interested in seeing the city and county find solutions to this crisis.

That said, I have several pressing concerns with the project as it has been put forward by the developers at recent community meetings:

First, I feel that the 19-story tower included in the current design is grotesquely out of scale with the surrounding landscape. Not only would it literally overshadow several adjacent streets of single-family homes, it would visually dominate the entire local landscape, especially given the fact that the proposed location is on a local high point of ground. There are NO towers of similar height closer than the new residential tower currently being built adjacent to the MacArthur BART station. Since approval of the proposal would require a major exception to the current zoning for the area, I am very concerned about the knock-on effect as to setting precedent for future projects.

Second, I am very concerned about the project's effects on traffic patterns and infrastructure. This same stretch of Broadway and College has only recently been affected by the opening of the new Ridge shopping center and Merrill Gardens Senior Housing and the new signal at Coronado and Broadway; although much discussion went towards proper timing of said signal, the fact is that the movement of traffic along Broadway from Broadway Terrace to Pleasant Valley / 51st Street has become noticeably more congested and slower since the opening of the two aforementioned developments. The proposed CCA development will add a HUGE influx of vehicular traffic, the developer's propaganda about public transit use notwithstanding. I just do not believe that such transit use will come to be in fact. Traffic flow and street parking will definitely be impacted very negatively. In addition, it is very hard to see how the cul-de-sac block of Clifton Street, the ONLY VEHICLE ACCESS in and out of the site, will be adequate to handle the expected volume of traffic. This could become very dangerous in an emergency evacuation scenario.

Third, I feel very strongly that ANY large-scale residential development at the site (tower or no) must include a substantial percentage of low-income accessible units. The current proposal's inclusion of 35 'low-income units for

artists' is simply window-dressing and actually constitutes a loss in actual units since the CCA dorm currently offers 64 units, albeit in a dorm configuration. Given the above very concerning impacts on the surrounding neighborhood (and possible zoning impacts citywide) I feel that there must be a higher bar set for such developments to include units which will be accessible to a wider range of residents.

Fourth, I understand that the current EIR is being done on a provisional design which could vary considerably from any final application for the project. This should not be allowed, since the development represents such an extraordinary variance from local zoning. The developer should be required to file a concrete application before any EIR is ordered.

Thank You for your attention.

Tony Morse (and Catherine Griffing)
5624 Kales Avenue
Oakland 94618

Lind, Rebecca

From: Richard G <gecons@aol.com>
Sent: Monday, August 5, 2019 2:39 PM
To: Lind, Rebecca
Subject: Response to NOP for CCA Redevelopment Project

Dear Ms. Lind;

Below are my comments on the Notice of Preparation for the CCA Redevelopment Project. I'm a 35-year CEQA analyst and have taught CEQA to planners and agencies throughout the state. I also taught it at CSUEB for over 15 years. I'm also a 19-year Oakland resident and business owner familiar with the neighborhood and its resources. In light of the above, please consider these comments to be "expert" comments.

- 1) Please evaluate whether the CCA campus and adjacent potentially historic buildings of the Claremont Country Club comprises a National Register-eligible Historic District.
- 2) Please evaluate the historic significance of the arch proposed for partial removal, both individually and as a contributing element of a Historic District.
- 3) Please evaluate the visual significance of a 160-foot tower at that location. Please include the elevated base height in the assessment. Please include photosimulations. Please note that the CEQA Appendix G Checklist question regarding consistency with a General Plan for determining significance of visual impacts conflicts with ALL controlling case law, and cannot be used as the EIR's threshold of significance (see for Example Pocket Protectors v. City of Sacramento and Ocean View estates decisions).
- 4) Similarly, please note that the CEQA Appendix G Checklist question regarding consistency with a Noise Ordinance or General Plan Noise Policies may not be used in determining significance of noise impacts because that question conflicts with ALL controlling case law (see, for example, Berkeley Kep Jets Over the Bay v. Board of Port Commissioners and Oro Fino v. County of El Dorado decisions).
- 5) Please include the following alternatives:
 - A) An alternative that eliminates impacts to historic resources by reusing all potentially historic (and contributing) structures on the site.
 - B) An alternative that allows the change in land use but conforms with existing height limits.
 - C) An alternative that reduced the density of the project by 50%, to reduce traffic, noise, GHG, and aesthetic effects.
 - D) Combinations of these alternatives that reduce potential impacts to the maximum extent feasible.
 - E) Construction of the project on the adjacent shopping center site- please note that, if a rezone and GPA are being considered for the project site, there's no reason that they are infeasible on the adjacent site.
- 6) Please analyze indirect physical impacts of the direct economic impacts on arts- and student-serving businesses and structures that currently serve the campus, on Broadway and College Ave.

7) Please address the off-site impacts in San Francisco of relocating the school functions to that campus. Failure to do this would constitute an impermissible piecemealing of the project. If San Francisco has already conducted a review of those impacts, please incorporate those impacts into your cumulative impacts assessment.

8) Please address all proposed or recently approved development in the area, including potential development on the vacant portion of the immediately adjacent Shopping Center site (formerly Chase Bank and associated parking) in the project's cumulative impacts assessment. Also address full occupancy of the new apartment/senior center buildings.

Finally, please add me to your mailing/email lists for this project.

Thank you for your full consideration of these comments.

Richard Grasseti
Principal
Grasseti Environmental Consulting
7008 Bristol Drive
Berkeley, CA 94705
510 849-2354

Lind, Rebecca

From: Nazy Davtyan <ellucine@icloud.com>
Sent: Monday, August 5, 2019 3:05 PM
To: Lind, Rebecca
Subject: CCA Redevelopment Questions and Concerns

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Linda,

My partner and I are new residents of 225 Clifton Street, adjacent to Parcel 1 discussed in the CCA redevelopment project, reference case number **ER19003**.

I understand the project has not been approved yet, but I would like to know the timeline of anticipated events, namely when we imagine approval would happen - and most importantly - when demolition and rebuilding would commence, as well as how long those processes typically last. The degree of impact this redevelopment would have on me and my partner is one that would force us to relocate, thus my urgency in having these questions answered.

My primary concerns are air quality, noise, water quality, and lack of light. Our main ventilation and source of natural light is from a sliding glass door and windows on the side of the building that faces the current CCA site, and I imagine the hazardous dust from demolition through construction will make it impossible for us to open these doors or make use of the patio in any fashion. The proposed new structures, with heights between 90 and 160 feet, will then subsequently block the natural light and views from our living space and office.

As someone who works from home I am distraught at even the idea of all this, as my quality of life will be drastically diminished, and my health will be threatened. Air hazards have been a cause of migraine headaches for me in the past, and I don't understand how the city could allow the demolition and construction of these new buildings next to an apartment complex full of families - some of whom have lived there for years - who will now have to breathe in construction materials while their view is swallowed by enormous, unanticipated new structures.

The more appropriate order of events should be for CCA to purchase the residential buildings adjacent to them before any sort of re-zoning is granted and before any major redevelopment begins. The residents living nearby should be given ample notice and aid in relocating before any sort of rug is pulled from beneath them by projects such as this one.

Thank you for your time and consideration on this matter. I look forward to your reply.

Sincerely,

Nazy ("Elli") Davtyan and Matte Noble - unit 213 at 225 Clifton Street, Oakland, CA.
(818) 395-5234

Sent from my iPhone

Lind, Rebecca

From: Janelle Cavanagh <janellecavanagh@yahoo.com>
Sent: Sunday, August 4, 2019 7:26 PM
To: Lind, Rebecca
Subject: Complaint: Reference ER19003

Reference ER19003

August 4, 2019

Dear Ms. Lind,

I am a very concerned neighbor regarding the 19 story gigantic building proposed for the corner of Broadway and Broadway Terrace. I cannot conceive of a Planning Commissioner that would think this building is appropriate for this location—especially with our fire hazards in the hills. Your responsibility is to the safety of the residents of Oakland. Allowing for this proposed project to go through this process is shocking.

You have control on whether any development “pencils out” financially by the zoning changes you allow. If you approve a much lower height than currently proposed, CCA will sell the property for less and the developer can still make a profit because they bought it for less.

You are under no obligation to change the zoning. And changing the zoning to allow for a 19 story building is appropriate perhaps down by the new Kaiser buildings, but not in this neighborhood.

There is no formal application from this developer. The city allowing for this informal process is a manipulation from the developer.

I am extremely concerned for the following reasons:

1. **FIRE SAFETY:** How would 400 additional cars get out of the neighborhood during a fire? This is about saving lives.
2. **CONGESTION:** The amount of cars and parking needed would severely congest the area causing a whole host of issues.
3. **LACK OF AFFORDABLE HOUSING:** There are less affordable housing units proposed than there currently are for the student (affordable) housing used by CCA.
4. **BLOCKING VIEWS:** This building would impede on many views. Specifically, our view of the Golden Gate Bridge will be blocked. I will be exploring the laws around new construction blocking views. I paid a large sum for this house because I was paying for the view. I'd like to invite you to my home to see the situation. **Please call me at 510-594-8408 so we can set up a time for you to see the situation.**
5. **OUT OF CONTEXT WITH ITS SURROUNDING:** the big “Salesforce building” type structure does not fit with the surroundings.

6. SCALE: The scale of this building is not appropriate for this neighborhood.
7. TRAFFIC: Since the lanes were lessened to allow for a bike lane on both sides, the congestion is horrible. Allowing for a 19 story building will make it untenable.
8. FAMILIES NEEDED: The housing units are not designed for families and we need family housing.

We need to be able to count on the City to put projects in that make sense. This project does not make sense: less affordable housing, fire hazard, traffic congestion, out of context with its surroundings—all so a developer can make money. Yet the developer can make money closer to downtown.

Please do not allow for zoning changes that would allow for a 19 story building. At the very least an independent analysis and environmental impact review needs to take place BEFORE you consider changing the zoning.

From,

Janelle Cavanagh

71 Buckeye Ave.

Oakland CA 94618

Lind, Rebecca

From: Louis Segal <louis_segal@hotmail.com>
Sent: Friday, August 2, 2019 11:15 PM
To: Lind, Rebecca
Subject: Proposal to Develop old CCAC Reference ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

August 2, 2019

Reference ER19003

Dear Planner Rebecca Lin

By way of introduction, my name is Louis Segal and I was born at Kaiser Hospital on MacArthur in late February of 1949.

My children were raised on Howe Street, five blocks away from the CCAC campus.

We have lived in the neighborhood for well over 40 years.

Our kids went to neighborhood schools, Piedmont Avenue, Claremont MS, and Oakland Tech.

Our daughter went to CCA and received her BFA in 2006.

My wife and I are involved in the civic life of Oakland. We are urban walkers and walk throughout Berkeley and Oakland.

The CCA site has been a wonderful place to walk through and when our daughter went to school there we familiarized ourselves with the campus, loving the trees, the landmark buildings, the rugged terrain.

We have learned about the plans of structures up to 19 stories by the development company [<https://www.5212broadway.com>]; we have reviewed the preapplication documents [<https://oaklandca.nextrequest.com/requests/19-3059>]. We have attended a meeting put on by the Upper Broadway Advocates on August 31st. We have reviewed the website of Emerald Development and Economic Network, Inc. [EDENinc.org].

We heard to the opinions of many the stake holders [neighbors, business people, architects and, indeed, you and Dan Kalb representing the City of Oakland].

We are appalled by the plan for three major reasons.

One, the destruction of a good deal of the natural topography, trees, rock formations, pathways and vistas of a historic site in north Oakland.

Two, the destruction of the aesthetic loveliness of the site and replacing it with towers of steel and glass, casting shadows on homes, landscapes and, in the process, destruction of many of the site's fine trees.

Three, the deployment of the language of equity and housing needs for Oakland to push forward a plan of luxury units, the vast majority for wealthy people, who have moved to Oakland in the current years of tech explosion and hyper-wealth. What will happen to folks who have been displaced in the current explosion in the cost of housing? To the folks who work as teachers, firemen, policemen, service sector employees to feed, care, garden, and stock the many restaurants? To the kids who were born and raised here? 5% affordable housing? And what is 'affordable housing?' Under \$100,000 per year? What about the retirees, the people who work in the town, the town's childrens who want a decent and affordable place for their children.

I would fervently hope that the City and the Planning Commission and the City Planner, would reject this development that would do little to improve and much to diminish our beloved Oakland! Its environmental impact would be deleterious

Lind, Rebecca

From: Alicia Torres <freedom0768@gmail.com>
Sent: Friday, August 2, 2019 10:19 PM
To: Lind, Rebecca
Subject: 19 story Glass and Steel Tower at CCA

Good evening Rebecca ,

Hope your summer is filled with the beauty of nature .

I am writing in concern of the proposed 19 story " skyscraper " , heading over our way.

I am a native of this community since 1955 . Have attended OAKLAND schools , colleges and fortunate to stay and work in Oakland.

I even was offered a CCAC scholarship when I attended OAKLAND Tech.

The need for affordable housing and basic housing is understood.

My real concern is :

1.)

The height of the " skyscraper " in a residential neighborhood.

2.) The impact of increased population on a very small acre.

As you know, parking and traffic has always been a problem , and I'm sure that will be taken in account , I hope.

I trust , and I am assured that your expertise will take all this in account .

It seems this is a project the seller , CCA , and the developers want, but not what the community needs.

Search your heart , and keep the Art and soul , of this community . Yes, Rockridge has become desirable , despite the past history of some hard times .

Thank-you , for taking your time to listen.

Alicia Torres
5354 Broadway

Sent from my I phone
Alicia Ann Torres

Lind, Rebecca

From: Sue Mittelman <smittelman@sbcglobal.net>
Sent: Friday, August 2, 2019 10:05 PM
To: Lind, Rebecca
Subject: ER 19003

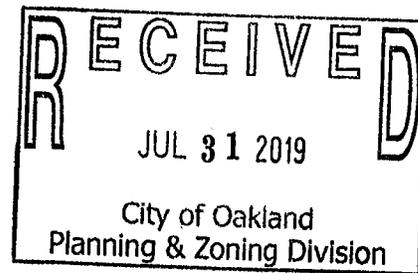
I am extremely concerned about the building project proposed for the property being sold by the CCA. There are many reasons that the size and scope of the project are completely out of line with the neighborhood. But I am most concerned about the amount of traffic it will generate on already crowded streets. Broadway at Clifton has been narrowed to one lane each way. Constructing a building at this intersection that consists of over 500 units is simply ridiculous. It would have been unacceptable before Broadway was narrowed. If this project goes through, driving down this street to get to the freeway will become impossible. So much for planning.

Oakland has already built thousands of new housing units - with more on the way. Specifically that huge building at the MacArthur BART station. Build a park and some affordable housing on this property - something more in line the neighborhood. Let's put some thought and caring into whatever is built and not just what the developers want. On this property, bigger would not be better for residents of Oakland.

Sue Mittelman



KIRK E. PETERSON
& ASSOCIATES
ARCHITECTS



William Gilchrist
Director, Planning and Building Department City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
wgilchrist@oaklandca.gov

RE: California College of the Arts Project (ER19003)

Dear Mr. Gilchrist,

We appreciate the opportunity to participate in the scoping meeting on the EIR for the CCA redevelopment.

Before we discuss the environmental impacts and alternatives that warrant careful evaluation, we have an important procedural issue we believe City staff and/or the Planning Commission should resolve first: there is no application for this project.

The developer had a pre-application meeting and provided a general sense of what they would like to build, BUT THEY HAVE NOT SUBMITTED AN APPLICATION TO THE CITY YET. Why, then, is the City even entertaining going through the EIR process now?

Neither the community nor the city actually knows what the project is that is subject to this scoping meeting. How then can there be a meaningful scoping hearing?

The community, for example, is deeply concerned about affordable housing. The developer has suggested that it will provide affordable housing by converting the student dorms into individual units. If that is the case, it will actually result in a reduction of affordable housing. Based on the pre-application materials, no affordable housing will be provided for the rest of the development. None of this adds up. What is actually being proposed?

The City is within its rights to explain to the developer that this pre-proposal is insufficient. Many cities will reject an application as deficient and will not initiate the CEQA process until the application is rendered complete. Here, we have the CEQA process going forward before there is even an application, never mind whether the application is complete.

The developer may be trying to manipulate the system. They are attempting to go through an EIR process for a large and amorphous project, which will allow them to modify their proposal at a later date to what they intended all along. Under this ruse, they will attempt to escape substantive environmental review of the real project by arguing that their new proposal is within the footprint of the false project the EIR evaluated, and thus there are no incremental impacts.

The City does not need to be a party to this manipulation. The developer has no right, vested or otherwise, to compel the City to conduct environmental review before an application has been submitted. Why then is the City allowing this to happen?

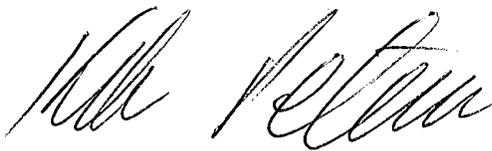
Once a rightfully valid EIR preparation is underway, there should be a thorough analysis of alternatives. The feasibility of alternatives depends in part on the objectives of the project. What are the objectives of this project? We don't know because we don't have an application to review.

We presume an objective will be to have a financially viable project. That raises the important issue of the sale of the property by CCA. They have not paid property taxes the entire time they have owned the property, but they are attempting to sell it as if it is zoned for a 19-story residential tower. This amounts to a windfall for CCA: pay no taxes as a non-profit and reap a financial reward for a private development. This raises issues of equity that the City should evaluate as it considers whether to process the application. The developer has no right to a general plan amendment and a zone change. The pre-proposal is flatly inconsistent with current zoning. The developer should therefore make the case now why its development is warranted.

There also should be a careful consideration of land-use planning. This should occur prior to the EIR process as this concerns the City's long-term vision for development along Broadway, not just environmental impacts. Is the developer's tower the bookend to the Kaiser development under construction now, which will lead to comparable structures built in-between? It would seem so. The City should consider if this is what it wants to pursue from a land-use planning perspective. This issue can also be addressed in the context of the EIR's alternatives analysis, but that analysis is limited to environmental impacts, not land-use planning per se.

A fundamental purpose of CEQA is to promote informed decision-making. Scoping a project that has not been defined, that has not even been applied for, undermines that purpose. It undermines the City's environmental review. And it undermines the public's environmental review. Given this, the City should not proceed with scoping until the developer has submitted a complete application for the City and the public to review.

We would appreciate the opportunity to meet with you to discuss this matter further.



Kirk Peterson, Chair, Upper Broadway Advocates

cc: Libby Schaaf, Mayor
Officeofthemayor@oaklandnet.com

Dan Kalb, Councilmember
dkalb@oakland.gov

Jahmese Myres, Chair, Planning Commission
jmyres.oakplanningcommission@gmail.com

Rebecca Lind, Planner III
RLind@oaklandca.gov

NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department

1550 Harbor Blvd., Suite 100

West Sacramento, CA 95691 Phone (916) 373-3710

Email: nahc@nahc.ca.govWebsite: <http://www.nahc.ca.gov>

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July 23, 2019

Rebecca Lind
City of Oakland
250 Frank H. Ogawa, Suite 3
Oakland, CA 94612

RE: SCH# 2019070044 California College of the Arts and Clifton Hall Redevelopment Project (Case File No. ER19003), Alameda County

Dear Ms. Lind:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Gayle.Totton@nahc.ca.gov.

Sincerely,



for

Gayle Totton
Associate Governmental Program Analyst

cc: State Clearinghouse

Lind, Rebecca

From: Kristen Caven <kbc@littlepig.com>
Sent: Monday, September 23, 2019 7:14 AM
To: Lind, Rebecca
Subject: [EXTERNAL] Cca development

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

This campus has great historical value as well as a future value to our arts community. There is a need for housing in Oakland, but there is also a need for Oases. Artists are being displaced at an alarming rate.

Furthermore, CCA lies between Oakland tech and it's upper campus. If anything, the two locations should be switched. Build a housing on the hill and keep CCA for arts education.

Kristen Caven

Lind, Rebecca

From: Naomi Schiff <naomi@17th.com>
Sent: Sunday, September 22, 2019 8:52 PM
To: stafford Buckley; peter birkholz; timm@mithun.com; Nenna Joiner; marcusjohnson.lpab@gmail.com; Vince Sugrue
Cc: chrisandrews@sbcglobal.net; Vollmann, Peterson; Marvin, Betty; Lind, Rebecca; Gilchrist, William; Manasse, Edward; Payne, Catherine
Subject: CCA Notice of Preparation-Comments from OHA
Attachments: 2019-September 22-OHA-CCA-LPAB.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear members of the Landmarks Preservation Advisory Board,

We are pleased that your advisory board is able to consider the CCA Notice of Preparation in time to advise the Planning Commission at its continued hearing. We are attaching some slightly updated comments.

We look forward to addressing this project at your meeting Monday.

Thank you,

Naomi Schiff
for Oakland Heritage Alliance

Naomi Schiff
238 Oakland Avenue
Oakland, CA 94611

Telephone: 510-835-1819
Email naomi@17th.com

cell: 510-910-3764



September 22, 2019

(By Electronic Transmission)

Members of the Oakland Landmarks Preservation Advisory Board
Peterson Vollmann, Secretary
Rebecca Lind, Planner; Betty Marvin, Cultural Heritage Survey

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Board, Ms. Lind, and Mr. Vollmann,

Oakland Heritage Alliance submits these slightly expanded comments upon the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall.

The entirety of Parcel 1 is an Area of Primary Importance. As you know, this campus is a key historic and cultural resource that has held an important place not only architecturally, and with regard to landscape, but as a cultural institution. Thus its significance is multifaceted, and much bound up with the cultural life of the city in which the college has been located since its beginning in 1907. We greatly regret that the college has decided to abandon the city of its founding. We hope that Oakland will retain this API as an integral contributor to our city's cultural heritage.

We have grave doubts about the rationale of granting significant general plan amendments and zoning changes for a revenue-generating project, with the value of the land sale accruing to a now-San Francisco-based institution, unless significant community benefits result, and our historic API survives intact.

In the Environmental Documents, the following should be studied in detail:

1. The proposed project's overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives which might more effectively attain compatibility with these contexts, particularly, but not exclusively, with reference to Arts and Crafts style.
2. Study alternatives for preservation rather than destruction of the long wall along Broadway, including the important vehicular entrance gate. The plans show only a small part preserved. The viability of the proposed commercial/retail uses along Broadway that would replace the wall is questionable. See Comment 13 below.

It is not clear why the wall needs to be removed to accommodate Building D. Preserving that portion of the wall would instead appear to facilitate development of Building D.

3. Fully study an alternative which keeps the historic buildings in their current locations. Recognizing that the carriage house has been repositioned before, nonetheless, under the Secretary of Interior Standards, preservation *in situ* is far preferable. All the alternatives, additionally, should address design approaches which step back from the retained historic buildings, are subordinate to them, and relate gracefully to them rather than overwhelming them.
4. Historic landscape: The entire site constitutes a cultural landscape. Inventory all trees and significant plantings, other site elements, and their histories and relationships. Analyze the feasibility of the proposed relocation of mature live oaks. Prepare an alternative which preserves a greater portion of the historic landscape. Retain the relationship between planted areas, the historic wall, buildings, and the pedestrian and vehicular gates. Provide an arboricultural assessment of the existing mature trees, including measures to prolong their lifespan. Study alternatives that facilitate and enhance public use of the space, and design alternatives that avoid walling off the landscaped area on three sides, hemming it in to a great degree. Consider sunlight.

The proposed historical resources evaluation in the scope of work proposes to address "the campus as a historic district inclusive of cultural landscape." Regarding the historic trees, the little leaf linden (*Tilia cordata*) and two giant sequoias (*Sequoia giganteum*) are rated C1+ on the 1993 API map and are identified as dating from the 1880s, i.e. when the Treadwell House was constructed. The two giant sequoias appear to still be standing, but do not appear to be in good condition. Is the little leaf linden still standing?

5. Study the landscape as wildlife habitat.
6. Compare the air quality and ecosystems services provided by the current landscape and by the potentially reworked area shown in the proposed plans.
7. The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue a significant amount of artistic activity, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API. In addition to exploring the long list of innovative contributors to the college, and to Oakland's, the Bay Area's, and California's cultural life, as well as nationally and internationally, please describe the interrelationships between CCA and other local cultural resources such as Studio One, and other educational and arts institutions. Look at important arts movements and how they are connected with CCA as an Oakland cultural resource. And lastly, explore the contributions of women and historically underrepresented people who participated at CCA as faculty or students.
8. The number of "affordable" units is far too minimal to mitigate the effects on the arts community, and it is difficult to know how units could legally be reserved for practicing artists. The Clifton Hall housing, off-site from the main campus, is envisioned in the proposed plan to furnish fewer accommodations than are now provided as college

housing. In considering the requests for general plan and zoning amendments, analyze what community benefits can be provided that would make it worthwhile in view of the impacts. Consider alternatives that include more affordable units, at deeper levels of affordability. This developer is asking the city to change its general plan; it appears to create a large additional value. Oakland could request a more substantial degree of subsidy in housing units. (With all due respect to CCA, by what rationale should Oakland finance an institution which is moving to San Francisco?)

- Oakland is already on track to meet DOUBLE its RHNA allocation for above-moderate housing, but is falling short on meeting RHNA for very low, low, and moderate income.
 - Only 7% of units developed from 2015–2018 were affordable. This is far too low, and the City needs to prioritize development of deed-restricted affordable housing.
 - Any additional affordable housing required in connection with rezoning should be in addition to payment of the City's Affordable Housing Impact Fee, and these additional units should not be allowed to count as meeting the fee ordinance's provision for alternative compliance by providing units on site.
9. The height of the tower is excessive in the neighborhood context, would set a very bad precedent, and the construction type would require units to be expensive. What are the demographic effects of inserting high-end housing at a time when there is general recognition that low to moderate income housing is what is needed in Oakland? How will family housing units be incorporated? What provisions are made to integrate the development with the larger urban area, and avoid its development as an isolated high-end enclave?
 10. The proposed open space area does not appear welcoming to the general public; although the developer has asserted it will provide a public benefit, as proposed it would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to the neighborhood in which it sits?
 11. How can the city use this opportunity to coordinate planning with the large adjoining site at Pleasant Valley/Broadway, especially as many traffic, pedestrian, bicycle, and safety concerns are shared? Provide a framework under which the city can consider both sites and plan for an integrated zoning scheme, before entertaining any general plan or zoning changes.
 12. The proposed traffic, pedestrian, transit, and site access arrangements seem problematic, with potential safety problems. Study pedestrian access, traffic safety, driveway access, impacts on adjoining neighborhoods, life safety access, and effects on the College Avenue commercial corridor.
 13. The commercial/retail ground floor is placed awkwardly and is unlikely to succeed as located. Retail is already not flourishing in the age of Amazon; it makes no sense to add additional retail frontage on historically non-retail streets such as Clifton and this stretch

of the east side of Broadway. Study an alternative which eliminates retail on Clifton and Broadway frontages, and concedes that the project is a residential development.

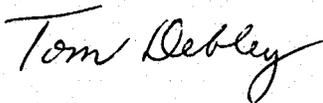
14. Please show an alternative in which the project builds to existing residential zoning requirements, without any general plan and zoning alterations. Also study alternatives that require less significant General Plan and zoning amendments; and alternatives that preserve all, or more than what is currently proposed, of the existing buildings for housing with as many affordable units as possible, including creative or unconventional housing arrangements, such as group quarters, single room occupancy, cohousing or communal configurations, live-work, work-live, etc.

Overall, Oakland Heritage Alliance finds that the project is not fully thought through, and is not ready to move forward. We believe that the NOP is premature, and the EIR not yet appropriate. **We urge that Landmarks Board request that the Planning Commission hold informal work sessions to discuss the project before allowing the EIR to proceed.**

From the historic preservation point of view, all of the buildings and landscape should be reviewed, including the more recent structures, with reference to the overall API—the activities, institutional history, community involvements and cultural and artistic connections of the people and activities in the arts community and in Oakland. A complete cultural landscape workup is in order. Alternatives must include preserving historic structures *in situ*, and the EIR must consider the effects overall of such an intense building program on the API.

It would be a huge missed opportunity not to consider this project in connection with the entire stretch of Broadway's east edge from 51st to Broadway Terrace, and so in addition to delaying the EIR, the planning department should consider doing a planning study including all the parcels on that frontage.

Sincerely,



Tom Debley
President

cc:

William Gilchrist, Ed Manasse, Catherine Payne

Lind, Rebecca

From: Priscilla <ptrainer@comcast.net>
Sent: Sunday, September 22, 2019 12:38 PM
To: Lind, Rebecca
Subject: [EXTERNAL] ER19903

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

I live in this neighborhood and the one thing we don't need is more high rise housing, or anymore house if for that matter. The neighborhood is over saturated with buildings and cars and people and cannot sustain its character with the inundation of so many people and cars.

Thank you for preserving our neighborhood.

Priscilla Trauner

Lind, Rebecca

From: Emily S. Mendel <emily@mendelnet.com>
Sent: Sunday, September 22, 2019 11:38 AM
To: Lind, Rebecca
Subject: [EXTERNAL] Notice of Preparation-California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board
Rebecca Lind, Planner RLind@oaklandca.gov

Dear Members of the Landmarks Board,

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please:

- Study the overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keeps the historic buildings in their current locations. Don't move the Carriage House.
- Step back the massing from the historic buildings.
- The entire site is a cultural landscape. Inventory all trees, significant plantings and other site elements. Prepare an alternative which preserves more of the historic landscape.
- Study the landscape as wildlife habitat.
- Compare the air quality and ecosystems of the current landscape with the proposed plans.
- CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.
- The number of "affordable" units as proposed is much too low to mitigate effects on the arts community. With requests for general plan and zoning amendments, analyze what community benefits should be provided to make it worthwhile in view of the impacts. The developer asks the city to change its general plan and create a large additional value. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.
- The 19-story height is excessive in the neighborhood context, would set a bad precedent, and the construction type would require units to be expensive. **Is this what Oakland needs?**
- The proposed open space area would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to its neighborhood?
- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Regards,

Emily S. Mendel

1109 Ashmount Avenue
Oakland, CA 94610

HOLLIDAY DEVELOPMENT, LLC

1500 PARK AVENUE #100

EMERYVILLE, CALIFORNIA 94608

T: 510-547-2122 F: 510-547-2125

September 20, 2019

Mr. Peter Birkholtz
Chair, Landmarks Preservation Advisory Board
City of Oakland
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

Email: pbirkholtz@gmail.com
CC: rlind@oaklandnet.com

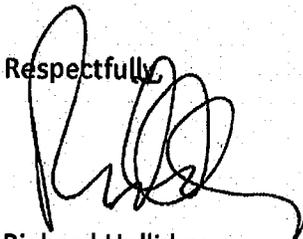
Dear Chair Birkholtz:

I am writing to express strong support for the proposed redevelopment of the California College of the Arts campus located at 5212 Broadway. This project team has thoughtfully considered the history of the property in developing the proposed re-use plan.

The project successfully creates a residential campus that respects the historic arts use of the property, retaining significant historic structures and landscaping, including the Treadwell Mansion/Macky Hall, the Carriage House, the Facilities Building, and many of the mature trees, while providing an impressive array of community benefits: well over an acre of public open space; a unique emphasis on the arts, with affordable artist housing, affordable artist workspace and affordable non-profit office space for community organizations; and a significant number of much needed homes.

I believe the proposed project strikes the right balance between honoring our history and welcoming the future.

Respectfully,



Richard Holliday
rick@hollidaydevelopment.com
510-588-5133

510-763-1898
Cell: 510-610-6060

Lind, Rebecca

From: Andrea Laiacona <andrealaiacona@yahoo.com>
Sent: Friday, September 20, 2019 12:02 PM
To: jahmese@workingeastbay.org; Lind, Rebecca; tracy@craig-communications.com
Subject: [EXTERNAL] 5212 Broadway Development

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Dear City Planning Commission:

I was happy to learn that the comment period for the 5212 Broadway (CCA) development was extended. I know many of my neighbors have weighed in with thoughtful comments and concerns, and I wanted to add my voice to the consideration of this difficult decision.

Let me say from the top that I strongly support the development at the CCA campus in almost all of the ways that have been proposed by the developer. I firmly believe that in-fill development near public transit and walkable shopping areas is critical to address our housing crisis and our environmental crisis. We need housing at all family income levels, and I particularly like the arts focus that will be a cornerstone of this development. Like others, I would like to see more affordable housing in the mix at this location but my hope is that the overall encouragement of high density housing will relieve some of the pressures that have built up in the market and will make affordable housing easier to find and build across all family income levels.

My neighbors are very concerned about increased traffic and parking issues. Let me start with the parking question. What seems to be overlooked in this discussion is the fact that people who will be looking at this housing will be aware of the parking limitations and it will attract people who do not own cars or who are willing to pay a premium for dedicated parking here or elsewhere. While my neighbors may prefer personal transportation that they own, many people (including me) feel that cars are an expensive and polluting encumbrance. I can't wait to get rid of my car and live someplace walkable near public transit, and I believe many of our new neighbors at Makers Gardens will feel the same way.

The traffic question that my neighbors have raised is valid, especially from a safety standpoint. It really is not feasible to expect that people will not try to turn left illegally out of Clifton. The intersection of College, Broadway, Clifton, and Broadway Terrace needs to be reconfigured in some way to maximize pedestrian access, bike traffic, new public transit options and access to the shopping area at Broadway and Pleasant Valley, which Makers Garden residents will need to access it.

Finally, I would be interested to know if AC Transit has been approached about their long-term plans in the area. If the development is transit-oriented, it's not enough to rely on a BART station that is more than a half-mile away. Will the 51A have closer access to the area? Could AC Transit run a bus up Broadway to Chabot Elementary School and Claremont Middle School? Will the Express bus into San Francisco from Broadway Terrace be expanded? There are lots of opportunities to expand public

transit options in the neighborhood and it would be useful to have the transit agency in these development discussions.

Again, I want to reiterate my strong support for this project. I look forward to the day when a public park and art galleries are within blocks of my home and would even consider moving into such a development once my children leave home. Thank you for your consideration of my position.

Sincerely,

Andrea Dooley, 5500 Thomas Avenue, Oakland, CA 94618

Lind, Rebecca

From: ann mcclain <annmcclain@hotmail.com>
Sent: Wednesday, September 18, 2019 5:00 PM
To: Lind, Rebecca
Subject: [EXTERNAL] Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Dear Members of the Landmarks Board,

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please study:

- Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keeps the historic buildings in their current locations. Don't move the Carriage House.
- Step back the massing from the historic buildings.
- The entire site is a cultural landscape. Inventory all trees, significant plantings and other site elements. Prepare an alternative which preserves more of the historic landscape.
- Study the landscape as wildlife habitat.
- Compare the air quality and ecosystems of the current landscape with the proposed plans.
- CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.
- The number of "affordable" units as proposed is much too low to mitigate effects on the arts community. With requests for general plan and zoning amendments, analyze what community benefits should be provided to make it worthwhile in view of the impacts. The developer asks the city to change its general plan and create a large additional value. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.
- The 19-story height is excessive in the neighborhood context, would set a bad precedent, and the construction type would require units to be expensive. Is this what Oakland needs?
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- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Sincerely,

Ann McClain

Oakland property owner

Lind, Rebecca

From: Pam Garcia <garcia861@comcast.net>
Sent: Thursday, September 19, 2019 1:15 PM
To: Lind, Rebecca
Subject: [EXTERNAL] ER 19003

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board
Rebecca Lind, Planner RLind@oaklandca.gov

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Board,

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please study:

- Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keep the historic buildings in their current locations. Don't move the Carriage House.
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- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Sincerely,

Pam Garcia

Services For Non-Profit Organizations
Pamela J. Garcia
Consulting, Accounting Services
Oakland, CA 94611
Phone: (510) 326-4185
Email: garcia861@comcast.net

Lind, Rebecca

From: Aggie Briscoe <briscoe.aggie@gmail.com>
Sent: Thursday, September 19, 2019 12:08 PM
To: Lind, Rebecca
Subject: [EXTERNAL] Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board Rebecca Lind, Planner RLind@oaklandca.gov

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Board,

My son is a graduate of the California College of the Arts (formerly known as California College of Arts & Crafts). As a parent, I had the opportunity to visit the campus a number of times and was always impressed by its beautiful setting. I'm writing to you now as both a resident of Oakland who lives very near the CCA campus and as someone with a connection to the site.

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please study:

- Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keeps the historic buildings in their current locations. Don't move the Carriage House.
- Step back the massing from the historic buildings.
- The entire site is a cultural landscape. Inventory all trees, significant plantings and other site elements. Prepare an alternative which preserves more of the historic landscape.
- Study the landscape as wildlife habitat.
- Compare the air quality and ecosystems of the current landscape with the proposed plans.
- CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.
- The number of "affordable" units as proposed is much too low to mitigate effects on the arts community. With requests for general plan and zoning amendments, analyze what community benefits should be provided to make it worthwhile in view of the impacts. The developer asks the city to change its general plan and create a large additional value. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.
- The 19-story height is excessive in the neighborhood context, would set a bad precedent, and the construction type would require units to be expensive. Is this what Oakland needs? I don't think so!!!

- The proposed open space area would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to its neighborhood?
- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Sincerely,
Agatha Briscoe
145 Monte Cresta Avenue
Oakland, CA 94611

Lind, Rebecca

From: Jim Cook <cookajim@gmail.com>
Sent: Thursday, September 19, 2019 10:47 AM
To: Lind, Rebecca
Subject: [EXTERNAL] ER 19003

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board
Rebecca Lind, Planner RLind@oaklandca.gov

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Board,

The CCA campus is a key historic and cultural resource that has important architectural, landscape, and historical importance. Oakland must protect this API as an important part of Oakland's cultural heritage.

In preparing the EIR, please study:

- The proposed plan's compatibility with the style & scale of the surrounding neighborhood.
- Study alternatives for preservation of the wall along Broadway & driveway entrance gate.
- Study ways to keep the historic buildings in their current locations. Don't move the Carriage House.
- Step back the massing from the historic buildings.
- Inventory all trees, significant plantings and other site elements. Prepare an alternative which preserves more of the historic landscape.
- CCA's significant artistic, cultural, and educational history on the site is not sufficiently honored nor maintained in the proposed plan.
- The plan should include more affordable housing units.
- Study how can the site be better connected and more inviting to its neighborhood.

Sincerely,

James Cook
John St.
Oakland



Virus-free. www.avast.com

Lind, Rebecca

From: Brianne Moseley <bri@pixar.com>
Sent: Thursday, September 19, 2019 9:56 AM
To: Lind, Rebecca
Subject: [EXTERNAL] Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Dear Members of the Landmarks Board,

As CCA Alumni, long-time Oakland resident, and a neighbor to this campus, I beg you to please consider the following:

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please study:

- Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keeps the historic buildings in their current locations. Don't move the Carriage House.
- Step back the massing from the historic buildings.
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- Study the landscape as wildlife habitat.
- Compare the air quality and ecosystems of the current landscape with the proposed plans.
- CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.
- The number of "affordable" units as proposed is much too low to mitigate effects on the arts community. With requests for general plan and zoning amendments, analyze what community benefits should be provided to make it worthwhile in view of the impacts. The developer asks the city to change its general plan and create a large additional value. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.
- The 19-story height is excessive in the neighborhood context, would set a bad precedent, and the construction type would require units to be expensive. Is this what Oakland needs?
- The proposed open space area would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to its neighborhood?
- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Sincerely,
Brienne Moseley

Lind, Rebecca

From: GreenCopy Copy Business <greencopyjobs@gmail.com>
Sent: Thursday, September 19, 2019 8:57 AM
To: Lind, Rebecca
Subject: [EXTERNAL] California College of the Art construction (ER19003)

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Good Morning Ms. Lind.

My name is Behrang Barzin . I am the Business owner at Green Copy.
We are a small family shop located across the street from projects site.
We have been in this same location since 1984.

We are very concern regarding impact of this project on our business.

The construction noise, dirt and traffic can gravely effect our business.

We already suffer from lack of parking for our customers in this part of Oakland.

The construction of this site will gravely effect our small business.

I was also told they are planning to make 550 units with only 300 parking spots.

that will be simply disastrous for the neighborhood.

thank you for providing us with an opportunity to voice our concerns.

--

Behrang Barzin - Manager

GreenCopy

5267 Broadway

Oakland, CA 94618

Tel: 510-547-0646

Fax:510-547-1623

www.greencopy.net

All the links and attachments in this email will be automatically removed after 30 days.

Please give us your feedbacks

<https://www.yelp.com/biz/green-copy-oakland>

Lind, Rebecca

From: claudia middendorf <claudia_middendorf@yahoo.com>
Sent: Thursday, September 19, 2019 8:53 AM
To: Lind, Rebecca
Subject: [EXTERNAL] Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board
Rebecca Lind, Planner RLind@oaklandca.gov

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Board,

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please study:

- Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keeps the historic buildings in their current locations. Don't move the Carriage House.
- Step back the massing from the historic buildings.
- The entire site is a cultural landscape. Inventory all trees, significant plantings and other site elements. Prepare an alternative which preserves more of the historic landscape.
- Study the landscape as wildlife habitat.
- Compare the air quality and ecosystems of the current landscape with the proposed plans.
- CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.
- The number of "affordable" units as proposed is much too low to mitigate effects on the arts community. With requests for general plan and zoning amendments, analyze what community benefits should be provided to make it worthwhile in view of the impacts. The developer asks the city to change its general plan and create a large additional value. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.
- The 19-story height is excessive in the neighborhood context, would set a bad precedent, and the construction type would require units to be expensive. Is this what Oakland needs?
- The proposed open space area would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to its neighborhood?
- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Sincerely,

Claudia Middendorf

Lind, Rebecca

From: Joanne Lafler <jwlafler@gmail.com>
Sent: Wednesday, September 18, 2019 8:22 PM
To: Lind, Rebecca
Subject: [EXTERNAL] College of the Arts proposals

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Members of the Landmarks Board

I live around the corner from College of the Arts, on Broadway Terrace, and I have serious concerns about the preliminary plan that you have put forth for the development of College of the Arts property. Our neighborhood is one of one-family homes and condominium buildings that are no more than four stories high. My husband and I live in one of the condominium buildings. I am deeply concerned about the impact of some of the proposed changes on our neighborhood, especially the Clifton Street parcel and its effect on traffic and other congestion. Please consider, and have respect for, our neighborhood!

I agree that the historic character of the original College of Arts and Crafts should be respected and, as much as possible, as noted in the statement of the Oakland Heritage Alliance (see below) and the Rockridge Community Planning Council.

Joanne Lafler, PhD
5335 Broadway Terrace, #201
Oakland, CA 94618

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please study:

- Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keep the historic buildings in their current locations. Don't move the Carriage House.
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- The entire site is a cultural landscape. Inventory all trees, significant plantings and other site elements. Prepare an alternative which preserves more of the historic landscape.
- Study the landscape as wildlife habitat.
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- CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.
- The number of "affordable" units as proposed is much too low to mitigate effects on the arts community. With requests for general plan and zoning amendments, analyze what community benefits should be provided to make it worthwhile in view of the impacts. The developer asks the city to change its general plan and create a large additional value. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.
- The 19-story height is excessive in the neighborhood context, would set a bad precedent, and the construction type would require units to be expensive. Is this what Oakland needs?
- The proposed open space area would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to its neighborhood?
- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

--
jwlafler@gmail.com

Lind, Rebecca

From: Pamela Grove <pamelaraegrove@gmail.com>
Sent: Wednesday, September 18, 2019 7:38 PM
To: Lind, Rebecca
Subject: [EXTERNAL] Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board and
Rebecca Lind, Planner

We live on Montgomery, overlooking the shopping center, empty lot and the CCA campus.

The CCA site is a historic and cultural resource. It is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this historic site as an integral contributor to our city's cultural heritage. CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.

In the EIR, please study:

Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style. We are very concerned about buildings over 6 stories high. As you know, this is a large area of single family homes and residential buildings of 6 stories or fewer. Putting an enormously tall building on top of a hill on a site with lots of room for several more reasonable scaled buildings is inappropriate and egregious. It will be wildly out of scale for the neighborhood.

Please consider alternatives that keep the historic buildings in their current locations and stepping back the massing of new structures from the historic buildings.

Consider requesting general plan and zoning amendments based on analysis of community benefits that should be provided in view of the impacts. The developer has asked the city to change its general plan and create a large additional value which will have an enormous impact on the community in loss of cultural heritage and impact on traditional neighborhoods. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.

The 19-story height is excessive in the neighborhood context, would set a terrible precedent. The proposed construction type is intended to create high-end housing with a concomitant impact on the entire feeling of the surrounding neighborhoods, which give Oakland so much of its character and livability. The increase in car traffic and pedestrians in these neighborhoods surrounding the CCA site have already has been dramatic. The area has also been neglected in terms of traffic management. As described in more detail below, Pleasant Valley going west has become a sort of one lane road, as has Broadway heading south through the Coronado intersection. Pedestrians trying to cross Pleasant Valley at Montgomery or Howe take their chances crossing 4 lanes of cars driving 30 to 40 miles an hour and cresting a hill with dicey visibility at Montgomery in both directions.

No appropriate traffic accommodations have been made. All of the problems discussed below will be exacerbated by any further development of the CCA property which adds cars and pedestrians to the Coronado & Broadway and 51st/Pleasant Valley & Broadway intersection.

Pedestrians:

Despite being at the top of the hill on Pleasant Valley, between Piedmont and Broadway, there is no decent cross walk at Montgomery. Though many streets with far greater visibility for cars and across fewer lanes have zebra crossings and flashing lights indicating pedestrians entering and using the crosswalk (see Broadway north of the CCA site, for example). The intersection is close to a blind one: the trees on the median that are between Gilbert and Montgomery block the view of pedestrians for cars coming east on Pleasant Valley, and the cars heading east at at least 30 miles an hour and unable to see pedestrians until they have passed Howe.

Howe has no painted crosswalk at all. I have had driver's yell at me to use a crosswalk when I cross at Howe though it is a legal intersection and I am entitled to cross there.

For cars:

Heading south on Broadway at Coronado, there is no left turn lane for those coming from College or Broadway to turn into the shopping center. So the lane that leads to the two left turn lanes at Pleasant Valley, and which lead to a much better access to the shopping center, are blocked through much and sometimes all of the Coronado green light. This causes cars wanting to use the two left turning lanes on Broadway to use the right lane and then to have to immediately cross over to the left. This also results in and creates unnecessary density in the right lane for those who want to go straight on Broadway. There should be no left turn at that intersection unless a left turn lane is added.

When coming west on Pleasant Valley there is no right turn lane to turn onto Broadway, so that lane is unnecessarily backed up during red lights as well as green lights because there is no wait time for pedestrians crossing west from the northeast making it essentially a single lane to continue onto 51st.

The proposed open space area would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to its neighborhood? Let's get a park either from the CCA developers or in partnership with the city of Oakland at the empty lot at Pleasant Valley and Broadway that is at the shopping center.

All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.

Thank you for your consideration,

Pamela Grove and Gerald Nelson
4507 Montgomery Street
510.406.4779

Sincerely,
P

Lind, Rebecca

From: Nancy Lovejoy <nlovejoy@sonic.net>
Sent: Wednesday, September 18, 2019 5:31 PM
To: Lind, Rebecca
Subject: [EXTERNAL] ER 19003

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board
Rebecca Lind, Planner RLind@oaklandca.gov

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Landmarks Board,

The CCA campus is a key historic and cultural resource and API that is important architecturally, with regard to landscape, and as a cultural institution. Oakland must protect this API as an integral contributor to our city's cultural heritage.

In the EIR, please study:

- Overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives for better compatibility, in this area known for its Arts and Crafts style.
- Study alternatives for preservation of the long wall along Broadway, including the driveway entrance gate.
- Study an alternative to keeps the historic buildings in their current locations. Don't move the Carriage House.
- Step back the massing from the historic buildings.
- The entire site is a cultural landscape. Inventory all trees, significant plantings and other site elements. Prepare an alternative which preserves more of the historic landscape.
- Study the landscape as wildlife habitat.
- Compare the air quality and ecosystems of the current landscape with the proposed plans.
- CCA's significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in the proposed plan.
- The number of "affordable" units as proposed is much too low to mitigate effects on the arts community. With requests for general plan and zoning amendments, analyze what community benefits should be provided to make it worthwhile in view of the impacts. The developer asks the city to change its general plan and create a large additional value. Oakland should request a more substantial degree of subsidy in housing units, and more attention to historic features.
- The 19-story height is excessive in the neighborhood context, would set a bad precedent, and the construction type would require units to be expensive. Is this what Oakland needs?
- The proposed open space area would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to its neighborhood?
- All the buildings and landscape should be reviewed from a historic preservation point of view, including the more recent structures, with reference to the overall API—the activities, institutional history, community, cultural, and artistic connections of CCA's people and activities.
- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Sincerely,

Nancy Lovejoy
Oakland Resident

--
Nancy Lovejoy
510 653-7726
nlovejoy@sonic.net

Lind, Rebecca

From: Dan Melvin <djmelvin@earthlink.net>
Sent: Wednesday, September 18, 2019 4:38 PM
To: Lind, Rebecca
Subject: [EXTERNAL] Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To: Members of the Oakland Landmarks Preservation Advisory Board
Rebecca Lind, Planner RLind@oaklandca.gov

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

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- Alternatives must include preserving historic structures on their present sites, and the EIR must consider the overall effects on the API of such an intense building program.

Sincerely,

Dan Melvin

Lind, Rebecca

From: Nancy Morton <nmorton123@att.net>
Sent: Monday, September 16, 2019 8:46 AM
To: Lind, Rebecca
Subject: [EXTERNAL] Er19003

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Hi Rebecca, I want to add to my initial concerns abt this project. I attended the last planning commission meeting and was struck by the Sobrante Park constituents. I actually went and visited the area that they were discussing and was amazed that, in fact, the school in their neighborhood was allowed, given the traffic pattern of the neighborhood. I beg you and the other planners to actually visit the site for the CCA project prior to considering approval. Like the Sobrante Park project the CCA project would be accessed by a narrow carriage road with no way out other than the way in. From a safety perspective this seems absolutely insane. I would also draw your attention to the problems at the 51st and telegraph construction site vis-à-vis traffic. Please consider the impact on the neighborhood and what mitigation could be required to lessen the impact that this project would have on the neighbors. Thank you for your ongoing attention to this ill conceived project.

Nancy Morton

Sent from my iPhone

Lind, Rebecca

From: MJT <mjtemplin@gmail.com>
Sent: Sunday, September 15, 2019 4:33 PM
To: Russo, Ryan; Kalb, Dan; Lind, Rebecca
Cc: Schaaf, Libby
Subject: [EXTERNAL] Commute traffic gridlock on Broadway Terrace

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Hello,

I am writing to add my voice to all the many people who are probably contacting you about the horrendous traffic situation during commute hours on Broadway Terrace.

It would appear that poor planning has gone into the redesign of the lights and lanes on upper Broadway. Broadway Terrace has always been busy but something has exasperated the situation and completely degraded neighborhood livability.

Please study the matter and take action - even if it is undoing something that is clearly not working, ie the Broadway redesign.

long time resident of Broadway Terrace,

Mike Templin

Lind, Rebecca

From: brooke elmgren <brookeelmgren@yahoo.com>
Sent: Saturday, September 14, 2019 12:54 PM
To: Lind, Rebecca
Subject: [EXTERNAL] EIR 19003 CCA campus proposal

CAUTION: This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Dear Ms. Lind:

Yesterday, as I listened to NPR's Marketplace broadcast (link at bottom of email), I heard a refrain echoing my greatest concern regarding the CCA proposal: that residents, even if they choose not to have cars, will increase ride-sharing congestion and pollution in an already burdened neighborhood, and one with numerous school children in the vicinity. If you listen to this podcast, around 19 to 23 minutes in, the observations and interviews highlight North Oakland. The truth is, the CCA location would not prove walkable for most of its proposed residents over time. Right now, the campus is peopled with young, healthy, car-less students. The proposed development would be inhabited by hurried professionals, apt to use Uber, even if only to get to BART.

I am an avid daily walker in Rockridge and South Berkeley (leaving my car behind to make some contribution in fighting climate change), and I can readily gauge the dramatic decline in pedestrian safety over the last year. Ride-share drivers often double park or pull over in cross walks to check for their next ride, then often pull out without even looking at what's around them. Furthermore, they often leave their engines running for prolonged periods, further damaging the environment. Often enough I notice an Uber or Lyft vehicle parked nearby as I enter a store, and when I leave, some 15 minutes later, the vehicle is still there, its engine still running.

I've been happy to leave my car behind in exchange for a decent pair of running shoes and some healthful exercise... but that may be coming to an end. I am mentally exhausted by the number of times each day I have to dodge a car that won't stop at a crosswalk, or that one that makes a turn on red without noticing me. It happens at 51st and Broadway, by Rockridge BART, at Ashby and Claremont,... And with the increased congestion in the area, this is apt to only get worse.

It would be so wonderful to see Oakland step back and consider the big picture and the longterm impact of development. I am in full support of more housing, especially if it gives teachers and much-needed, under-valued professionals an affordable home. But, we need to consider the context and how we can create a truly safe, inviting, sustainable environment at the same time. And it IS do-able.

Thank you for your time,
Brooke Elmgren

in Listen to Meet me at the mall, it's goin' down from Marketplace in Podcasts.
<https://podcasts.apple.com/us/podcast/marketplace/id201853034?i=1000449698327>

Lind, Rebecca

From: Vollmann, Peterson
Sent: Tuesday, September 3, 2019 8:56 AM
To: myrnaw@me.com
Cc: Lind, Rebecca
Subject: RE: CCA Proposal, ER 19003

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Walton-

I am not the case planner for the CCA project. Please send any correspondence that you would like in the record to the case planner Rebecca Lind. I am responsible for receiving staff requests for items to appear on the LPAB Agendas, but public comments do not go onto the published agendas. You can discuss the matter of whether or not public comments are being included as part of the staff report as an attachment, but the item is only appearing before the LPAB in September for the NOP scoping session and no decisions are being made on an application.

Peterson Z. Vollmann | Planner IV | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2114 | Oakland, CA 94612 | Phone: (510)238-6167 | Fax: (510)238-4730 | Email: pvollmann@oaklandca.gov | Website: <https://www.oaklandca.gov/>

-----Original Message-----

From: myrnaw@me.com [mailto:myrnaw@me.com]
Sent: Monday, September 2, 2019 12:30 PM
To: Vollmann, Peterson <PVollmann@oaklandca.gov>
Subject: CCA Proposal, ER 19003

Contact for Landmarks Preservation Advisory Board - P.Vollman I have sent the following to each member but would appreciate it if you could be sure this appears on their agenda for whenever the CCA proposal will be heard.

Thank you,
Myrna Walton
Upper Broadway Advocates

COMMENTS ON PROCESS, LAND USE PLANNING, AFFORDABLE HOUSING, AND ENVIRONMENTAL ISSUES, ER 19003, SUBMITTED BY UPPER BROADWAY ADVOCATES AUGUST 19, 2019

PROCESS

We are concerned that a Notice of Preparation (NOP) of an EIR for the California College of the Arts Redevelopment Project (CCA Redevelopment) has been issued when the project under consideration is ill-defined and the City has not evaluated the land use implications for the project with public input.

The developer had a pre-application meeting and provided a general sense of what they would like to build, but they have not submitted an application. Neither the community nor the City actually knows what the project is that is subject to this scoping meeting.

Is there any circumstance under which a project is considered too preliminary for environmental review? What is that threshold? Is this project sufficiently well-described to give rise to a fully relevant environmental document? Should the project proponent be asked to provide a more fleshed-out program, and should the study be delayed until it is furnished? Our community has many concerns about the process.

We have specific questions regarding process:

What process will the city follow if a large and loosely described project, predicated on general plan amendments, is studied under an EIR, later giving way to an altered project with a different scope?

How are incremental impacts calculated for various levels of development intensity?

How would required mitigations be handled should the scale of a project change after an EIR is completed?

Under what circumstances would the city require that an EIR be revisited? What is the difference between supplemental environmental review and an addendum for a project such as this? What level of change would trigger each?

LAND USE PLANNING

To be clear, the EIR is NOT the appropriate forum to evaluate land use issues. An EIR evaluates potential environmental impacts, not land use planning, except to the extent the land use may have environmental impacts. This highlights the critical need to evaluate land use issues NOW, with the public, to make sure that the zoning and general plan changes are appropriate. Then we can consider what redevelopment project makes the most sense. Waiting until the planning department submits its staff report evaluating land use, after the EIR has been prepared, and when the project is up for a vote, is much too late. If the City (and the applicant) expect to garner public support for this project, and if they hope to avoid (unnecessary) litigation, there must be meaningful engagement with the public now.

The CCA Redevelopment has potentially profound land use implications for the City, not just in its immediate area, but along the entire Broadway corridor towards Kaiser. If a 19 story tower is built in the CCA campus, then it will provide one bookend, with Kaiser providing the other, for substantial vertical development along Broadway. Is this the type of development the City wants? Or the public? The City should engage the public about this kind of issue before evaluating a specific project.

Certainly, there should be a comprehensive plan for the north east corner of Broadway/51st and Pleasant Valley. With the failed "Phase Two" of the Safeway project, the City has an opportunity to encourage unified planning for the entire area, including CCA.

Without overall planning Oakland will lose what makes Oakland attractive — neighborhood communities and character. Districts, such as the proposed Jazz district, create a sense of pride and belonging, and engaging destinations and discovery, rather than a homogeneous blah that could be anywhere. Oakland has a vibrant character and deep architectural heritage. City planning can leverage this development surge to create an even more vibrant set of districts.

AFFORDABLE HOUSING

The City has already met its goal for new housing, but not for affordable housing. This project affords the City an opportunity to make good on their stated desires to increase affordable housing stock, but this proposal falls short. Oakland is a hot real estate market and that puts the City in the driver's seat to extract concessions from developers — like more affordable housing and other community benefits. We ask that the Planning Commission not waste a valuable opportunity to increase affordable housing stock in Rockridge.

The community is requesting that the developers study alternatives to the proposed 5.6% affordable units. Other studies that include different configurations of affordability should be performed before the Planning Commission makes a decision. We propose using the same percentage as San Francisco—a minimum 20% of affordable units in this proposed project. Requiring a higher percentage of affordability is the best way for Rockridge to do its part to make a dent in Oakland's affordable housing crisis.

Housing for artists is a nice request, but what about other population groups who won't be able to afford this project's luxury rents? A relevant local project, Baxter on Broadway, is having trouble renting its most expensive units. They offered NO affordable units. We suggest a study to explore converting more units to affordable for residents from all walks of life, particularly families. Oakland teachers would benefit from housing on this site. CCA's legacy to Oakland could be to honor not only local artists but also teachers from across every district. This is one solution that would represent a harmonious blending of the arts and teaching—both of which CCA is well known for promoting.

ENVIRONMENTAL IMPACT - ER 19003

Cultural Resources -

CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?

CCA provided many opportunities to the general public for art classes, lectures and exhibitions. What will this project do to replace such cultural resources? CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?

The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API.

Architectural and Historical Heritage - The planted campus, not only the historic buildings, is itself an historic landscape that must be assessed. The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. Artists and designers who put Oakland on the art map include sculptor Viola Frey, painter Nathan Oliviera, prominent Photorealist painter, Robert Bechtle, early claymation innovator and Academy Award winner Bob Gardiner, and photographer Hugo Steccati one of the most important architectural photographers to document modern Bay Area history. For good reason it is a City Landmark and is listed on the National Register of Historic Places. Recently Oakland has managed to preserve portions of our heritage in just about every neighborhood: - Whole Foods use of the old Cadillac dealership on 27th Street, - Current construction of several housing complexes on Broadway are integrating existing historic design elements in delightful ways. Of all the historic properties in Oakland, the CCA campus would be a perfect place to preserve a dwindling heritage. An alternative for creative re-use of the site should be studied.

Lind, Rebecca

From: Barbara Wilcox <gbbjcw@msn.com>
Sent: Monday, September 2, 2019 11:14 AM
To: Lind, Rebecca
Subject: California College of the Arts Redevelopment Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms.Rebecca Lind,

I am a lifelong resident of Oakland, born and educated here. I am NOT in favor of the proposed 19 story residential tower on the site of the California College of the Arts for the following reasons:

- This is essentially a residential community.
- Polutions : noise and air
- Traffic
- Safety
- Transient population
- lack of responsibility

I strongly believe that there should be no more than 4 story building built on that location. I hope you will take this opinion into consideration.

Sincerely,
Barbara C. Wilcox

Sent from my iPad

Lind, Rebecca

From: Marla Korte <marlakorte4190@comcast.net>
Sent: Friday, August 30, 2019 7:24 PM
To: Lind, Rebecca
Cc: Marla Korte
Subject: Proposed 19 story building

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind,

Words don't come easily when trying to express thoughts that are bone deep but I'll try.

The proposed 19 story building on the old CCA Campus is just too big. However, the Developer may have started at 19 knowing the there would be opposition and the opponents would welcome 15 or a lower number of stories!

Is the CCA Campus the right location for any size multiple living unit building? There have been multiple student living units - the major differences are: the large majority of students don't have cars and the large majority of student living units house two individuals.

The impact of the proposed building on the Rockridge Neighborhood would be the increase of TRAFFIC both automotive and human.

Thank you for the opportunity to state my opposition to the proposed 19 story building to be built on the CCA Campus.

Marla Korte

Lind, Rebecca

From: Todd Hido <todd@toddhido.com>
Sent: Friday, August 30, 2019 2:43 PM
To: Lind, Rebecca
Subject: 19 story proposal concerns

To whom it may concern,

I am a long time resident of Rockridge. As a distinguished alumni of CCA and an adjunct professor of the school I have had quite a bit of experience both on and off the campus since 1994, and very much so being a resident of the neighborhood since 2002.

Firstly, my primary concern is the impact that building such a tall structure would have on the almost flawless panoramic view those of us who live in upper Rockridge are lucky enough to enjoy. And believe me, I know this comes from a privileged place, but I have worked quite hard to get there and of course pay plenty of property taxes as well.

One of the truly amazing things about upper and lower Rockridge and many of the hills around here, with the exception of the fire damage from the Oakland fires, there is an incredibly harmonious architectural thread that is quite rare in this day and age. Even putting a freeway (route 24) right through the middle of Rockridge didn't destroy it because it is low and you can't even see it from many places. I do understand that progress must occur and that people need a place to live but that can be achieved with a less invasive structure.

I live at 5515 Carlton St and my house is over 100 years old, built in 1916. I imagine many of the houses are about to be 100 years old as well. Such a great cluster of things would be aesthetically ruined frankly by having a high rise building in the neighborhood.

Another impact that I fear is that if we were to allow something like this to be built, it would be the beginning of the end of a neighborhood that has a particular charm that you do not find much these days in the era of big box stores or places like Emeryville or even San Francisco. The other serious impact I fear being a resident of the CCA neighborhood; even though they provided public transportation to and from school for free with their buses and with many people taking Bart, with even the small number of students that would drive to CCA you could feel the impact of all the parking on our street which vanished for the homeowners that live here.

There has been a lot of new development on the College/Broadway/51st Street intersection and of course Broadway has its new supposedly improved road diet which has done nothing except make more traffic. Even in the middle of the day it is congested with people coming and going from the freeway.

I hope my concerns are heard. I care very much about the Rockridge neighborhood and I hope as a city we make intelligent choices about preserving the historic and harmonious environmental landscape that we have here.

All my best,
Todd

Todd Hido

(web) https://urldefense.proofpoint.com/v2/url?u=http-3A__www.toddhido.com&d=DwIGaQ&c=6ZboKdJzR8nZOqwBjhPnCw&r=IiSGPQBkl3mYYuIMAvdpVZZFwnU-Z99K7Owhd36mU&m=IipffpYDPJUC-SzbnPpgngvhbEnlvNQphde-llQwxDg&s=iWB5WdydV7ypnea1hOttgFmY3kj2FW-W9A5I47NHil8&e=

{all attached Image(s) Copyright © Todd Hido}



August 30, 2019

Rebecca Lind
Bureau of Planning
City of Oakland
250 Frank H. Ogawa, Suite 3315
Oakland, CA, 94612

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the California College of the Arts Redevelopment Project

Dear Ms. Lind:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the California College of the Arts Redevelopment Project. The project site is located in the Rockridge neighborhood the City of Oakland. The proposed project site is split into two separate development sites, both of which front Broadway, but are separated by Clifton Street. Parcel 1 is a 3.9-acre site located at 5200 Broadway and is bound by Broadway to the west, Clifton Street to the north, a multi-family apartment complex to the east, and the Rockridge Shopping Center access road to the south. Parcel 1 consists of the Oakland branch of the California College of the Arts campus. Parcel 2 is a 0.3-acre site consisting of a 100-bed dormitory, known as Clifton hall, located at 5276 Broadway. It is bound by Broadway to the west, Broadway Terrace to the north, a multi-family residential building and the Oakland Technical High School Upper Campus to the east, and Clifton Street to the south. The project site is approximately 0.6 miles south of Rockridge Bay Area Rapid Transit District (BART) Station, approximately 0.6 miles south of Highway 24, one mile north of Interstate 580, and 1.4 miles west of Highway 13.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The **City of Oakland** and the Alameda CTC signed a Countywide Model Agreement May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of

a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - In the City of Oakland, Claremont Avenue, Broadway, Grand Avenue, State Route 13, and State Route 24
 - In the City of Berkeley, Claremont Avenue
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: Bay Area Rapid Transit and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan adopted in May 2019.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

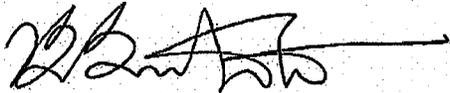
- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements

are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

Lind, Rebecca

From: Donna Hanson <hansondirect@gmail.com>
Sent: Friday, August 30, 2019 8:10 AM
To: Lind, Rebecca
Subject: CAA Development

Hello Rebecca,

I'm a 20+ year resident of Rockridge and I'm more than concerned about the impact the proposed project on the CAA site will have on the area. My concerns are multiple: The impact on the already crowded streets (rush hour) Broadway. And thanks to Waze the backup that occurs on Broadway Terrace (rush hour). In addition, to the impact of traffic, parking and safety in the Rockridge neighborhood is the zoning restriction being lifted to accommodate a 19 story building in a residential neighborhood. Which is completely out of scope with the esthetics and current zoning laws of one of Oakland's most historic and beautiful neighborhoods. The impact on the neighborhood will be dramatic. A 19 story building does not belong in this neighborhood.

A concerned Rockridge resident,
Donna Hanson

Lind, Rebecca

From: Merkamp, Robert
Sent: Monday, August 26, 2019 8:32 AM
To: Lind, Rebecca
Subject: FW: Support for California College of Arts Site Development

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Robert D. Merkamp, Zoning Manager | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6283 | Fax: (510) 238-4730 | Email: rmerkamp@oaklandca.gov | Website: www.oaklandca.gov/departments/planning-and-building

From: Kate Oroudjeva [<mailto:ccmkaterina@yahoo.com>]
Sent: Friday, August 23, 2019 2:32 PM
To: Merkamp, Robert <RMerkamp@oaklandca.gov>; jmyres.oakplanningcommission@gmail.com; jfearnopc@gmail.com; NHegdeOPC@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com
Subject: Support for California College of Arts Site Development

Dear Planning Commissioners and Staff,

I am writing in support of tower project proposed on California College of Arts site.

I heard that this project is getting a lot of resistance from the community. This is why I wanted to write to your office to represent the younger generation of this community who don't seem to be getting as much of a voice on this issue. There are a number of reasons why the development of this plot in this way is a good idea.

The first reason is that that the project site is close to within 0.5 miles of the Rockridge BART station. Although the applicability of CEQA is debatable, the fact that the people who will be living in the new building will be using that very same Bart station is not. The building we live in is located a little bit further from the station and many residents, including myself, rely on the Bart for their daily commute. Ordinances and laws should be designed to reflect reality, and the reality in this case that the site is without doubt part of the Bart transportation corridor. In addition, the site is also part of the Broadway- Downtown Oakland corridor, and many residents would use it to commute directly into Downtown Oakland. This makes this site unique in that it is where two separate transit corridors meet, and ideal to support this kind of urban density.

The number of new housing units and and affordable housing will give the much needed housing relief to younger professionals and people trying to start a family in the area, without destroying the fabric of the smaller scale of the established neighborhoods. I believe there are currently not enough housing options for the younger generation who are trying to establish themselves in this city. Many of the apartment buildings are old and in need of soft-story retrofit. I would be very happy to see newer housing become available in this neighborhood.

Sincerely,

Kate Oroudjeva
2005 Pleasant Valley Ave

Lind, Rebecca

From: Merkamp, Robert
Sent: Monday, August 26, 2019 8:31 AM
To: Lind, Rebecca
Subject: FW: CCA Project, Broadway and College Avenues

FYI

Robert D. Merkamp, Zoning Manager | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6283 | Fax: (510) 238-4730 | Email: rmerkamp@oaklandca.gov | Website: www.oaklandca.gov/departments/planning-and-building

From: Noga Wizansky [<mailto:nwizansk@gmail.com>]
Sent: Friday, August 23, 2019 12:35 PM
To: Merkamp, Robert <RMerkamp@oaklandca.gov>; jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com
Subject: CCA Project, Broadway and College Avenues

Hello,

My name is Noga Wizansky, and I am an Adjunct Professor employed part time at California College of the Arts.

I am a part of our union leadership for Adjuncts at CCA, and we are with SEIU Local 1021. Most of our members are renters in the East Bay who are struggling with displacement. We're concerned that the proposed project has 554 units and only 35 affordable units. We think this project can and should provide more affordable housing.

We want to see at least 20% affordable housing at the site.

We also call on more transparency around the financials of this project. The developer will say that the project "doesn't pencil" with more affordable housing. If that's true, show us the numbers so everyone can see why they think providing housing to workers at risk of displacement from their jobs when CCA closes this campus is too expensive.

Parking spaces are proposed to be little more than ½ space per unit. This will result in an increased pressure for street parking which will burden the neighbors in the area. We call for either increased parking, or the equivalent funds saved from inadequate parking to be contributed directly to public transportation.

Thank you for your attention,

Noga Wizansky, Ph.D.; Adjunct Professor 2, California College of the Arts.

Noga Wizansky
www.nogawizansky.com

Lind, Rebecca

From: Merkamp, Robert
Sent: Monday, August 26, 2019 8:32 AM
To: Lind, Rebecca
Subject: FW: ER19003 CCA eir
Attachments: Capture.JPG

FYI

Robert D. Merkamp, Zoning Manager | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6283 | Fax: (510) 238-4730 | Email: rmerkamp@oaklandca.gov | Website: www.oaklandca.gov/departments/planning-and-building

From: David Swaim [mailto:dcswaim@gmail.com]
Sent: Friday, August 23, 2019 11:47 AM
To: Lind, Rebecca <RLind@oaklandca.gov>
Cc: Merkamp, Robert <RMerkamp@oaklandca.gov>; jmyres.oakplanningcommission@gmail.com; jfearnopc@gmail.com; NHegdeOPC@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com
Subject: ER19003 CCA eir

Dear Rebecca Palmer, Planning Commissioners and Staff,

I am writing to comment on the EIR for the CCA site.

The NOP lists a distance from Rockridge BART of .6 miles, but does not provide information on how this distance was determined. As you can see on the attached map, the distance may be within .5 miles depending on the measurement. This would put the project in a CEQA Transit Priority Area, as defined in CEQA Guidelines Section 21099.

I would like to request that staff explicitly determine whether or not the project site/s is/are located in a Transit Priority Area. If the project site is located in a Transit Priority Area, CEQA requires that neither aesthetics nor parking be considered significant impacts on the environment (CEQA Guidelines 21099(d)(1)).

I would ask that the Commission and staff be explicit about where measurements are taken at the project site (which has two addresses and parcels) and what is considered the "Rockridge BART station." For example, does the "Rockridge BART station" starts at BART's property boundary, the escalators or station entrance, or the platform? Or does the site measurement start at the 5200 Broadway or 5276 Broadway address, or at the northernmost parcel boundary or a proposed resident entrance?

I would encourage the Commission and staff to have an generous view of the applicability of this CEQA Guidelines section to reduce unnecessary environmental analysis, reduce exposure to CEQA-related legal challenge, and to encourage dense, transit oriented development in what is arguably Oakland's most walkable, bikeable and transit-rich neighborhood outside of downtown. There will be ample opportunity in the Commission's Design Review process to ensure appropriate design and while a lack of parking may constitute a hassle for some people, or even perhaps a significant burden for specific individuals, it does not constitute, in and of itself, a physical effect on the environment, and thereby should not be analyzed under CEQA.

I myself am a neighbor to the proposed project, residing in the condo complex at 2005 Pleasant Valley Ave with my wife and young son, and we would gladly welcome the proposed development. Housing is a crisis in the bay area and is felt

directly by myself and my peers. The increase in density of quality, transit-adjacent housing is what is needed to address the issue.

Thank you for your time and attention. I very much appreciate the hours of volunteer time this project alone will require of you and thank you deeply for your commitment to making Oakland a better place to live.

Sincerely,
David Swaim
2005 Pleasant Valley Ave, #104

THOMAS J. VENTRESCO
21 Asilomar Circle
Oakland, Ca. 94611
tjv@jps.net
(510) 339-3377

23 August 2019

Rebecca Lind, Planner III
City of Oakland/Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, California 94612
rlind@oaklandca.gov

Re: 5200 and 5276 Broadway -- EIR-NOP

I am writing to state my objections to the proposed redevelopment plan for the California College of the Arts (CCA) Campus at 5200 Broadway and to express my concerns regarding subjects to be addressed in the forthcoming Environmental Impact Report (EIR).

I have been a resident of Oakland for over 50 years. I am a former student of the California College of Arts and Crafts, and I am retired Director of Space Management and Capital Programs at the University of California, Berkeley. Throughout the majority of my 33-year career at the university I was involved in capital, physical, and environmental planning at both the system-wide administration and the Berkeley campus.

While I recognize an EIR is not the primary instrument to evaluate land-use issues, there are many overlapping concerns that should be thoroughly studied in the EIR.

Zoning change

The proposed redevelopment requires major, unjustified changes to the city's General Plan and the site's current zoning. The General Plan was developed over years with much citizen and community organization consultation and input. Zoning regulations, as the embodied implementation of Oakland's General Plan, are established to promote livable communities by balancing the needs of homeowners, businesses, and other community priorities. Oakland's General Plan explicitly states it is: "by and for the Oakland Community." It emphasizes integration of planning, economic development, and implementation with a balance of citywide and neighborhood perspectives. The proposed changes not only do not meet those goals but are in flagrant disregard to the General Plans top priority of neighborhood conservation.ⁱ The intent of the site's current zoning, RM-3 and CN-1, is to create, maintain, and enhance residential areas and mixed use neighborhood centers at a smaller scale.

The proposed CC-2 designation would irreversibly alter the character of not only the site itself but would also have negative impacts extending far beyond the surrounding community. The proposal's justification for amending the General Plan is unsoundⁱⁱ. The apparent idea behind the proposal is to maximize development of the site, but that in itself is not a justification for a

change to the General Plan. The EIR should examine closely the impacts of the proposed use and re-zoning.

The urban planning flaws of the proposal are many but among the most egregious are:

Height

The proposed height changes are greatly out of proportion to anything in the surrounding neighborhoods and all of North Oakland. The base height appears to be about 40 feet above Broadway further exaggerating its impacts. This proposal seems more appropriately R-80 High-Rise Apartment zoning rather than the requested CC-2 zoning. The city's General Plan and zoning provides for high-rise residential development in appropriate locations and such development should be restricted to those areas. The entitlement requestⁱⁱⁱ states the project would be consistent with the CC-2 zoning and height areas proposed but ignores the fundamental incompatible nature of the proposal with the neighborhood. Heights at the CCA site should be maintained comparable with the adjoining neighborhood and no higher than the existing multi-family units along Broadway Terrace. The visual impacts of the proposed tower would infringe on the surrounding neighbors for miles and degrade their views.

Massing and density

The proposed 554 units would introduce more occupants than the surrounding roughly ten-block area north of the Broadway-College Avenue-Broadway Terrace intersections. That would negatively impact and alter the adjacent predominately residential single-family neighborhoods. The building massing called for would result in a fortress-like structure that would isolate rather than integrate the development from the surrounding community.

Destruction of historic resource/neighborhood character

As stated above, the massing and density would destroy the neighborhood's historic low-rise character. Furthermore, the destruction of the retaining wall along Broadway - saving only the stairway - would mean loss of both a significant historical resource as well as irreparably altering the character of the neighborhood. Such a loss is avoidable in a plan that is in keeping with the scale and character contemplated in the General Plan.

Traffic

The concomitant traffic generated by the density would greatly overload the congested intersections of Broadway-College Avenue-Broadway Terrace. Even assuming the parking provided for approximately 60 percent of the proposed units is adequate - and adhered to - the added congestion at the intersections would create nightmarish traffic at the Clifton Street intersection creating a major safety hazard in the event of an emergency. Further, introducing over 550 bicycles, pedestrians, added buses, and taxi-like vehicles to the mix would greatly magnify the problem and present enormous safety dangers for all.

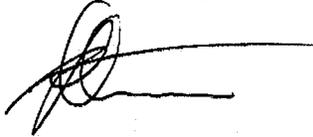
Other

The site contains hazardous materials from decades of arts productions. Paints, heavy metals, ceramic debris, print-making inks and solvents, etcetera, were all present on the site.

Conclusions

While I have a great love for the college and positive sentiments for some of the building, my greater concerns are for the future of this area of North Oakland. Bad urban planning decisions in the past have irrevocably destroyed neighborhoods and communities in Oakland and across the country. Now is the time to plan and act carefully to prevent future urban disasters.

Respectfully,

A handwritten signature in black ink, appearing to be 'Thomas Ventresco', written over a horizontal line.

Thomas Ventresco

ⁱ Envision Oakland, City of Oakland General Plan Land Use and Transportation Element, March 1998. Chapter 1, page 25.

ⁱⁱ Emerald Fund and Equity Community Builders Entitlement Request, <https://oaklandca.nextrequest.com/documents/1500208>

ⁱⁱⁱ *ibid.*

Lind, Rebecca

From: Carolyn Duffey <cduffey@lmi.net>
Sent: Friday, August 23, 2019 7:55 PM
To: Lind, Rebecca
Subject: Re: Reference ER 19003 ----CCA site and proposed 19 story apartment building

Follow Up Flag: Follow up
Flag Status: Flagged

To the Oakland Planning Committee - Attention Rebecca Lind

Dear Rebecca Lind of Oakland Planning Commission:

I am a 28 year resident of Oakland and have taught at the Oakland campus of the California College of Arts over a recent period of 5 years.

Hearing of the intention of CCA Pres. Beale to sell the CCA Oakland campus to a developer who plans a 19 story luxury apartment on the site, I was appalled.

I recognize that the school wants to sell off this campus to embellish the previously developed CCA campus space in San Francisco, which faculty and students at the CCA Oakland campus have fought against for quite a few years, and this may not be stopped. However, this project is absolutely way beyond any reasonable new use of the green, environmentally beautiful and historically important art space of the more than a century old campus of the California College of the Arts in Oakland.

To begin with, not only is the Oakland campus site a crucial space for the teaching and production of fine arts in this school situated in North Oakland, it's important to know such work has been connected to encouraging and producing art within many parts of the varied and diverse Oakland communities which are quite distant from the Rockridge campus space and which will thus also be adversely affected by such a dramatic transformation of this space into one of housing for high income renters, those doubtless coming from outside Oakland. As a recent article in the *SF Chron* stated, Oakland has created 9,304 units of housing from 2016-19 with an average rent of \$3,915, and of these units only 628 of them are affordable units. No help at all for the homeless and the dispossessed in such a project, which is crucially needed in Oakland. The specious argument for more housing of this kind in Oakland should be dead in the water. The destruction of the beautiful landscaping of this space - huge very old trees and foliage - as it is related as well to an art space must be considered in any discussion of such a destructive project.

Stop this awful proposed 19 story apartment building project!

Sincerely,

Carolyn Duffey
Adjunct Professor
Diversity Studies Program
California College of the Arts
Senior Lecturer
Liberal Arts Dept.
San Francisco Arts Institute
Lecturer
American Studies, Comparative Studies in Race and Ethnicity, Feminism, Gender and Sexuality Studies
Stanford University

Lind, Rebecca

From: Jackie Fenton <jjfenton@sbcglobal.net>
Sent: Friday, August 23, 2019 4:49 PM
To: Lind, Rebecca
Subject: Building on College of Arts

Follow Up Flag: Follow up
Flag Status: Flagged

Please don't let them build a 17 story building in Rockridge. I live on Broadway Terrace and the traffic is terrible after 3 pm. And the traffic at the light on 51st and Broadway is always backed up. There are alot of areas that a building like that could improve. Thanks Jaco Fenton

Sent from my iPhone

Lind, Rebecca

From: Glen Jarvis <glenjarvis@jarvisarchitects.com>
Sent: Friday, August 23, 2019 4:48 PM
To: Lind, Rebecca
Subject: Case File Number ER19003, Environmental review- shading impacts

Follow Up Flag: Follow up
Flag Status: Flagged

August 23, 2019

Re:
5200, 5276 Broadway,
APN 014-124-300-101; 014-124-600-200

To: Rebecca Lind
City of Oakland Planning Department

I am a property owner at 5278 College Avenue, located approximately 200' north northwest of the proposed development.

My major concern is the shadows cast from the proposed new buildings. Starting in January 2020 all the adjacent residential properties will be subject to the new California energy codes mandating zero net energy. In a few years projects like this application will have the same requirements. Regardless of the energy conservation measures, each building site will need a way to produce power to operate the buildings, and solar panels are the most viable and sustainable way. There are no other power solutions that will work.

This site is large enough to keep all the new building shadows on the site, and not shade any neighbor's property.

We are planning an expansion of our building across our parking lot to make a zero net energy complex of residences, offices, and retail. We will need all the sun we can get for the solar panels.

As architects specializing in residential buildings, we have successfully designed sustainable homes with solar panels, passives solar design, zero net energy, no gas lines (carbon free), electric car charging, rooms with adequate daylight to work in without electric lights, and heat pumps (vs gas fueled heaters). We know this can be done. The side effects are clean air inside and out, sharing power with neighbors, substantially reducing line loss transmitting electricity, healthy interiors, not adding new carbon levels to the air, less reliance on the power grid, and having electricity when PG&E turns off the power.

Shading is much more than shadows. It's taking away the ability to produce solar power on site and use passive solar principals for efficient building design. This is financially and environmentally harmful.

Sincerely,

Glen Jarvis, Architect

5278 College Avenue
Oakland, CA 94618
510 654 6755, x214

Lind, Rebecca

From: tjv <tjv@jps.net>
Sent: Friday, August 23, 2019 4:02 PM
To: Lind, Rebecca
Subject: ER19003 - 5200 and 5276 Broadway EIR-NOP comments
Attachments: CCA Comments.pdf

Dear Ms. Lind:

Attached are my comments on the proposed redevelopment of the CCA campus.

I have found out about this proposal only recently but would appreciate being notified of future public input opportunities.

Best regards,

Tom Ventresco
Oakland

Lind, Rebecca

From: Samuel Briant <samuelwbriant@gmail.com>
Sent: Friday, August 23, 2019 3:58 PM
To: Lind, Rebecca
Subject: ER19003

Rockridge resident against ER19003

Hi Rebecca,

I'm Samuel, a local Rockridge resident. I'm concerned that ER19003 is bad for our quality of life in Rockridge. We should stop ER19003 and not build the 19 story tower planned. It will be an eyesore, will increase parking and is out of step with the Rockridge neighborhood.

I'm in favor of CCA campus reuse but something more in line with the spirit of Rockridge that has community input. Please stop this project and don't allow the 19 story tower to move forward.

Yours truly,

Samuel Briant

Lind, Rebecca

From: Robert Briant <rbriant@berkeley.edu>
Sent: Friday, August 23, 2019 3:49 PM
To: Lind, Rebecca
Subject: Rockridge Resident ****Against**** ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Rebecca,

I'm Robert Briant, a Rockridge resident living on Broadway less than a quarter mile from the College of Art. I'm writing to let you know that I'm against the CCA Development Plan ER19003 and its 19 story tower.

I'm a lifelong east bay resident, I've been a homeowner here for the last 15 years, and I'm a resident who has saved carefully since the mid-90's to become a homeowner here. Those of us who live here have really worked hard support our community and to help it improve, and I can tell you that putting a 19 story tower in the CCA campus in no way serves our neighborhood wellness or quality of life. Also, the project isn't really about affordable housing: it's about the fact that homes are expensive here and putting that tower in would be a massive payday for the developers. And by the way, we don't have any parking around here so I don't know how they will address that for 19 stories of people unless they build a parking structure like we're in Walnut Creek.

We can't allow our city to be a cash cow for developers under the guise of housing density or affordability. A few years ago, the talk was about developing CCA's campus into something more reflective of what it was when my mother was a student there: a place for artists and others. It's really concerning to see that this project could go so sideways in its vision without reasonable consideration from its surrounding community.

My ask would be to reduce the tower to 4-5 stories ***at most*** and bring the input of our community in so that this becomes a lasting win-win for all.

Please contact me with any questions, and thanks for your consideration.

Thanks,
Robert

Robert Briant
rbriant@alum.calberkeley.org
(510) 708-8005

Aug. 23, 2019
3:30pm

Rebecca Lind

RECEIVED

Planner III

2019 AUG 23 PM 3:58

City of Oakland
Bureau of Planning
250 Frank H. Ogata
Suite 3315
Oakland, CA 94612

Re Case # ER19003

Dear Rebecca Lind,

I am in favor
of the CCA (formerly
CCAC) redevelopment
project and Arts
Campus Holdings, LLC
saving the sequoia
trees, Broadway Wall
& Stairs

- Two Sequoia trees
- Broadway Wall and Stairs
- Facilities Building
- B Building
- Founder's Hall
- Martinez Hall
- Noni Eccles Treadwell Ceramic Arts Center

etc as
written here.

over →

In addition to the entirety of the Broadway Wall, the Carnegie bricks edging paths near Mackey Hall and the row of eucalyptus trees that runs from the vehicular entry at Broadway toward Mackey Hall are also associated with the Treadwell Estate and are also considered secondary associated landscape features of Mackey Hall.

My aunt, uncle
and mother
graduated from
CCAC and I
attended in 1966-1968
two years.

~~All our lives, we have
lived in the city
of Oakland
residential building.~~

• Development of:

- Four perimeter residential buildings ranging from 5 to 8 stories
- One residential tower at 19 stories
- Residential units on main campus: 554
- ★ 24,000 square feet of affordable arts production space
- ★ 6,300 square feet of affordable office space for arts non-profits
- ★ 1.71-acres of public open space
- ★ 0.34-acres of group-usable open space

(510)

333

4396

Sincerely,
Elin Hansen
488 38th St
Oakland, CA 94609

Lind, Rebecca

From: Nathan Marwell <nbmarwell@gmail.com>
Sent: Friday, August 23, 2019 3:09 PM
To: Lind, Rebecca
Subject: Support for CCA 19 Story Tower

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Ms. Lind,

I am writing to voice my **support** for the proposed CCA 19 Story Tower. As a PhD economist, I know that the only way to address the housing affordability crisis in the Bay Area is to build more housing. I recently purchased a home in Temescal, and while I know that a number of my neighbors have raised concerns about this project, I think the benefits of increasing the housing stock far outweigh individuals aesthetic preferences for type of development proposed here. I know that you are likely to receive lots of impassioned arguments against this development, so wanted to add my voice to growing number of concerned citizens who support it.

Thank you,
Nathan Marwell

Lind, Rebecca

From: Drew Robarts <dlobarts@sbcglobal.net>
Sent: Friday, August 23, 2019 2:32 PM
To: Lind, Rebecca
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

The CCAC property development proposal doesn't take into consideration that the property can only be accessed from one side of the property. This adds to the traffic problems already existing. There are already four traffic lights in the block at the front of the property. It is my understanding that a large parking garage will be provided. If when coming out on Clifford Street you can only turn right then you have the option of either going up Broadway Terrace or Broadway. Then if you want to go downtown or to SF you would probably do a U turn at the next street. This will create another traffic problem. Street parking creates another problem. Maybe a ramp could be built down the back of the property to the large empty lot waiting to be developed.

Has the CCAC offered the property to another school? It would seem to me Oakland doesn't want to lose another school. I think that we can come up with a more reasonable use. One suggested use would be a skilled nursing facility since there are two assisted living facilities within a block to feed into it and many senior citizens the area. They wouldn't add a lot of cars. Are we going to protect the neighborhood? Sorry I missed the last meeting because my wife and I have been sick.

Drew Robarts
5678 Margarido Dr
Oakland

Lind, Rebecca

From: sarlattefamily@aol.com
Sent: Friday, August 23, 2019 1:58 PM
To: Lind, Rebecca; RLind@oak-landca.gov
Subject: 19 story building at Broadway Terrace and Broadway at CCAC site

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,
I live off Broadway Terrace and my main concern besides the height and probably exorbitant rents is its impact on traffic. It already takes more time to get through the Broadway traffic due to the 2-3 new buildings at Broadway and 51st streets and the recent traffic changes on Broadway due to bike lanes.
In fact with the changes in traffic on Broadway due to bike lanes, Broadway Terrace becomes a "shortcut" to highway 13 every evening. It used to take 3 min to drive up Broadway to our home and now takes 7 min due to this increased traffic at commute hours.

Adding a huge high rise at the base of Broadway Terrace will only exacerbate the traffics issue AND this is before before the property at 51st and Pleasant Valley is developed. This will no doubt make those 2 intersections on Broadway between 51st street and Broadway Terrace much worse.

What street will the parking entrance be to the 19 story development be on?

Please take my comments into consideration.

Joan Sarlatte
Neighbor off Broadway Terrace
Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

Lind, Rebecca

From: Curtis Arima <carima@cca.edu>
Sent: Friday, August 23, 2019 9:49 AM
To: Lind, Rebecca
Subject: Reference case # ER19003 in favor of planing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca Lind,

My name is Curtis Arima. I am an Associate Professor and Co-chair of the Jewelry & Metal Arts Program at California College of the Arts. I am also an alum of CCA (it was CCAC when I graduated). I have been part of the CCA(C) community for 25 years, and the Oakland campus is deeply embedded in my history and current life.

I am writing to you about the plans for CCA's Oakland Campus. I love the campus and have been (and will continue to) mourning its loss.

Planning Has Not Been Hasty-----

The administration and planing teams at CCA have NOT been hasty in planing the redevelopment. They have included faculty, student, alumni and the community in the planing process. Many committees have been developed by the school to address the traniston.

I have been part of the Oakland Campus Alumni Committee for the last several years. CCA has informed us about the changes along the way and we were able to give feedback throughout the process.

I am also part of the Oakland Campus Legacy Committee (OCLC). In this committee we will honor the Legacy of Oakland Campus, preserve its history, and help with the transition away from the campus. We are planing exhibitions, publications, and other ways to archive the history. We are also planning closing events to bring the community together to say farewell to the campus. We have had an active voice in looking at the plans and agreeing with the schools idea to have the transition alien with CCA's missions.

The OCLC created the Plants and Grounds Ecology Sub-committee, which I lead. This committee is documenting the plants on the grounds and deciding which plants to save through transplanting, collecting seeds, or propagating through other means. We also plan to keep the gardens active before the renovation.

More Public Access for the Rockridge Community-----

In CCA's plan the campus will be more public than it is now. With the 1.71 acres of public open space, it will serve the Rockridge community more than it does now. It will also activate a some what dead area of Rockridge. This area has never been as active as it could be, for the businesses where College and Broadway meet. Having the area active with retail space and housing will bridging the Lower Rockridge area with the thriving Old Oakland area.

Oakland Needs Housing and Space for Art-----

Oakland is in a housing crisis. Building 554 residents will help the need for housing. I understand peoples discomfort with a 19 story tower. I was a bit dismayed by it at first. If one looks at the plans the low story street facing areas will prevent the tower from feeling oppressive, and from the street not very noticeable.

I was concerned about leaving an artistic void when CCA leaves the area. The first low income housing for artist in Oakland, 24,000 square foot affordable arts production space, and arts / non profit alleviated my concern. Artist have been pushed out of Oakland because of the raising prices of rents. This plan will help keep the arts alive in the Rockridge area.

Before I understood the plan fully, I was upset (angry) and sad. Because I have been part of the process and see the bigger plan, I can set my emotional attachment to the campus a realize the great potential of CCA's redevelopment plan. I support the plan fully.

Please let me know if you have any questions or want any further information. I am happy to discuss this more.

Thank you for your time and consideration.

Sincerely,

Curtis H. Arima

Co-chair,
Associate Professor,
Program Expert for the
Jewelry & Metal Arts Program
(Pronouns: He, Him, His)



5212 Broadway Oakland, CA 94618

If you are a faculty member with concerns about a student, or a student in need of support, please visit [CCA CARES](#).

CCA mental health crisis hotline: [510.594.5099](tel:510.594.5099).

Lind, Rebecca

From: David Swaim <dcswaim@gmail.com>
Sent: Friday, August 23, 2019 11:47 AM
To: Lind, Rebecca
Cc: Merkamp, Robert; jmyres.oakplanningcommission@gmail.com; jfearnopc@gmail.com; NHegdeOPC@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com
Subject: ER19003 CCA eir
Attachments: Capture.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca Palmer, Planning Commissioners and Staff,

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I would ask that the Commission and staff be explicit about where measurements are taken at the project site (which has two addresses and parcels) and what is considered the "Rockridge BART station." For example, does the "Rockridge BART station" starts at BART's property boundary, the escalators or station entrance, or the platform? Or does the site measurement start at the 5200 Broadway or 5276 Broadway address, or at the northernmost parcel boundary or a proposed resident entrance?

I would encourage the Commission and staff to have an generous view of the applicability of this CEQA Guidelines section to reduce unnecessary environmental analysis, reduce exposure to CEQA-related legal challenge, and to encourage dense, transit oriented development in what is arguably Oakland's most walkable, bikeable and transit-rich neighborhood outside of downtown. There will be ample opportunity in the Commission's Design Review process to ensure appropriate design and while a lack of parking may constitute a hassle for some people, or even perhaps a significant burden for specific individuals, it does not constitute, in and of itself, a physical effect on the environment, and thereby should not be analyzed under CEQA.

I myself am a neighbor to the proposed project, residing in the condo complex at 2005 Pleasant Valley Ave with my wife and young son, and we would gladly welcome the proposed development. Housing is a crisis in the bay area and is felt directly by myself and my peers. The increase in density of quality, transit-adjacent housing is what is needed to address the issue.

Thank you for your time and attention. I very much appreciate the hours of volunteer time this project alone will require of you and thank you deeply for your commitment to making Oakland a better place to live.

Sincerely,
David Swaim
2005 Pleasant Valley Ave, #104

August 22, 2019

*Via Electronic Mail
RLind@oaklandca.gov
Hard copy sent via US Mail*

Ms. Rebecca Lind
Planner III, City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

RE: Case # ER19003 California Collage of the Arts Development Plan NOP Comments

Dear Ms. Lind:

CEQA PROCESS --The project description within the NOP does not present sufficient information to understand the potential significant impacts to the surrounding environment and community that this project presents. It is recommended that before jumping to a draft EIR that an Initial Study be prepared and circulated to the public. The Initial Study can outline the project description further and provide an overview of the expected environmental impacts and how those impacts are proposed to be mitigated. The public requires a more informed set of information to base its input on. The Probable Environmental Effects paragraph within the NOP is not sufficient to understand how the proposed project may impact the community and the environment.

LAND USE CHANGES -- Without land use changes this project cannot proceed. The plan to convert a historic college campus on a relatively small 4.2 acre site with one to three story buildings to create a high density high rise apartment complex has no consistency whatsoever with surrounding land uses or the historic nature of the site. The 4.2 acre parcel is far too small to provide all of the necessary services for the thousands of residences who are proposed to be living at this location. A more appropriate land use change would be to only allow the property to be redeveloped for affordable dormitories or housing for college students. The California College of the Arts site could maintain its land use and historic resources and model its redevelopment plans similarly to the approach performed at the Clark Kerr Campus at UC Berkeley. The rezone request seeks 160 feet height limit for structures which is 4.6 times greater than the current height limit of 35 feet. Adjacent land uses within the area do not support any variation in the existing approved zoning height limits. Rather than jumping to an EIR for the CCA, the City could be providing residents the opportunity to consider proposed land use change via a General Plan Amendment for the Rockridge area or a new Specific Plan for the greater Rockridge area redevelopment.

AESTHETICS AND SHADE AND SHADOW – The proposed 19-story residential tower and four perimeter 5-8 story residential buildings are all significantly taller than the existing conditions at the site and any nearby new residential buildings (Baxter and Marvin Garden) and all greatly exceed established building city height limits for this property. The EIR needs to provide accurate visual renderings of the proposed structures at the site from as many viewpoints as possible during the day and at night. This structure will be visible for miles in many directions.

PROJECT DESCRIPTION (Parking) – The proposed 367 automobile parking spaces for the 554 residential units provided in the proposed project are inadequate under any reasonable set of assumptions. The EIR needs to assume up to 1,100 cars could be introduced by the residents moving into this location. The EIR then needs to analyze the impacts on neighborhood street parking both in the residential neighborhood nearby and the commercial College Avenue business district. The EIR needs to evaluate the impacts to tight street parking due to the proposed limited on-site project parking spaces. The EIR needs to analyze the socio-economic impacts to local business that will have even less parking for customers.

PROJECT DESCRIPTION (Housing Supply) – From the very sketchy details provided within the NOP for the new project, there appears to be uncertainty whether affordable residential housing will be provided by the proposed project. This needs to be fully addressed within the EIR.

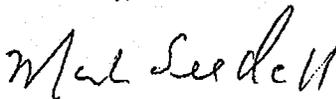
PUBLIC SERVICES AND UTILITY SYSTEMS -- The NOP asserts that the Project as currently envisioned does not have the potential for significant impacts to Public Services and Utility Systems. Nothing could be further from the truth. The public infrastructure in and around the California College of the Arts is crumbling. To understand this all one has to do is look at the roads that have not been repaved in decades within the Rockridge area and quite frankly throughout all of Oakland. Adding thousands of cars trips, delivery trucks once residences move in and other heavy equipment needed to construct the complex to all of the nearby roads will cause the roads all around the Rockridge area to fall apart much faster, especially with limited parking within the proposed 19 story apartment building. Driving down College Avenue is a complete nightmare for any automobile given the deteriorating road surface and lack of any maintenance for decades. All of the roads in and around CCA are in terrible condition (other than the recently repaved Broadway and Broadway Terrace). The EIR needs to analyze the impacts to infrastructure from the dramatic increase in vehicles usage throughout the Rockridge area. This includes the balance of Oakland roads crumbling faster as well as the impact to buried sewer lines, stormwater lines, gas lines and water lines. All of these utilities need to be addressed to fully understand the impacts of this project. Introducing over 500 new residential units also creates a much higher water demand for the project site that must be analyzed.

TRAFFIC IMPACTS – The EIR must analyze the tremendous traffic impacts from the proposed project assuming at least 1,100 vehicles will support residents at this site each day. Given the current traffic configuration which requires a right turn only at the Clifton Street and Broadway intersection together with the well-traveled and lighted Broadway Terrace and Broadway intersection just a few feet past Clifton Street, one can only imagine the traffic nightmares and congestion caused by the proposed project. Additionally, the restricted traffic flow at the Clifton Street and Broadway intersection will create unprecedented neighborhood traffic congestion which, in turn, will significantly adversely impact the quality of life in the neighborhood. As an avid cyclist, I already fear for my safety just trying to ride around my neighborhood and within all of the Oakland hills due to the lack of any roadway maintenance and heavy traffic.

HISTORIC AND CULTURAL RESOURCES—To fully analyze the significant impacts to Historic and Cultural Resources the EIR needs to carefully analyze these resources. The proposed project is seeking to replace one to three story buildings with a 19 story apartment complex on a site used for educational purposes since 1880 (140 years). To fully understand how this proposal will impact Historic and Cultural Resources the City of Oakland should require an archeology consultant to prepare the needed cultural and historic resources reports. These historic resources reports can then be submitted for review by the State Historic Preservation Office (SHPO). This is the only reasonable method to assess the importance of the existing resources at the site. If there is a federal agency that is required to review impacts from the project then it would be appropriate for that agency to lead the Section 106 study under the National Historic Preservation Act.

If you have any questions regarding any issues raised in this letter, let me know. Please include me on further notices regarding this proposed redevelopment.

Sincerely,



Mark Seedall

5833 Romany Rd
Oakland, CA 94618
maseedall@gmail.com

Lind, Rebecca

From: Julie Von Bergen <julieannevonbergen@gmail.com>
Sent: Thursday, August 22, 2019 10:32 PM
To: Lind, Rebecca
Subject: Case Number ER19003 (CCA / Makers' Gardens Planning)
Attachments: Von Bergen CCA Development Letter August 2019.pdf

August 22, 2019

Rebecca Lind, Planner III
City of Oakland, Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

RE: California College of Arts Proposed Building Site

Dear Rebecca Lind,

I am the homeowner and resident of 5222 Broadway Terrace, directly across the street from the proposed expansion to the California College of Arts dormitory building and the California College of Arts Proposed Building Site. I appreciate the work of your office to gather feedback from affected Oakland residents. Below are my concerns:

I) I am concerned about significant shadows over my property on Broadway Terrace, and shadows extending onto Thomas Ave. If the proposed tower is constructed, my home will be under complete shadow for up to 6 hours per day when the sun is low in the sky.

- On a summer day such as today, August 22, the shadow of the 190ft tower will eclipse my home starting at 5pm, with my house under full shadow sunset. I have calculated based on sun position at different times of the year and Rockridge GPS location. See diagrams in attached letter.

- On a winter day such as November 15, the shadow of the 190ft tower will eclipse my home starting at 1pm, with my house under full shadow until sunset. I have calculated based on sun position at different times of the year and Rockridge GPS location. See diagrams in attached letter.

- These shadows impose an unreasonable change in living conditions, and do not provide "highly livable housing that meets the needs of all Oakland residents". Shadows of this length and duration do not meet the City of Oakland criteria for solar access impacts on neighboring properties.

- I have requested the developers to share with me, and/or post online, the shadow diagrams they generated, and the developers have not complied with my request.

II) I am concerned about noise from the proposed extra 10ft addition to the dormitory building across the street from my home. Currently, the dormitory building is the tallest building in the vicinity, and generates significant noise. Noise from the students inside the dormitory building carries across the street and up the block, and when students open the windows the noise is very loud. The dormitory building as-is needs sound proofing and greater insulation. An extra 10ft addition to the dormitory building will significantly increase noise and block views for my home and other neighboring homes.

III) I am concerned about traffic flow from the right turn-only Clifton Street. Morning and evening traffic currently is stalled on Broadway in the direction of the tunnel. An addition of 589 housing units will amplify the stalled traffic and pollution. The city already has the project of redesigning the College Ave & Broadway signal intersection on a list of future plans, with the funding from The Ridge development. A signal redesign needs to be tied in with the CCA development. A front drop off area of the CCA property needs to be put in with a two way signal at Coronado or College Ave.

IV) The sidewalks on Broadway in front of CCA are not up to code and will need to widen when CCA is redeveloped. The front of the CCA property will have to be redesigned regardless, the developers show completely inaccurate frontage renderings in their diagrams.

V) Broadway Terrace is currently overwhelmed by ride share drivers in the morning and evening hours, and food delivery drivers in the evening hours. Currently, there are ride share and delivery cars stopped for long periods with engines running, ride share and delivery cars illegally stopped in the middle of the street, and ride share and delivery cars making illegal U-turns on Broadway Terrace. Several times per week, I am nearly hit by ride share and delivery cars making illegal U-turns into Broadway Terrace cross walks while walking my dog.

The proposed CCA development must include space for a drop-off area. I recommend a half-circle drop off area on the Broadway frontage, since the sidewalks have to be widened regardless. The drop-off area should exit into a two way signal at Coronado or College Ave.

VI) None of the developer's plans show a protected bike line on Broadway. The project need to include a protected bike lane on Broadway and ADA access.

VII) Come drive by any afternoon or evening. Street parking on Broadway Terrace and Thomas Ave. is already full during the daytime, evening, and overnight hours with cars from residents in the apartment buildings on Broadway Terrace and Broadway. The neighborhood street parking is maxed out with the existing apartment buildings' populations. Couples sharing 1 bedroom apartments in this neighborhood mostly have 2 cars, and 2 and 3 bedroom apartments in this neighborhood are inhabited by roommate situations with 2 and 3 car per household.

VIII) The architectural plans don't fit the neighborhood. The proposed CCA development is incongruous with neighborhood scale, structure and architecture.

IV) There are additional historical buildings of historical interest on the CCA property that the developer is planning to demolish.

V) The existing CCA property is zoned for education. Any rezoning for residential property should include affordable housing for OUSD educators. The developers are proposing affordable housing for artists, but the displaced population are educators and students. Further, the proposed segregated 6% affordable housing does not meet the needs of the City of Oakland. The development needs to include significantly more affordable housing.

Thank you for your consideration.

Julie Von Bergen
5222 Broadway Terrace
Oakland, CA 94618

Lind, Rebecca

From: Carl Davidson <vinocarl@aol.com>
Sent: Thursday, August 22, 2019 6:37 PM
To: Lind, Rebecca
Cc: jmyres.oakplanningcommission@gmail.com; NHegdeOPC@gmail.com; SShiraziOPC@gmail.com; cmanusopc@gmail.com; jfearnopc@gmail.com; tlimon.opc@gmail.com; Merkamp, Robert
Subject: CCA Project ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind,

I am a lifetime resident of Rockridge, as well as a 20+ year College Ave merchant. From day one I was intimately involved all aspects of the 4 year Safeway remodel project, and saw firsthand how the scoping session can be "managed" and "finessed" by the developer. Needless to say, it would not be in the community's interest to have that repeated here.

To that point, I would ask that extra attention be paid to the timing of the traffic studies that will follow. It is essential that those studies be conducted during normal, representative times of the year, i.e., NOT during extended holiday periods such as Christmas or Spring break, or during the summer period when Oakland Tech and UC Berkeley are not in full session. Not only are there significantly less pedestrian and vehicle traffic during these "off-times", but the time of day impact patterns are dramatically different as well. A set of traffic studies performed during such "off-times" would result in a statistically significant under reporting of the current traffic impacts, and would be tantamount to having a large "thumb on the scale" by those who wish to minimize the perception of such impacts.

I thank you in advance for your attention to this aspect of the upcoming EIR.

Carl Davidson
6400 Chabot Rd
Oakland

Lind, Rebecca

From: Patrick Hoge <patrick.hoge@gmail.com>
Sent: Thursday, August 22, 2019 3:09 PM
To: Lind, Rebecca
Subject: Comment on the NOP

Follow Up Flag: Follow up
Flag Status: Flagged

Re: the Rockridge development proposal for the former CCA campus, I think it looks pretty good. I just want to make sure that the exterior of the buildings use high quality architectural finishes that will be durable over time.

Thank you,

Patrick Hoge
5417 Shafter Avenue
510-435-2320

Lind, Rebecca

From: Angelica Realce <arealce@yahoo.com>
Sent: Thursday, August 22, 2019 12:53 AM
To: Lind, Rebecca
Subject: Reference ER 19003

Dear Ms. Lind,

I am writing to you regarding ER 19003. I learned that the proposed tower on the CCA property will be 19 stories high. I do not support this proposal.

High density buildings belong in neighborhoods like downtown Oakland - not in a low to medium density neighborhood like Rockridge. A 19 story building doesn't fit into the existing urban fabric. I prefer a height and scale that becomes part of the neighborhood, as if it's always been there.

I am also concerned that the proposal doesn't include a new street on the CCA property to accommodate vehicular traffic. With so many units proposed, it would be nice to see the possibility of a BART shuttle stop so mass transit, other than AC transit, can be part of the traffic management during commute hours.

Lastly, we need more affordable housing for working individuals and families! Are there incentives for the development to provide more of them?

Thank you for your time,

Angelica Realce

Lind, Rebecca

From: Amber Bales <amberkbales@gmail.com>
Sent: Thursday, August 22, 2019 11:09 AM
To: Lind, Rebecca
Subject: Reference ER 19003 - EIR for CCA campus

Dear Rebecca Lind,

My name is Amber Bales, I'm an employee at California College of the Arts and am involved in our union with SEIU Local 1021. Most of our members are renters in the East Bay who are struggling with displacement. We're concerned that the proposed project has 554 units and only 35 affordable units. We think this project can and should provide more affordable housing. I urge you and the city of Oakland to not allow special zoning for CCA and their developers to build a 19 story building unless a majority of the units are affordable housing, the developers hire locally and invest in local infrastructure improvements.

We call for more transparency around the financials of this project. The developer will say that the project "doesn't pencil" with more affordable housing. If that's true, show us the numbers so everyone can see why they think it'll be too expensive to provide affordable housing to workers at risk of displacement from their jobs when CCA closes this campus.

Sincerely,
Amber Bales

Lind, Rebecca

From: Kirk Peterson <kirk@kpaarch.com>
Sent: Thursday, August 22, 2019 11:18 AM
To: Lind, Rebecca
Subject: CCAC

Rebecca,

Thank you for your efforts towards having a better planning process. Some of us chatted with the developers after the hearing, and we will meet before too long. We are hoping to get some funding to create some alternate design concepts. A few of us struck around for the beginning of the next item. Patrick Kennedy is a former client of mine. We had to bail when the architect was going on with the usual cliched design BS; materiality, eyes on the street, activate the street, referencing, etc. A thirty story glass tower is a thing of the past.

We'll see where this goes.

Kirk

Kirk E. Peterson & Associates
5253 College Avenue
Oakland, CA 94618
office: 510.547.0275
fx: 510.547.4173
KPAarch.com

Lind, Rebecca

From: David Shirley <davirley@gmail.com>
Sent: Thursday, August 22, 2019 11:29 AM
To: Lind, Rebecca; Office of the Mayor; Kalb, Dan
Subject: Proposed CCA development needs significant modifications

Hi Rebecca, Dan, Mayor Libby,

Last year my wife and I purchased a house in the Rockridge neighborhood, and we are saddened to learn that a new housing development is being planned that will be highly disruptive to our neighborhood.

As I understand it, the existing 3 story building will be replaced with an 18 story building. Our concerns are as follows:

1. Gridlock is a major problem in this corridor. There are already 4 traffic lights in a span of ~1,200ft. Squeezing 500 units into this space will make it extremely challenging to move people through this area.
2. Schools are already overbooked in this area, and let's face it, the folks moving into this new building are mostly coming from outside Oakland. A 500 unit could potentially hold an entire Elementary schools worth of new children (assuming a school with 6 grades, 2 classes / grade, 30 pupils/class). My wife and I both work, and we cannot spend 1 hour each morning shuttling our child to school. We can't fit more people in until we have a school for their kids to attend (let alone our own kids!).
3. The Mountain View Cemetery is an open space that's frequented by many Oakland residents, including myself. There are breathtaking views of the Bay, the Golden Gate Bridge, Marin, and more. Very few cities in the world can claim such dramatic views. Unfortunately these views will be eclipsed by an 18 story development, destroying one of the few remaining open space sanctuaries in our city.

We strongly feel these considerations need to be addressed. We are very supportive of new developments in general, and we think this site can certainly work, but the scale needs to be much smaller - very preferably within the current zoning restrictions, which I believe limits building height and density.

This issue will be the primary input to our voting decision in the next city election.

Thanks for your attention to this matter.

David

August 22, 2019

Via Electronic Mail
RLind@oaklandca.gov
Hard copy sent via US Mail

Ms. Rebecca Lind
Planner III, City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

RE: Case # ER19003 California Collage of the Arts Development Plan NOP Comments

Dear Ms. Lind:

CEQA PROCESS --The project description within the NOP does not present sufficient information to understand the potential significant impacts to the surrounding environment and community that this project presents. It is recommended that before jumping to a draft EIR that an Initial Study be prepared and circulated to the public. The Initial Study can outline the project description further and provide an overview of the expected environmental impacts and how those impacts are proposed to be mitigated. The public requires a more informed set of information to base its input on. The Probable Environmental Effects paragraph within the NOP is not sufficient to understand how the proposed project may impact the community and the environment.

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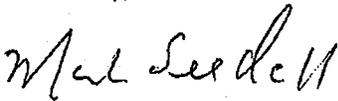
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HISTORIC AND CULTURAL RESOURCES—To fully analyze the significant impacts to Historic and Cultural Resources the EIR needs to carefully analyze these resources. The proposed project is seeking to replace one to three story buildings with a 19 story apartment complex on a site used for educational purposes since 1880 (140 years). To fully understand how this proposal will impact Historic and Cultural Resources the City of Oakland should require an archeology consultant to prepare the needed cultural and historic resources reports. These historic resources reports can then be submitted for review by the State Historic Preservation Office (SHPO). This is the only reasonable method to assess the importance of the existing resources at the site. If there is a federal agency that is required to review impacts from the project then it would be appropriate for that agency to lead the Section 106 study under the National Historic Preservation Act.

If you have any questions regarding any issues raised in this letter, let me know. Please include me on further notices regarding this proposed redevelopment.

Sincerely,



Mark Seedall

5833 Romany Rd
Oakland, CA 94618
maseedall@gmail.com

5868 Romany Road
Oakland, CA 94618

August 21, 2019

Ms. Rebecca Lind
Planner III, City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

Re: Case #ER 19003

Dear Ms. Lind,

We are writing to lodge our concerns regarding the planned development at the former California Arts and Crafts College on Broadway.

We feel that the height at 19 stories will significantly change the character of the neighborhood, have an extremely adverse effect on traffic and parking in the area and basically alter the character of the neighborhood.

We understand the crisis in housing in the Bay Area and are pleased that Oakland has approved and built several new housing developments in the area within the last several years. So we are not against development and increased density, but feel that this plan is quite out of character for the neighborhood and has the potential to destroy the appeal of Rockridge and nearby neighborhoods. We feel that the plan could be modified to a more appropriate scale (nothing higher than 5 stories) and as a result add to the area rather than detract from it.

We hope you will consider our objections when deciding this case.

Sincerely,

Handwritten signatures of Bill and Diane Waite. The signature on the left is 'Bill Waite' and the signature on the right is 'Diane Waite'.

Bill and Diane Waite

Lind, Rebecca

From: Greg Kamin <ekamin@hotmail.com>
Sent: Wednesday, August 21, 2019 10:22 PM
To: Lind, Rebecca
Subject: Proposed CCA development

To whom it may concern:

My name is Greg Kamin. I've been a Rockridge homeowner for 5 years, and I am writing to express opposition to the proposed development at CCA, which is a 5 minute walk from my house. In the 5 years I've lived here, I've watched traffic go from bad to worse. I've seen massive developments spring up on Broadway and 51st, the other side of Broadway and 51st, and now a new prefab glass box residential unit at 51st and Telegraph. The 51st street exit ramp from the 24 freeway is now perpetually jammed, which never happened before. The traffic in front of my house on Broadway is now crawling with cars starting after 3PM. None of this was the case 5 years ago, and some of these new developments aren't even finished!

And now they want to put up a 19 story glass and metal tower a couple blocks from where I live, on top of the other 3 massive new developments. Enough is enough! Let's put some reasonable controls in place. Let's at least put the brakes on this, wait a few years to figure out the impact of these other developments before putting up a monstrosity that would be more in character with downtown SF than our community.

Greg Kamin

Lind, Rebecca

From: Lindsey Wall <lindseywall@gmail.com>
Sent: Wednesday, August 21, 2019 9:12 PM
To: Lind, Rebecca
Subject: Concerns on CCA19 Story Tower

Hi,

I'm writing in regards to the 19 story tower. I'm deeply worried about the environmental impact and traffic this building will bring. In particular the following:

- Less green space availability
- Traffic in already congested area. I pass this road five days a week and the traffic has gotten significantly worse over the years. This is stressful for a working mom trying to get her kids cared for and is getting more dangerous
- Environmental impact of such a large structure.
- Lack of affordable housing (it's for luxury housing)
- No LEED solar in plans

I understand the need for more housing, but a tower of this scale is simply not the way to go. This should be in line with other developments we've seen on Broadway ~5 stories.

Lindsey

Lind, Rebecca

From: Kuan Butts <kuanbutts@gmail.com>
Sent: Wednesday, August 21, 2019 7:49 PM
To: Lind, Rebecca
Subject: Fwd: Comments on CCA tower

Dear Rebecca Lind,

I am writing to provide comment for the scoping meeting re: the EIR for the CCA site. This is: ER 19003

I want to advocate in support of the project. There is a well organized group of predominantly older land owning individuals who are advocating to constrain development in this area. As a born and raised Californian, I am not naive to the underlying intentions - my parents, although not active participants in the process of constraining housing, have benefitted massively from it.

I, in my 30s am fortunate enough to own a home here in Oakland just uphill from this site. Many of my peers and childhood friends who live here are not as fortunate. I would recommend speaking to the families (of which there are numerous) who live in the condos across the street from Safeway along Pleasant Valley that live right by the proposed developments.

All that I have spoken to want to be able to continue to live in Oakland, in this area. They are heavy proponents of the CCA tower and, unlike the well-organized group fighting the development, do not have the luxury of time to come out to these events and fight these developments. (Even I am still at work, at 6:40, while writing this!)

Ultimately, they pay the financial penalty for the gain of the well-organized older land-owning individuals.

CEQA abuse is no mystery - I would highlight the fact that this development is well situated along multiple key transit corridors - from the bus lines that service Broadway to the the BART station in Rockridge. It is also adjacent a key grocery development and is situated far back on a hill. It is an entirely appropriate site to accommodate the capacity being proposed.

I know some of the well organized anti-CCA tower group have strategized unreasonably high unit-count demands for affordability. I have an idea: Why not let the community indicate the number of units that they want to be affordable (say, 20 units) and let the developer craft and argument for how many market rate units they need to build to be able to make that pencil.

If the community is really concerned about affordable unit development, they must understand that something must give - that is, build the affordable units and build the tower or dense cluster of mid-sized towers that makes it possible for a private developer to be able to provide those units to the below market consumer.

Thank you for your time and attention. This is a significant project that I am happy to see proposed in my neighborhood. I very much appreciate the hours of volunteer time this project alone will require of you and thank you deeply for your commitment to making Oakland a better place to live.

Sincerely,
Kuan Butts
670 Vernon

(and, formerly, 38th and Telegraph)
(and speaking on behalf of families in the condos at 2005 Pleasant Valley Ave)

--

KUAN BUTTS
kuanbutts.com

Lind, Rebecca

From: MARTHA M WING <meadow2wing@sbcglobal.net>
Sent: Wednesday, August 21, 2019 5:24 PM
To: Lind, Rebecca
Cc: dona turner; robert mozingo
Subject: regarding the proposed 19-story apartment tower at the former CCA property

Follow Up Flag: Follow up
Flag Status: Flagged

dear RLind@oaklandca.gov.

(City Hall, Planning, 250 Frank H. Ogawa, Suite 3315, Oakland CA 94612. Reference ER 19003):

hello,

i have been a resident of the east bay since 1976, my first house was at 44th & shafter. i've lived on 60th street near colby, in rockridge, since 1983. previously i had been living in san francisco and sausalito, but had worked in downtown san francisco for more than 20 years so i am very familiar with the attitudes and sensibilities of that city. i was also married to an architect who worked for several very prominent firms in san francisco, so i'm familiar with many architectural projects and developments, large and small.

the original reason i moved to oakland was that it felt like much more of a human scale, and had a lot of neighborhood feel, a lot of green spaces and lots of trees - all of which was missing in san francisco. i didn't expect that it would always stay the same, but what is happening now is totally shocking and fairly sudden -- i understand the origin of many of the changes, but it seems like the total capitulation of the city to money interests and greed has led to the disastrous expansion of homelessness and tent cities, and all that comes with that - of which i haven't seen even one real attempt at solving that problem.

i see so many new apartment and condo buildings popping up, i don't even recognize where i am when i drive downtown, and although it makes a little more sense in that area, **i absolutely disagree with the idea of putting a 19-story apartment tower on top of a hill in an area with NO BUILDINGS ANYWHERE NEAR THAT TALL!** i get that CCA is moving, and something will take its place, but that ridiculously tall tower should not be allowed in such a low-rise residential area. the 2 lower apartment/condo buildings near 51st street do NOT compare.

the sheer number of new tenants in the other lower buildings proposed for that area, not even including the tower building, with the proposed REDUCED number of parking spaces included per unit, is enough of a disaster for all nearby residents -- there is already enormous competition for the very tight amount of street parking in all of rockridge.

i don't necessarily mind the 4 lower buildings, but 19 STORIES is just plain obscene, not to mention totally out of place in this area, both in its size and the number of additional residents!? if the developers want to put up a tower to make their name known, let them put it downtown. traffic impact here will be huge enough, with no plan in sight, number of parking spaces vs. proposed tenants is just going to create enormous problem for entire neighborhood. lots of people would love to ride bikes, but for a million reasons it's not possible for very many people. wonder if the architects/developers are s.f. residents? not used to small neighborhood priorities. and regarding the city of oakland welcoming such a boondoggle, my favorite phrase applies: "just because you can, doesn't mean you should."

please DO NOT ALLOW this 19-story monstrosity to be approved! and, speaking of obscenity, oakland's not fooling anyone with its bare-minimum lip-service to "efforts" to create affordable housing -- they should be requiring exponentially more **ACTUALLY** affordable units in every development, not caving in to greedy developers wanting to max out their investments. economic migration is already a huge problem in the greater bay area, and the city of oakland is not even trying to turn the tide.

i hope you have some actual input to this project that might help address and resolve some of these issues!

thanks for your attention,

martha wing
387-60th street
oakland, ca 94618

meadow2wing@sbcglobal.net

Lind, Rebecca

From: Sharon Taylor <sharon@taylors.org>
Sent: Wednesday, August 21, 2019 2:43 PM
To: Lind, Rebecca
Subject: ER 19003, CCA redevelopment proposal

Follow Up Flag: Follow up
Flag Status: Flagged

RE: ER 19003, CCA redevelopment proposal

Dear Ms. Lind,

I have some areas of concern about the CCA project on Broadway. I am a long time resident of that area in Oakland and I think the idea of building housing on that location is a good idea, but I urge you to consider the following:

1. The wall, gate, and stairs are beautiful and historic – more than ONE HUNDRED YEARS old. Please, please, please do not allow them to be destroyed and replaced by glass and steel walls of a building at street level. Every time I pass by them, I smile at how nice they look. Any development in that location should be behind the historic wall, gate, and stairs.
2. The current proposal stigmatizes the residents of the affordable units by having them completely segregated into the old CCA dormitory building. Instead, the affordable housing should be part of the main buildings, not in a separate ghetto. Also, a greater percentage of the housing units need to be affordable. Having more affordable housing would fit in with the values and desires of our community.
3. The height of the new buildings should fit in with the other buildings in the neighborhood and look appropriate. 19 stories is just too high for this neighborhood.
4. There needs to be more parking than the current preliminary plan shows. The neighborhood does not have enough available parking spaces to absorb that many more cars. BART is already at capacity during regular working hours, and it is unrealistic to assume these new residents won't have more cars than the plan says.
5. Traffic in that part of Broadway is already a problem. I just don't understand how that many more people and cars can be added on Clifton with only one way in or out. In particular, only turning left. The plans for this additional traffic needs to be revised, with input from the community. We understand the traffic patterns there intimately and can be a great help in letting the developers know what might work and what wouldn't.

Thank you very much for your time.

Sincerely,
Sharon Taylor

Lind, Rebecca

From: Phil Mitchell <livepeace@gmail.com>
Sent: Wednesday, August 21, 2019 2:38 PM
To: Lind, Rebecca
Cc: jmyres.oaklandplanningcommission@gmail.com; NHegdeOPC@gmail.com; cmanusOPC@gmail.com; tlimonOPC@gmail.com; SShiraziOPC@gmail.com; amandamonchamp@gmail.com; jfearnOPC@gmail.com
Subject: California College of Arts Proposed Development

Dear Ms. Lind and Planning Commissioners,

Attached, please find my letter addressing my initial concerns with the CCA proposed development, which is also included in the body of my email, for your convenience.

Thank you for your consideration.

August 21, 2019

Rebecca Lind, Planner III
City of Oakland, Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

RE: California College of Arts Proposed Development

Dear Ms. Lind,

As a California native and Rockridge homeowner on Thomas Avenue for the past 12 years, I am sending my comments regarding the proposed development at the California College of Arts. Several Rockridge neighbors have already written to you regarding this project voicing their many concerns over this development.

A) Architectural and Zoning Incompatibility

The CCA plans as proposed would require the City of Oakland to rezone from a current 35-foot height limitation to a combination of 90-foot and 160-foot height variance, unreasonably dwarfing our homes and businesses in the surrounding neighborhood. The scale of CCA development overwhelms the surrounding neighborhood scale, structure and architecture.

One suggestion would be to considerably lessen the height of this project. However, in neighborhood meetings with the CCA developers earlier this year, Rockridge neighbors consistently voiced their desire to reduce the size of the 19-story tower, replacing it with two adjacent 9 story structures to which the developers were unwilling to consider. The developers said their 19-story tower was essential to their project and thus they were unwilling to make changes to the tower height due to the costs involved.

In addition to the 19-story tower, there are plans to build a five-story concrete parking garage and café structure situated on or near the corner of Broadway and Clifton. The current plant and low wall frontage that currently faces Broadway would be swapped for a tall mass of concrete, steel and glass.

Our city and neighborhoods' vitality, beauty, and integrity need to be enhanced by and not destroyed by new developments.

B) Little Affordable and No Low-Income Housing

There are only 35 below-market apartments in the development. Of the almost 600 units expected, only 35, or less than 6%, are designated "affordable residential units for artists at 50-60% of AMI".

Rents on the order of \$3,000/month are not affordable for many if not most. Like many neighbors have also pointed out, *reasonable* increased density in my neighborhood make sense if accompanied a significant percentage of affordable housing units is also set aside for those who work for lower wages and struggle to find affordable housing in the East Bay.

C) Lack of Needed Infrastructure such as Traffic Flow and Adequate Parking

The increase in cars and traffic congestion concerns me due to this project, especially given the increase in traffic congestion due to the recent Broadway road diet in combination with the addition of Merrill Gardens and Baxter On Broadway. Add to those the congestion which will be caused by almost 600 additional housing units with one narrow street set aside for all traffic in and out of the CCA development and an unacceptable impact will result.

Despite many good suggestions to help with the traffic situation, they unfortunately will not overcome this particular problem with the current CCA development plan, only *one* entrance in and one exit out of the parking facility on the same street for tenants with designated parking spaces and their visitors.

This congestion, particularly during commute times, poses a serious safety issue for emergency medical or fire vehicles navigating through this congestion or attempting to enter and exit the property in an emergency.

D) Parking

The current plan affords *less than one parking space per unit* regardless of unit size. Where will these other cars park? These overflow cars will almost certainly park in our surrounding single-family neighborhood where parking is already difficult.

In light of the above concerns, I urge the Planning Commission to deny the CCA Development Plan *as currently proposed and* until such time as the developers return with a revised plan that addresses and incorporates the concerns of the greater Rockridge neighborhood including neighborhood compatibility, affordable housing, and traffic and parking.

Thank you.

Sincerely,

Phil Mitchell
5365 Thomas Ave, Oakland

Lind, Rebecca

From: Robert Spears <spearsrs@gmail.com>
Sent: Wednesday, August 21, 2019 1:43 PM
To: Lind, Rebecca
Subject: ER19003

Rebecca,

E-mailing the following letter just in case it is not received in the mail by the deadline of 4 p.m. on August 23:

5858 Romany Road

Oakland, CA 94618

August 20, 2019

Ms. Rebecca Lind

Planner III, City of Oakland

Bureau of Planning

250 Frank H. Ogawa, Suite 3315

Oakland, CA 94612

RE: Case # ER19003

Dear Ms. Lind,

We are homeowners (since late 1986) in the Claremont Pines section of Rockridge and are writing to provide comments regarding the proposed EIR on the CCA and Clifton Hall Redevelopment Project. We have attended a recent community informational meeting of the Upper Broadway Advocates and we have read the NOP notice issued by the City of Oakland and feel that we are informed as to the scope and breadth of the proposed project.

It will not come as a surprise to you that we have the following concerns regarding the project as currently envisioned, which we believe should be addressed in the proposed EIR:

- **HEIGHT** – A 19-story residential tower and four perimeter 5-8 story residential buildings are all significantly taller than nearby new residential buildings (Baxter and Marvin Garden) and all exceed established building city height limits for our neighborhood. We are all very familiar with these building heights per the MacArthur BART area build out. To duplicate the MacArthur BART build out on the proposed CCA and Clifton Street location would be jarring and each building would exceed established heights in the area, including the nearby recently constructed Baxter and Marvin residences.
- **PARKING** – The proposed 367 automobile parking spaces for the 554 residential units provided in the proposed project are inadequate under any reasonable set of assumptions. Bay Area residents, like all Californians, love their cars and 0.66 parking spaces per residential unit is likely half of what a reasonable person would assume would be adequate. The impact on neighborhood street parking will be choking both in the residential neighborhood nearby and, more importantly, the commercial College Avenue business district. Inevitable tight street parking due to the proposed project parking spaces will adversely impact businesses that the current neighborhoods support and create neighborhood parking nightmares on the order of what is experienced in San Francisco.
- **TRAFFIC FLOW** – Given the current traffic configuration which requires a right turn only at the Clifton Street and Broadway intersection together with the well traveled and lighted Broadway Terrace and Broadway intersection just a few feet past Clifton Street, one can only imagine the traffic nightmares and congestion caused by the proposed project. Additionally, the restricted traffic flow at the Clifton Street and Broadway intersection will create unprecedented neighborhood traffic congestion which, in turn, will significantly adversely impact the quality of life in the neighborhood.
- **AESTHETICS** – The large and out of proportion proposed residential buildings clash with the current look and feel of the residential and commercial building in the area north and west of the CCA and Clifton Street site. If the developer will reduce all residential buildings to 5 stories, our concerns regarding architectural aesthetics would very likely be eliminated (probably along with our major concern regarding parking spaces).
- **HOUSING SUPPLY** – As the San Francisco Chronicle recently reported, Oakland has provided more than its fair share of new housing over the past few years especially in comparison to San Francisco. We support Oakland continuing to lead in creating badly needed new housing but only if it is responsible in design and scope and if it provides housing that is affordable for middle income residents. From the very sketchy details provided of the new project, there appears to be uncertainty whether affordable residential housing will be provided by the proposed project.

In conclusion, as long time residents in Claremont Pines/Rockridge and having lost our home in the 1991 Oakland fire, we believe that all of the above concerns are valid and must be addressed in the NOP. We are not so-called NIMBY types. We support new residential construction in Oakland but we only ask that it is responsible and does not wreak havoc on the character and charm of a well established neighborhood and commercial district all of which contribute their fair share to the tax base of the City.

If you have any questions regarding any issues raised in this letter, let us know.

Thank you.

Sincerely,

Robert Spears

Ann Spears

Lind, Rebecca

From: susan segal <susanannsegal@gmail.com>
Sent: Wednesday, August 21, 2019 12:11 PM
To: Lind, Rebecca
Subject: ER19003

Dear Ms Lind

I am writing urging you to help preserve the integrity of the Rockridge neighborhood by preventing the building of a 19-story structure on the old CCA campus. There are so many problems with the proposed building, first and foremost that there is nothing in the neighborhood even approaching that height. The proposed building would cast long shadows over the neighborhood and block out light and views. In addition, the proposal as it stands would in no way meet the housing needs of Oakland. We have no shortage of high priced housing; one has only to look in any direction to see scaffolds, cranes, blocked off streets as the city undergoes massive construction. The creation of more high priced housing only lures more people to the city. Unless the bulk of new construction is designated "affordable" or below market value, Oakland's will continue to lose their homes.

Currently the campus has beautiful landscaping and walkways. It would be a shame to lose this treasure in the neighborhood.

thank you
Susan Segal
4247 Howe Street
Oakland 94611

Lind, Rebecca

From: Justin Horner <justinhorner01@gmail.com>
Sent: Wednesday, August 21, 2019 9:55 AM
To: Jahmese Myres; Amanda Monchamp; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com
Cc: Merkamp, Robert; Lind, Rebecca
Subject: CCA Project EIR Scoping Comment

Dear Planning Commissioners and Staff,

I am writing to provide the following comment for tonight's scoping meeting regarding the EIR for the CCA site.

I'd request that staff explicitly determine whether or not the project site/s is/are located in a Transit Priority Area, as defined in CEQA Guidelines Section 21099. If the project site is located in a Transit Priority Area, CEQA requires that neither aesthetics nor parking be considered significant impacts on the environment (CEQA Guidelines 21099(d)(1)).

My amateur reckoning is that the project site may or may not be within 0.5 miles of the Rockridge BART station. I would ask the Commission and staff to be explicit about where measurements are taken at the project site, which has two addresses and parcels, and what is considered the "Rockridge BART station." The project may or may not fall within 0.5 miles if, for example, the "Rockridge BART station" starts at BART's property boundary, the escalators or station entrance, or the platform, or if the measurement starts at the 5200 Broadway or 5276 Broadway address, or at the northernmost parcel boundary or a proposed resident entrance.

I would encourage the Commission and staff to have an expansive view of the applicability of this CEQA Guidelines section to reduce unnecessary environmental analysis, reduce exposure to CEQA-related legal challenge, and to encourage dense, transit oriented development in what is arguably Oakland's most walkable, bikeable and transit-rich neighborhood outside of downtown. There will be ample opportunity in the Commission's Design Review process to ensure appropriate design and while a lack of parking may constitute a hassle for some people, or even perhaps a significant burden for specific individuals, it does not constitute, in and of itself, a physical effect on the environment, and thereby should not be analyzed under CEQA.

Thank you for your time and attention. This is a significant project that I am happy to see proposed in my neighborhood. I very much appreciate the hours of volunteer time this project alone will require of you and thank you deeply for your commitment to making Oakland a better place to live.

Sincerely,
Justin Horner
5468 Shafter Avenue

Lind, Rebecca

From: Cindy Deans <cdeans1125@yahoo.com>
Sent: Wednesday, August 21, 2019 8:48 AM
To: Lind, Rebecca
Cc: UBAoakland@gmail.com; Kalb, Dan; Kalb, Dan
Subject: Opposition to CCA ER19003

Dear Ms. Lind,

I am writing in OPPOSITION to the developer's plans for the California College of Arts Property on Broadway in Oakland.

Oakland has built numerous apartments in past few years and many of these are aesthetically unappealing. There is no reason that Oakland cannot demand beautiful, attractive, architecturally significant buildings; this would not be allowed in Vancouver, Marin County or other areas where significant building has occurred. Marin County would not allow a 19 story building next to a neighborhood; it will stick out like a sore thumb on top of a hill. Oakland can and must do better than this.

The site is 4 acres. Why does the developer need to build to 90 and 160 feet ON TOP OF A HILL.? Yeah, I know.....money. **The zoning is 35 feet and IT SHOULD STAY THAT WAY.** Buildings on this historic arts site should look beautiful, *not block y and ugly with no definition or architectural character.* The new buildings should mesh with existing neighborhood, NOT BE AN EYESORE.

This site is giving Oakland an opportunity to make a significant impact on the needed housing in Oakland. Why not have a architectural contest in keeping with the magnificent history of the CCA. It is quite possible that the property bordering Safeway could also include a ramp sidewalk down the hill to the shopping area from CCA. Even steps or a series of switch backs could allow disabled access for all. ADA regulations must be upheld.

Clifton Street is not adequate as a single emergency exit for all the intended development on the site. Fire and earthquake disasters must be considered. Very close to this area is the significant Oakland hills burn zone of 1991.

We need more Below market rate, affordable housing. Where are our teachers, cafe workers, firemen, etc. be able to live in their own community? I support a village concept where several 3-6 story buildings (and no tower building) could be scattered around site. I support saving as many old trees as possible.

Oakland must develop a master building plan and not this "helter-skelter let's build every permit that crosses our desk" attitude.

Oakland must work to alleviate the traffic and work with neighborhood groups.? Inadequate parking in/at the buildings will only exacerbate parking on streets in the neighborhood. 4 acres provides considerable parking options. Think smart not expedient when planning for this site.

Sincerely,
Oakland voter and resident since 1980

Brian and Cindy Deans
60 Roble Road
Berkeley, 94705 (Oakland property with Berkeley mailing address)

Lind, Rebecca

From: robin slovak <slovakster@yahoo.com>
Sent: Wednesday, August 21, 2019 7:15 AM
To: Lind, Rebecca
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

As a native of Oakland and admirer of the California School of Arts, I am deeply concerned about the proposed development of the property. The proposal of a 19 story residential building will be an eyesore in comparison to the surrounding buildings and not reflect the character of the Rockridge neighborhood. The property qualifies to be considered a national monument and that building would definitely alter the historical presence. The property serves as an oasis of green and quiet adjacent to a busy intersection and shopping center. There are mature redwoods that remind us of how this area once was. It is important to keep area adjacent to the sidewalk on Broadway inviting to pedestrians.

The conversion of the 120 bed/57 rooms to just 35 units of affordable housing is also dismaying in a city overwhelmed with housing issues. That is a net loss of housing, not gain!!!

There are also safety issues involving evacuation of the property from Clifton in the event of fire or an earthquake that need to be addressed. Another safety issue is the effect on traffic and safety at the crosswalks at Broadway/Pleasant Valley/51st Street. There is a senior residence there as well as concern for the high school students who must use it to get to the annex for Oakland Technical high school on Clifton.

I sincerely hope that accommodations can be made by the developer so that the property remains an asset to the quality of life in Oakland, not just those who can afford high end housing.

Thank you,

Sincerely,

Robin Slovak

Lind, Rebecca

From: Cynthia Greif-Neill <cgreifneill@gmail.com>
Sent: Wednesday, August 21, 2019 8:19 AM
To: Lind, Rebecca
Cc: chairjmyres.oaklandplanningcommission@gmail.com
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Rebecca Lind
Planner III

Dear Ms. Lind, I appreciate that you attended the UBA Community Meeting on 7/31. I am writing this email to you to express my concerns regarding ER 19003 - the development of the CCA property.

I have lived in Rockridge for 34 years so I have a vested stake in how our neighborhood expands to meet the growing population and housing needs. From what I can tell, most people understand and accept that we need increased housing density. That is not the issue. The issue is trying to create intelligent design and smart city planning rather than having greedy developers drive how our cities expand. My impression is that Oakland city government is driven by increased tax revenue at the expense of concerns of those of us who live here. Revenue is important of course but so is thinking about making Oakland an attractive and livable city.

An architect/resident presented at the 7/31 meeting. He showed buildings that were designed to fit in with the neighborhood, including ones in Berkeley. The current proposal for the CCA property sticks out like a sore thumb and is fitting for an office park or Downtown Oakland. In addition, it was pointed out that the access into the property on Clifton Street and then the L shaped access road within the property does not accommodate fire trucks and their ability to get in and out of the property. How crazy is that? I was very concerned that there was no formal filing of an application to the City of Oakland nor a formal acceptance of the application. This seems terribly irregular and it makes me wonder if there is an irregular/shady business arrangement going on between Oakland and the developer.

I and others who are writing you only want the best for our City and feel we can do a lot better for Oakland and Rockridge and it's residents current and future than the current proposal. Thank you very much.

Sincerely,

Cynthia Greif-Neill
6133 Harwood Avenue
Oakland 94618
510 917-3238

Sent from my iPad

August 21, 2019

Ms. Rebecca Lind, Planner III
City of Oakland
Bureau of Planning
250 Frank Ogawa Plaza, Ste. 3315
Oakland, CA 94612

Re: Notice of Preparation – California College of Art Redevelopment Project
Case Ref: ER19003

Dear Ms. Lind:

I am an architect and urban planner and a ten-year resident of Rockridge, living at 5400 Broadway Terrace. I have 30 years of experience in urban planning, campus development, and public advocacy on sustainable planning at the regional, state and international level. I bring 20 years of leadership within the University of California system in planning, design and development, including oversight for physical and environmental planning, including CEQA compliance for approximately \$5 billion in public and private development.

I write to support the comments of the RCPC on the above-referenced Notice of Preparation for a Draft Environmental Impact Report (“DEIR”) on the California College of Art Redevelopment Project. I also share many of the concerns expressed by the Upper Broadway Advocates.

To their comments, I would add the following:

1. **Assess the potential for change in the Area:** I think it would be wise for the Planning Commission to suspend this project’s environmental review and request that staff undertake a simple assessment of the potential area for cumulative redevelopment along the Broadway Corridor from 40th Street, so that the community and its leaders can assess the merits and impacts of this project within this larger context of potential change. See attached graphic.
2. **Articulate City’s Agenda for the Area:** I think the City should be setting the development agenda to align not only with private development interests, but also with the City’s and nearby neighborhoods’ larger objectives of sustainable and resilient community development, including affordable housing, and access to adequate alternative means of mobility.
3. **Heights and Density:** The density of the proposed project seems extraordinary in its contrast to even the most recent projects, and while high-rises may have their place in urban planning, this site and the apparent visual impact of the proposed massing give me great pause. An eight story street wall would overly dominate this area, and the heights should be stepped back and varied to integrate with the natural forms of the proposed park.
4. **Oakland Tech Campuses:** Certain current uses in the area create grave danger to our children as they make their way between the Oakland Tech Main Campus and the Upper Campus located east of the project site. Narrow sidewalks large volumes of pedestrians, bicyclists, and skateboarders appear to be migrating on a regular basis from one campus to the other. These are not the CCA students, but local teenagers. Serious consideration should be given to partnering with the Oakland School District to include their Upper Campus

Site in the planning to lower the overall density of this project, possibly improve emergency access, and build more suitable modern facilities adjacent to the Oakland Tech Main Campus (Kaiser Site is a good candidate). This could be a win-win for everyone.

5. **Parks and Open Space:** Parks and open space are in short supply within the Rockridge area and adjacent neighborhoods. While the "park" proposed in this development brings certain values to the community and a link to the past character and uses of the site, any district-wide thinking should bear this in mind when considering the likely aggregate number of new residents envisioned in this larger planning area
6. **Sustainability and Resilience:** This is an opportunity for the city to develop its first eco-district and consider the intersection of four distinct major arterials as a potential model for other parts of the city. This is particularly important if you consider the aggregate area that is susceptible to development including the Shops at the Ridge, this site and others. How can these developments integrate with one another to avoid becoming some suburban edge city in our midst? The single storied retail development was a short-sited decision in retrospect, and connecting the CCA site to this area is important.

Thank you for your consideration of my comments.

Sincerely,

Tom Lollini

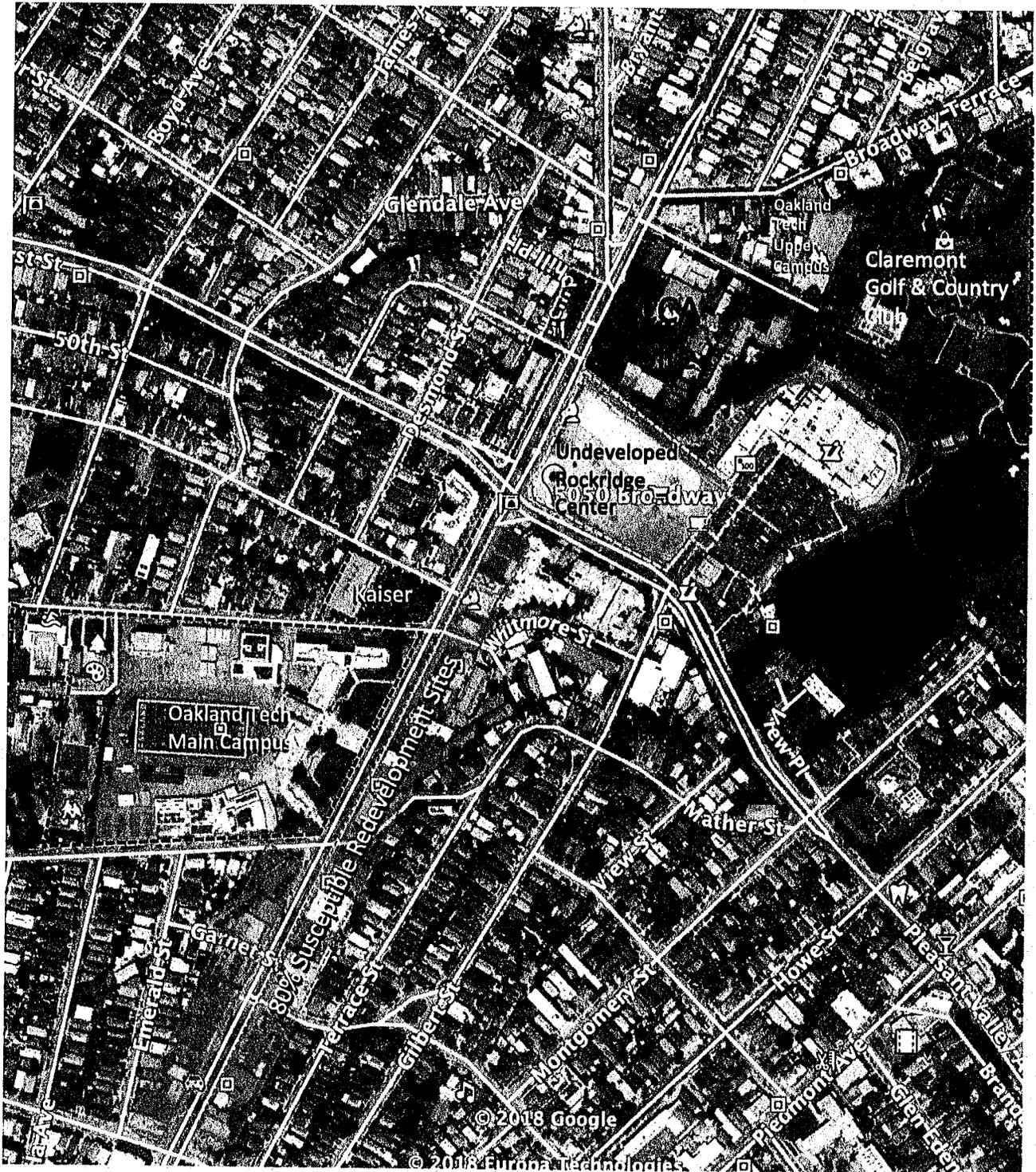
thomas e. lollini, faia, aia, leed ap
principal

studiolollini

(510) 590-7841

tom@studiolollini.com

2015 aia thomas jefferson laureate



5858 Romany Road
Oakland, CA 94618

August 20, 2019

Ms. Rebecca Lind
Planner III, City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

RE: Case # ER19003

Dear Ms. Lind,

We are homeowners (since late 1986) in the Claremont Pines section of Rockridge and are writing to provide comments regarding the proposed EIR on the CCA and Clifton Hall Redevelopment Project. We have attended a recent community informational meeting of the Upper Broadway Advocates and we have read the NOP notice issued by the City of Oakland and feel that we are informed as to the scope and breadth of the proposed project.

It will not come as a surprise to you that we have the following concerns regarding the project as currently envisioned, which we believe should be addressed in the proposed EIR:

- **HEIGHT** – A 19-story residential tower and four perimeter 5-8 story residential buildings are all significantly taller than nearby new residential buildings (Baxter and Marvin Garden) and all exceed established building city height limits for our neighborhood. We are all very familiar with these building heights per the MacArthur BART area build out. To duplicate the MacArthur BART build out on the proposed CCA and Clifton Street location would be jarring and each building would exceed established heights in the area, including the nearby recently constructed Baxter and Marvin residences.
- **PARKING** – The proposed 367 automobile parking spaces for the 554 residential units provided in the proposed project are inadequate under any reasonable set of assumptions. Bay Area residents, like all Californians, love their cars and 0.66 parking spaces per residential unit is likely half of what a reasonable person would assume would be adequate. The impact on neighborhood street parking will be choking both in the residential neighborhood nearby and, more importantly, the commercial College Avenue business district. Inevitable tight street parking due to the proposed project parking spaces will adversely impact businesses that the current neighborhoods support and create neighborhood parking nightmares on the order of what is experienced in San Francisco.

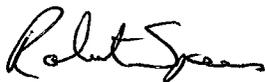
- **TRAFFIC FLOW** – Given the current traffic configuration which requires a right turn only at the Clifton Street and Broadway intersection together with the well traveled and lighted Broadway Terrace and Broadway intersection just a few feet past Clifton Street, one can only imagine the traffic nightmares and congestion caused by the proposed project. Additionally, the restricted traffic flow at the Clifton Street and Broadway intersection will create unprecedented neighborhood traffic congestion which, in turn, will significantly adversely impact the quality of life in the neighborhood.
- **AESTHETICS** – The large and out of proportion proposed residential buildings clash with the current look and feel of the residential and commercial building in the area north and west of the CCA and Clifton Street site. If the developer will reduce all residential buildings to 5 stories, our concerns regarding architectural aesthetics would very likely be eliminated (probably along with our major concern regarding parking spaces).
- **HOUSING SUPPLY** – As the San Francisco Chronicle recently reported, Oakland has provided more than its fair share of new housing over the past few years especially in comparison to San Francisco. We support Oakland continuing to lead in creating badly needed new housing but only if it is responsible in design and scope and if it provides housing that is affordable for middle income residents. From the very sketchy details provided of the new project, there appears to be uncertainty whether affordable residential housing will be provided by the proposed project.

In conclusion, as long time residents in Claremont Pines/Rockridge and having lost our home in the 1991 Oakland fire, we believe that all of the above concerns are valid and must be addressed in the NOP. We are not so-called NIMBY types. We support new residential construction in Oakland but we only ask that it is responsible and does not wreak havoc on the character and charm of a well established neighborhood and commercial district all of which contribute their fair share to the tax base of the City.

If you have any questions regarding any issues raised in this letter, let us know.

Thank you.

Sincerely,



Robert Spears



Ann Spears

Lind, Rebecca

From: Laura Schlichtmann <laura.schlichtmann@gmail.com>
Sent: Tuesday, August 20, 2019 5:30 PM
To: jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com;
tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com;
SShiraziOPC@gmail.com; NHegdeOPC@gmail.com; Merkamp, Robert; Lind, Rebecca
Subject: Proposed rezoning and redevelopment of CCA site, ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

To: Planning Commission, City of Oakland
Jahmese Myres, Chair
Amanda Monchamp, Vice-Chair
Tom Limon
Jonathan Fearn
Clark Manus
Sahar Shirazi
Nischit Hegde
Robert Merkamp, Secretary to the Planning Commission
Rebecca Lind, Planner III

From: Laura Schlichtmann (laura.schlichtmann@gmail.com)

Re: Proposed redevelopment of CCA campus, ER19003

Overview

This memo concerns the current version of the proposed redevelopment of the Oakland campus of the California College of the Arts, ER19003, on Broadway just north of the "Ridge" shopping center and Pleasant Valley Avenue. This version would add approximately 600 units of market-rate housing to the site, relying on a 19-story tower and several 10-story structures to carry most of that load, while converting the student dorm at the north side of the site to a lower-income multi-unit residential structure for artists (5-6% of the contemplated residents). The proposal would require rezoning.

In principle, an increase in housing supply is welcome and a number of the neighborhood's relatively taller residential buildings are already concentrated nearby, in the lower Broadway Terrace area. However, the percentage allotted for below-market-rate residents is too small, especially if the proponents receive any zoning change. Moreover, like a number of other area residents, I have concerns about such matters as the impact on traffic and parking - and particularly the adequacy of local roads to handle evacuation in the event of a major emergency, such as a large fire or major earthquake. In addition, the 19- and 8-story buildings are wholly out of scale and inappropriate in this area.

Emergency Evacuation

I have lived in southern Rockridge since the mid-1980s, including through both the Loma Prieta earthquake and the 1991 firestorm. Had the winds not shifted direction as the fire drew closer to Broadway, our house, half a block west of College Avenue, could have added to the many that burned. As it was, we had time that afternoon to pack our car with essential papers, photographs, and clothing and were ready to leave at any time that night.

Not surprisingly in view of this history, my concerns about the current proposal include its impact on emergency evacuation. This concern applies not just to the CCA site, but also to streets nearby and up Broadway Terrace; both traffic jams trying to get out on the neighborhood roads and nearby residents' inability to pull their cars out due to illegal parking blocking their driveways must be anticipated. This is exacerbated to the extent that residents of the CCA site are disabled, or have to rely on bicycles to carry essentials out, or have parked their car blocks away due to the proposed low number of on-site parking spaces. Do the planners think Lyft will ride to the rescue in case of earthquake or major fire?

General Traffic and Parking Impact

Even apart from emergency situations, the impact of the proposed new large number of residents of the single site on traffic and area parking will be substantial. I have heard a number of people raise these concerns at previous community meetings, often backed by greater expertise about the key intersections involved and roadway carrying capacity, so leave discussion of these topics to others. The City must take care to require that the site developers do not impose avoidable burdens created by their project on the surrounding neighborhood and other Oakland residents.

Building Height Out of Scale for Neighborhood

Another concern implicates the quality of life in Rockridge and ultimately other Oakland neighborhoods. The proposed scale of this development, particularly the 19-story tower but also the 8-story buildings, is simply out of place at the CCA site.

Recently, as I drove back toward Oakland from the Peninsula via San Francisco, the Campanile caught my eye; it is always a landmark. I wondered how its height compared to the proposed CCA tower, and later found that the Campanile stands 307 feet tall. In other words, the proposed 19-story tower would be well over half as tall as the Campanile (62%). The Campanile is a monument set in an open plaza of the UC campus - designed to feature it and facilitate taking it in - surrounded by monumental academic buildings. The CCA site sits on a rise in a neighborhood where one-and two-story homes from the years after the 1906 earthquake predominate.

As mentioned earlier, the site also is near some of Rockridge's tallest residential structures lined up along lower Broadway Terrace - but these are five or, more rarely, six stories high, not 8, far less 19. You will have seen the numerous illustrations of the tower's intrusiveness from various vantage points throughout Rockridge. These towers should be stopped now, particularly since the proponents cannot pursue them without a zoning change that the City is within its rights to deny.

The City Should Require More Moderate- and/or Low-Income Housing

In exchange for a zoning change (not, however, permitting 19- or even 8-story towers), the City can and should require a higher proportion of units dedicated to moderate- or low-income residents. Such units would make it possible for younger teachers to avoid long commutes to get to this or nearby neighborhoods; many other workers who form part of the Oakland fabric but now must travel long distances to get here could participate more fully in daily life in Rockridge and the rest of Oakland. This would be a win-win for all concerned.

Conclusion

Speaking personally - and assuming that traffic, parking, the income mix, and other issues can be addressed successfully - I would prefer additional shorter buildings on the site to the hulking towers the developers propose; residents could get their fill of green space elsewhere around Rockridge, in the East Bay Regional Parks, and still elsewhere locally. But if these towers are allowed, it is only a matter of time before little gardens throughout lower Rockridge are paved over to give way to taller multiunit structures.

Thank you for your consideration.

Sincerely,
Laura Schlichtmann

Sent from my iPad

Lind, Rebecca

From: Katharine Bair <ktfbair@gmail.com>
Sent: Tuesday, August 20, 2019 10:37 PM
To: Lind, Rebecca
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Rebecca -

Thank you for considering this email as part of the record voicing our concern re: the CCA project. While we feel grateful for the couple community meetings that have been held - including the one you attended at the library (thank you!) - as a homeowner at 5124 Desmond St, Oakland, CA 94618 - we feel this project as planned will have a significantly detrimental impact on our neighborhood as planned.

Our concerns include:

- Height...will stand out like a sore thumb in this quaint historic neighborhood. Please lower it to something more reasonable.
- Please require a formal application to be filed.
- The increased traffic. A thorough study should be done. The negative impact of the traffic surrounding the Shops at Rockridge - which opened and coincided with a lane reduction on Broadway (due to bike lane funding coming through WAY after tunnel funds were settled and WAY before the 51st and Broadway plaza was redone) is unbearable at times. The # of lights between Clifton and 51st is insane. The cut through traffic that comes by our house every day to avoid this busy corner is way higher than expected - which includes delivery trucks which refuse to use the delivery entrance to Merrill Gardens but instead come down Desmond. This will increase 10 fold with this project.
- Oakland Tech students commuting between campuses on foot - way more traffic; kids already have difficulty making it to class on time due to the increased traffic at that corner.
- THE LOOMING SHADOW over the neighborhood
- Baxter on Broadway STILL not full
- A larger percentage of the units need to be designated affordable housing - how about for TEACHERS in Oakland?
- Will they consider giving the neighborhood some green space in return - parks? pool? Tennis courts? running trail?
- Commercial garbage pickup - please establish reasonable pickup times - Merrill Gardens had pickup for a while when it first opened at 5 AM - waking up the 8 children living on this block! (not to mention the parents). We DID NOT BUY A HOUSE IN A COMMERCIAL DISTRICT - BUT IN A RESIDENTIAL ONE.
- Fire access: Broadway Terrace - one of the only access roads from the hills - after 5 pm is a nightmare due to the aforementioned reduced lane on Broadway heading toward the 13/24 entrance. This will be further exacerbated with 500 units at one of the busiest inflection points in all of North Oakland.

Thank you for including our concerns in the record, Rebecca!
~Katie & Vince Bair

Lind, Rebecca

From: Karen McInerney <karenimcinerney@gmail.com>
Sent: Tuesday, August 20, 2019 10:20 PM
To: Lind, Rebecca; Merkamp, Robert; jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com
Subject: California College of the Arts development

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Ms. Lind and members of the Planning Commission:

I am a 29 year resident of Rockridge and my husband was born and raised here - 66 years!

We both feel strongly that the current proposal for the CCA campus is monstrously out of scale with the neighborhood. We understand there is a housing shortage, but this doesn't have to be fully solved on this site. A 19 story tower should NOT be approved.

The first proposal of this site (calling for 250-350 units, with no high rise tower, is much more reasonable. Granted, it doesn't allow for that "public - private sculpture garden" space, but I don't think that is a good idea anyway, due to security and safety of the residents.

The issues regarding traffic, egress, and effect on the neighborhood will certainly be addressed in the EIR, and it seems to me that the less dense proposal will have a better chance of approval, and thus will be constructed in less time, thus more quickly alleviating the housing shortage.

Other points:

- 1) the repurposing of the dorms (Clifton Hall) from 120 dorm beds to 35 apartments seems foolish given that there is also a housing shortage for UC Berkeley students who could conceivably utilize the dorms without expensive renovations. The dorms are fairly new and apparently fully functional, so it would be much more environmentally sound to continue to use them as they were intended. UC is 2.3 miles, straight down College - walkable, bikeable, bussable.
- 2) Might this project spur the developer of the Ridge lot to DO SOMETHING WITH IT???
- 3) There is a good chance that the CCA site has hazardous waste issues, and also there may be a possibility of asbestos in the concrete buildings like there was with the concrete Chase building at the Ridge. Better make sure that is thoroughly checked out so we don't have a similar situation as the old Chase Bank building at the Ridge.
- 4) Residents of the apartments at the top (dead end) of Clifton will be terribly impacted by the construction of this development. I can't imagine how people would be able to live there for the years of construction.

Thank you

Karen McInerney
5616 Glenbrook Drive

Lind, Rebecca

From: Edward G. <edward5430@comcast.net>
Sent: Tuesday, August 20, 2019 12:02 PM
To: Lind, Rebecca
Subject: ER 19003 -- Proposed 19-story building on CCA campus

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

I am a Rockridge resident and homeowner and have lived in Rockridge for 42 years.

I am very much opposed to the proposed 19-story building on the old CCA campus, reference ER 19003.

I understand the need for more housing in Oakland, but a building of 19 stories is totally wrong in a residential neighborhood. The impacts on traffic, parking and safety would be substantial, in addition to the disruption in the skyline and the eyesore it would create in an otherwise lovely, low-scale neighborhood.

Please spare the Rockridge neighborhood from this nightmare, which would benefit its developer far more than it would the people of Oakland.

Many thanks,
Edward Guthmann
5430 Shafter Ave.
Oakland, CA 94618-1132

Lind, Rebecca

From: John & Laurie Slama <jlslama@sbcglobal.net>
Sent: Monday, August 19, 2019 10:01 PM
To: Lind, Rebecca
Subject: Reference ER 19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

I appreciate your coming to the neighborhood meeting at the Rockridge library in July.

As currently proposed/planned, I am writing to let you know we oppose the plan at the California College of Arts (CCA) site, especially but not limited to the 19-story tower. I am supportive of building more/denser housing in Oakland but not this plan. I oppose the developer's request to re-zone this area from a 35-foot height limit to a combination of 90-foot and 160-foot. Taller structures such as these are appropriate in downtown but not in a residential neighborhood. I urge the Planning Commission instead of piecemeal development, to do City-wide planning for housing. I have outlined several of my specific concerns below.

The intersection of Broadway and 51st is already backed up so that one has to wait for more than one light cycle to cross during commute hours. With the current development/not yet completed housing on Broadway this will add further traffic to this intersection. Another traffic concern is there is only one, very narrow street for fire/emergency vehicles to access the development.

Parking. As a full time bike/BART commuter I applaud trying to get people out of their cars. I live in Rockridge, much closer to BART and SF bus lines than the CCA site. Nonetheless, there is only 1 other home besides mine on our entire block that has less than 1 car per driver. Allowing 0.6 parking spaces per unit is a too-idealistic, unrealistic projection of car ownership at that location. With high rental prices, I anticipate that many of the units will have more than 1 driver living in each. Much of our neighborhood is already has 2-hour permit parking because of cars that want to park near BART. Adding 500 new units will greatly exacerbate the already over-parked neighborhood.

I support more affordable units for low and moderate income people than this plan entails. This plan has too little - only 35, and these are segregated from the new buildings. San Francisco requires 20 percent, and I support Oakland making a similar requirement.

The steel and glass design is glaringly incongruent with our neighborhood's older housing stock. I hope the site is developed with a more congruent style. You may recall the original plan for the Rockridge Library was similarly ill-suited to the neighborhood. With neighbor input, the resultant structure fits in much better than what was originally proposed.

The original design by the previous architect entailed several 4-story structures. I believe something of this height is more appropriate for the area, even more so because the site is on a hill (making the 19-story tower seem even taller from various viewpoints). That being said, I hope more trees can be preserved than is outlined in the current plan, especially from the Broadway St area. And I support maintaining historic buildings and features, such as the CCA gate on Broadway.

Thank you for your work on this important issue.

Sincerely,

John and Laurie Slama
5366 Lawton Ave. 94618

Ms. Rebecca Lind, Planner III
City of Oakland, Bureau of Planning
250 Frank H. Ogawa Suite 33150
Oakland, California 94612

8/19/19

Ref. ER19003

Dear Ms. Lind;

Please regard this letter as a protest against, in particular, the proposed 19 story tower on the proposed ECA development. You have noted possible environmental effects in your "Notice of Preparation of an Environmental Report." Most, if not all, of these environmental effects, would be negative, especially in the case of the 19 story tower. Traffic is already heavy, add tower traffic, other proposed residential traffic in the area and the prospect is a nightmare. The effect on the whole neighborhood would be appalling, effectively and aesthetically.

Have you considered potential volume of WATER USE - something we should all be extremely concerned about?
I would like to add that

P.S. Do not forget this project borders on the proposed "SafeWay" Rockridge Shopping Plaza!

2

the proposal to transplant 4
"Liriodendron" (and did you mean to transplant
"1 Sequoia & 1 magnolia"?) is a joke. Think
of the size of the excavations it would
involve. Nor is it likely the trees would
survive. The trees in the CCA campus
are a glory of the city, a delight to
the citizens and destroying them would
be truly wicked! "Demolishing 10 buildings
and the existing landscaping"? Waste and
greed, use what you can, "use it up and
build on good foundations - carefully."

Ms Lind - think of the great
plazas in big and little European cities.
They have been a neighborhood resource for
hundreds of years - for the people not
developers.

Thank you for your attention
~~Diana Sharp~~
Diana Sharp
5238 Coronado Ave (#301)
Oakland CA 94618

4415 Montgomery St.
Oakland CA 94611
8-19-2019

To: Rebecca Lind, Planner III, City of Oakland
Bureau of Planning

Re: Proposed CCA Development ref # ER19003

I am concerned about this proposed development. Only very recently did I see anything about it, noticing nothing in the Montclairion or local postings. Residents in this area should receive information on this project before anything is approved. This is because the project appears to be large and possibly very tall - much taller than anything else around. I do not object to the two recent buildings on Broadway straddling 51st street as they appear reasonable for that location.

However, without more information, it appears that project ER19003 might be too much for its area.

Dennis Harrison

Lind, Rebecca

From: Ted Radosevich <tedratso@gmail.com>
Sent: Monday, August 19, 2019 9:36 PM
To: Lind, Rebecca; Merkamp, Robert; Kalb, Dan
Subject: RE: CCA ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing to express my overall support for the significant and substantial housing project at the soon to be abandoned CCA site.

A large housing project there provides the opportunity to add much needed market rate housing in the Rockridge area, while at the same time including some below market housing and/or payments into Oakland's housing fund.

Traffic should be examined in any EIR, but the current location is well-suited for a host of non-auto transportation. It is a SHORT 15 minute walk from Rockridge Bart. It is walk I do several times a week, and at a leisurely pace in the evenings. It is also on the well served 51 AC transit line, which one can conveniently take to downtown Oakland or north to BART, Berkeley and UC.

Rockridge is always changing, and it is time to build more housing.

My wife and I have lived in the same one-story craftsman bungalow home on Taft Ave for nearly 40 year. I guess its fair to say I HAVE BEEN GENTRIFYING ROCKRIDGE SINCE 1981...

My two sons have long since moved and have successful careers -- but, of course, there is no way they can afford, and there is no place for them to now live in, Rockridge. It has become an enclave for rich, yes rich folks,

with virtually no new housing since exclusionary zoning was passed by the City of Oakland after WWII. Until more housing is built, there is no hope for lower home and rental prices.

There was a time, decades ago, when I opposed the building of "mega houses" in Rockridge, which destroyed the single story nature of Rockridge. Those McMansions added nothing to house stock. Those days are long gone, and so are my former objections to changes in housing patterns.

How tall should the new housing on the CCA site be: 24 stories? 19? 15?. I don't know. But what I do know is that CCA is the appropriate place for very significant density.

I know there will be objections -- probably most from people who have lived in Rockridge far less than my 40 years (and of course I'm sure the Claremont Country Club will object and file a lawsuit...). The City needs more housing and Rockridge has to play its part.

The "perfect" location for new housing is always in the "next" neighborhood. But there is a real need for more housing density in the Rockridge area -- the time is now and the place is the soon to be abandoned CCA site.

Thanks you for your consideration.

Ted Radosevich
5945 Taft Ave
Oakland, CA 94618

Lind, Rebecca

From: Adam Bink <adambink@gmail.com>
Sent: Monday, August 19, 2019 6:27 PM
To: Lind, Rebecca
Subject: Comments on August 21 meeting (West Oakland BART)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Rebecca, I am writing in support of building this project. I cannot attend the meeting on the 21st but wanted to let you know that. I live at 1201 Pine Street in Oakland and take BART to work every day. I would really love more retail and commercial especially dining that this proposal offers.

Thank you,
Adam

Lind, Rebecca

From: Ken Greenberg <kgreenberg2020@gmail.com>
Sent: Monday, August 19, 2019 5:56 PM
To: Lind, Rebecca
Subject: P.S. on project ER 19003

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. :Lind,

I forgot to include my address, which is:

Ken Greenberg
139 Sonia Street
Oakland, CA 94618
Mobile (510) 205-8087

Thank you.

Lind, Rebecca

From: Candes Lecocq <clecocq@me.com>
Sent: Monday, August 19, 2019 4:55 PM
To: Lind, Rebecca; nagrajplanning@gmail.com; Jmyres.oakplanningcommission@gmail.com
Subject: Reference ER 19003

Follow Up Flag: Follow up
Flag Status: Flagged

Ms Lind,

I am a resident of the upper Rockridge neighborhood. I understand that there is currently a plan to build a 19 story residence on the CCAC campus.

In addition to the fact that this building is not aesthetically in keeping with it's surroundings it also will severely impact already traffic laden streets (Broadway and Broadway Terrace) and overall safety in the area.

It is also my understanding that this particular project has not gone through the proper application protocol the City of Oakland requires. I'm curious to know how an EIR report can move forward without this?

I respectfully ask that you reconsider moving forward with this development project.

Regards,

Candes Lecocq
Proctor Ave.
Oakland, CA

Lind, Rebecca

From: Justin Horner <justinhorner01@gmail.com>
Sent: Monday, August 19, 2019 3:04 PM
To: Lind, Rebecca
Subject: Re: CCA Development NOP

Thank you, Rebecca. I am certain you are busy, but I am hoping for a response in order to craft comments in expectation of Wednesday's Planning Commission meeting. Thank you for any time you can spare.

Justin Horner

On Fri, Aug 9, 2019 at 3:23 PM Lind, Rebecca <RLind@oaklandca.gov> wrote:

The adopted CEQA Thresholds of Significance are attached. I will respond to your other the other questions in a follow-up email early next week. Rebecca Lind

From: Justin Horner [mailto:justinhorner01@gmail.com]
Sent: Wednesday, August 7, 2019 3:02 PM
To: Lind, Rebecca <RLind@oaklandca.gov>
Subject: CCA Development NOP

Hi Rebecca!

I've just reviewed the NOP and am curious whether there is any information or analysis you can share to help me understand the City's determination for the resource areas mentioned in the Probable Environmental Effects section. Are there published thresholds of significance that I can be referred to? Or maybe you can just refer me to the Appendix G checklist?

Also, can you clarify why Aesthetics is a resource area that will be evaluated? I thought the project would be SB743-eligible and thereby Aesthetics would not be analyzed.

And finally, has Oakland moved over to VMT analysis for transportation impacts or is it still using LOS? And I guess referring to the SB743 questions again, can you indicate whether parking would be considered an environmental impact by the City?

Thank you

Justin Horner

Rockridge

Lind, Rebecca

From: Kirk Peterson <kirk@kpaarch.com>
Sent: Monday, August 19, 2019 5:28 PM
To: Lind, Rebecca
Subject: CCAC project NOP

Follow Up Flag: Follow up
Flag Status: Flagged

To the Oakland Planning Commission,

Please consider the comments herein regarding the Notice of Preparation for the EIR for the project which has not yet been properly proposed for the campus of the California College of the Arts and Clifton Hall, ER 19003. As a former Chair of the LPAB, a native who has observed Oakland change for over half a century, a longtime historic preservation activist and citizen who loves Oakland I feel well qualified to understand, comment on and hopefully improve the process that the City is initiating.

The CCAC campus is an historic site reflecting in its entirety the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. For good reason a portion of it is a City Landmark and is listed on the National Register of Historic Places.

The EIR must include a comprehensive examination of the CCAC campus and buildings as a cultural resource. The entire site could certainly be declared eligible for the National Register of Historic Places. The Treadwell House is already on the Register, but reflects only a part of the rich history of the site, which is in fact a functioning arts heritage historic district.

The EIR process should include the preparation of an historic structures/site report that extensively examines this resource in a holistic fashion. It should include:

- Assessment of the artistic/aesthetic character of the architecture, both high-style, highly designed buildings and vernacular work, from the Treadwell House to the original CCAC 1920s studio building on Clifton Street. This should also include discussion of the overall character of the physical place as a composition that was built over time that reflects the history and culture of Oakland and is an artistic artifact in itself.
- In addition to examining the historic buildings already identified, the EIR must research the archaeological significance of the site to determine if it was in the territory of a local Native American Tribe. If the site does fall within such grounds, it should notify the Tribal Historic Preservation Office and any affected Indian Tribes or their next of kin and provide them with a reasonable time to comment on whether the development would disturb any Native American cultural resources. This would include any surface or subsurface artifacts, records or remains that might be of religious or cultural significance to Tribes. Not doing this would risk creating a bigger divide between the people living here now and the indigenous people who have their cultural history on the land.
- Historic horticulture, differentiating between plantings of different times.
- Documentation of the art sculptures on the campus; the sculpture garden

- Site planning, including pedestrian and vehicular use patterns of use, useable open spaces and planting areas.
- Research into persons of note associated with CCAC, as well as artistic movements or styles that developed at CCA, or were part of CCAC's educational or arts practice.

If the proposed destruction of the campus is to occur it is imperative to establish the value of the features and processes to be lost. How can there be mitigations commensurate with the loss if a cultural and historic resource without an understanding of the resource?

Materials documenting CCAC's history and campus, such as videos, commemorative plaques, reports and oral histories, etc. are good things and can support future historical research. But these things are archival, and they do not constitute mitigation that is meaningful to the ongoing life of the City and its citizens. The EIR must address the issue of the magnitude and character of mitigations appropriate to a enormous loss of a cultural resource. The proposed development would engulf the Treadwell House in a deep canyon of dramatically modern buildings; the EIR must explore the possibility that this change could prompt the delisting of the House from the National Register.

This proposed private development is of a scale that would radically alter Rockridge. This constitutes a significant environmental impact, which would degrade the character – the well loved look and feel - of the district. North Oakland is a largely intact early 20th c. built environment. CCAC's eclectic collection of interesting structures and the varied landscaping and trees are consistent with the aesthetic of largely residential North Oakland. The Venice Charter of 1964 suggests that new work added to or adjacent to historic structures should be clearly identifiable as being of the time of their construction. The concept was mutated by Modernists to result in wildly inappropriate designs and aesthetics, permanently marring may structures and sites. The proposed CCAC design, like urban renewal projects of the 1960s, represents an inappropriate design that imposes alien objects on a place and its inhabitants. The EIR needs to explore aesthetics alternatives to a cold glass and steel anomaly. New design that is congruent to the historic fabric of the surrounding area, would have a comparable level of fine detailing and interest. New structures need not have craftsman wooden brackets, but vast areas of highly reflective glass and featureless planes of materials create a 'dialectic between the old and the new' that has no particular point and is not much liked in residential districts. The EIR needs to promote exploration for an appropriate aesthetic expression.

Sincerely,

Kirk E. Peterson

Kirk E. Peterson & Associates
5253 College Avenue
Oakland, CA 94618
office: 510.547.0275
fx: 510.547.4173
KPAarch.com

Lind, Rebecca

From: Ken Greenberg <kgreenberg2020@gmail.com>
Sent: Monday, August 19, 2019 5:46 PM
To: Lind, Rebecca
Subject: Project ER 19003 at Broadway and Broadway Terrace

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing about proposed project ER 19003 at Broadway and Broadway Terrace.

It is my understanding that an EIR is normally preceded by and full project plan, and that this project is vague and has no concrete plan submitted. If that is the case how can the City of Oakland, or me as a citizen, comment intelligently on the scope of the environmental impact without knowing more details?

It smells fishy, and runs the risk of appearing as if someone in the city has been paid off to move this project forward as quickly as possible, favoring the developer over the populace and the environment.

My main concerns with this potential project are 1) the height of the 19 story tower being inappropriate for the surrounding neighborhood; 2) that the risks of having such a limited access and egress for emergency vehicles to access the property; and 3) the effect on traffic that cars exiting and entering the project on Clifton would create.

1) The 19 story building is completely inappropriate for the neighborhood. In the renderings I've seen it would loom over 51st Street, Broadway, and Broadway Terrace, including the golf course and cemetery, completely out of keeping with the surrounding area. The tallest buildings in the immediate vicinity are 5 stories high, and most of the neighborhood is single family homes at most 2-3 stories high. How does a 19 story glass and steel tower fit in this environment? The closest buildings of this type are the new Kaiser Hospital and some smaller buildings in that area. I am all in favor of more density in Oakland, and more affordable housing, but that could still be accomplished in this instance by restricting the building to 8 stories. In addition, many of the new residential buildings being completed in Uptown Oakland are a maximum of 8 stories, and they are closer to downtown high rises. How could the CCA's 19 story tower possibly get a zoning waiver if these other buildings are similar in scope their surroundings? It makes no sense, and again, smacks of corruption in the city administration. Think of the tower going up at the MacArthur transit village, and picture it looming over the Rockridge area.

2) Clifton is a small, narrow street and the only way in or out for the proposed project. What would happen if a hook and ladder truck had to get into the grounds because of a high-rise fire or an earthquake? How would it get out? Back up? And what type of liability would the city face if people lost their lives in part because it didn't make plans for such emergencies properly?

3) The traffic moving up Broadway is getting heavier with cars heading toward Highway 24. It is my understanding that there is no plan for cars exiting the project on Clifton to turn left, so that they would be forced to turn right, and then find a way to make a U-turn or drive through neighboring residential streets to go south. And how would cars going south on Broadway enter Clifton across 2 lanes of traffic? In addition, cars going north on Broadway would add to the congestion as they waited to turn right onto Clifton to enter the proposed project.

As I said, I am all in favor of increasing density in Oakland and adding to our housing stock, and the project in its original scope of 5-6 story buildings (or even 8 stories) could be a boon to the The City and the neighborhood businesses, but the tower and additional units created would be too much, and a blight on the area. Again, picture the tower going up at the MacArthur transit village, and how that would impact the neighborhood, looming over the Rockridge area.

Ken Greenberg
Mobile (510) 205-8087

Lind, Rebecca

From: Arnold, Jonathan
Sent: Monday, August 19, 2019 2:32 PM
To: Lind, Rebecca
Subject: FW: UPPER BROADWAY ADVOCATES RESPONSE TO NOP ER 19003
Attachments: Response of UBA to NOP.docx; Response of UBA to NOP.pdf

Hi Rebecca,

I just received the below email regarding CCA.

Thanks,

Jonathan Arnold, Public Service Representative | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2114 | Oakland, CA 94612 | Phone: (510) 238-6194 | Fax: (510) 238-4730 | Email: JArnold@oaklandca.gov | Website: <https://www.oaklandca.gov/departments/planning-and-building>

 Please consider the environment before printing this email

-----Original Message-----

From: myrnaw@icloud.com <myrnaw@icloud.com>
Sent: Monday, August 19, 2019 2:27 PM
To: Arnold, Jonathan <JArnold@oaklandca.gov>; Vollmann, Peterson <PVollmann@oaklandca.gov>
Subject: UPPER BROADWAY ADVOCATES RESPONSE TO NOP ER 19003

To the Landmarks Preservation Advisory Board:

Upper Broadway Advocates submits these comments on the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall, ER 19003

Upper Broadway Advocates (UBA), was formed this spring by a dozen people who live and/or work in our beloved Rockridge neighborhood. Our mission is to promote neighborhood evolution that is a model of beauty, sustainability, affordability and density, and that reflects the diversity of Oakland and the character of Rockridge.

UBA's first undertaking is the study of the proposed re-development of the California College of the Arts (CCA) main campus and the dormitory at Broadway and Clifton streets. Our intention is to leverage the collective wisdom of our community to support a better district-wide planning process that utilizes smart growth and density principles, and results in deeper affordability at the site.

We felt that the developer and CCA did little to inform and gather input from the public and that community input was being shut out. Only two meetings were held, hosted by the developer, and negative comments were not included in the meeting notes.

To better inform the public and share ideas about the proposed, we recently hosted two community meetings attended by over 200 neighbors concerned about the proposed plan for 589 residential units in five buildings of 5 to 8 stories, a 5-story parking garage and a 19-story tower. Opinions varied but the vast majority of people felt the project could be substantially improved.

The top five concerns were as follows: 1) Traffic congestion, weak transit infrastructure, and too little parking; 2) Aesthetics that are not in keeping with Rockridge scale and style; 3) Grossly insufficient affordable housing; 4) Re-zoning

that would severely increase density and open the door for other extremely high buildings; and 5) Questionable Fire/life safety and ADA access to the site. Comments too numerous to mention here were discussed, such as loss of mature trees and open space, and the demise of the historic Arts and Crafts heritage of the site. Attached to our response you will find the comments made by individuals during our two meetings.

We hope this EIR process will call for a better plan and a complete application that meets the needs of Oakland and provides a model for development.

Our response is in both PDF and Word format below.

UBA Chair, Kirk Peterson, Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

Lind, Rebecca

From: Roger Howland <lisarog@pacbell.net>
Sent: Monday, August 19, 2019 2:33 PM
To: Lind, Rebecca; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com
Cc: Merkamp, Robert; jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com
Subject: IER Scoping Session: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

To Ms. Lind and the City of Oakland Planning Commission:

As an Oakland native and a long time Rockridge resident, I have many concerns about project ER19003, the CCA propose d project. My concerns are stated below. Please contact me if you have any questions.

Lisa Howland
420 Hudson Street
Oakland, CA 94618
(510) 593-0745

City-Wide Planning

- I am concerned that the planning process is being subverted, paving the way for further erosion of it
- I insist that a formal application be submitted • PLAN the whole area. Include Broadway/51st St/Pleasant Valley
- Don't change zoning w/o land use planning
- Need impacts on current infrastructure - i.e., schools, fire dept., sewer, access for garbage pickup, fire, traffic and parking, public transit etc.
- Coordinate planning and development of the two adjacent parcels

8 and 19 Story Building Heights Unacceptable in Residential Neighborhood

- Building height: there are no buildings this height in neighborhood. Rockridge is a residential neighborhood w/tallest buildings at 4-5 stories.
- Tall buildings are 4-5 miles away in industrial & downtown areas. Building this height will be detrimental to residential neighborhood

Traffic and Parking Impacts

- Need detailed traffic and parking studies: Concerned about traffic cars/bikes/scooters in the 3 surrounding blocks- Impact on traffic on Broadway east of 51st
- Parking: 330 spaces for 586 units? They will fill the whole neighborhood with their cars
- How will project interact with AC Transit/BART? Will there be a shuttle service?
- Concerned about pedestrian & bicycle access in this area (esp. Oakland Tech students & residents)
- There isn't a good egress plan for an emergency situation for the # of units & people who will potentially live at this site.

Inclusion of Affordable Housing

- **Include affordable units for families that can house a family of 4 under or at \$2,500 mo.**
- **Require a higher % of units to be affordable housing to support inclusion and diversity**

Lind, Rebecca

From: Jeanne Hendrickson <hendoc@sbcglobal.net>
Sent: Saturday, August 17, 2019 9:49 AM
To: Kalb, Dan; Lind, Rebecca; Jahmese Myres Chair; Amanda Monchamp Vice Chair; Tim Limon; Jonathon Fearn; Clark Manus; Shahar Shirazi; Nischit Hegda
Cc: Jeanne Hendrickson
Subject: Ref: ER 19003 CCA proposed 19 Story bldg project

Follow Up Flag: Follow up
Flag Status: Flagged

- To Dan Kalb, Rebecca Lind and The Planning commission :
- **Shorten the height of the buildings and preserve the Historical Treadwell Estate and surrounding beautiful trees** to be appropriate to the neighborhood. An original design by a different architect, before CCA decided to maximize revenue, called for a complex of 4 story buildings.
- They shouldn't be higher than this because that hill is already 20-30' high. **NO 19 STORY BUILDING** or anything close to that!
- **Increase the number of affordable units.** San Francisco and other areas require more from developers. Oakland is outpacing San Francisco in the building of new, high end apartments. Shame on CCA for abandoning Oakland (my Alma Mater).
- **Have architecture and an aesthetic appropriate for Oakland, not something which will stick out like a sore thumb. The building at MacArthur BART is obnoxious!**
- **Preserve the green space.** Cut down fewer trees. Improve the public space. **Our old growth trees are precious and our OAKS, Oakland, are protected by the State of California.**
- **Find ways to mitigate the increase in cars and traffic demand enough parking for each unit and guests.** The idea if you don't provide parking people won't have cars is ridiculous and it ignores people with mobility issues who can't ride a bike or walk any distance!
- **Make any builder interested submit an actual plan with proper forms and have them get full impact studies.** No partial impact studies done off the books to be able to them say yes we did them. Will this piece of property hold the proposed amount of weight and density?

Don't sell out. If this property is to be developed PLEASE demand it fit in to the surrounding neighborhood and echo the look the area it is in and that it preserves the History and green space of the original estate.

Thank you for your attention to this matter.

Jeanne M. Hendrickson & Don Dockery

Sent from my iPhone

Lind, Rebecca

From: Axel Olmos <ax2017@olmosconsulting.com>
Sent: Saturday, August 17, 2019 10:22 AM
To: Lind, Rebecca; jmyres.oaklandplanningcommission@gmail.com;
NHegdeOPC@gmail.com; cmanusOPC@gmail.com; tlimonOPC@gmail.com;
SShiraziOPC@gmail.com; amandamonchamp@gmail.com; jfearnOPC@gmail.com
Cc: Christine Kinavey
Subject: Case Number ER19003 (CCA / Makers' Gardens Planning)

Follow Up Flag: Follow up
Flag Status: Flagged

August 17, 2019

Rebecca Lind, Planner III
City of Oakland
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612
Case Number ER19003

RE: California College of Arts Proposed Building Site- "Makers' Gardens"

Dear Rebecca Lind and involved parties at the City of Oakland,

When the parents and friends of the proposed 1178 inhabitants of Makers' Gardens visit for the Holidays, Where do you think they will park their 2000 - 3000 cars?

With the project as proposed only having 377 parking spaces- I am getting an endless stream of cars blocking my driveway for Christmas.

The City of Oakland has been corrupted by politics and sending this letter will have the same effect on this process as not sending it. The City has already made up its mind on what it wants, and what it wants is based on political philosophy, irregardless of if that philosophy has ever worked in reality. Matters of engineering and law be damned, emotions full speed ahead!

The first question I ask of any new project is: **"Where have you seen this work before?"**

If the answer is nowhere, you are just guessing if what you are attempting will work. The Developers have made up predictions- anyone can make those up.

No one has put a 19 story tower with inadequate parking in Rockridge before but the Developers pretend to know what will happen if you do.

Here's the track record of the City of Oakland in the Rockridge neighborhood:

FAIL: The addition of dorms and removal of parking lot at the CCAC won't produce more parked cars and traffic on surrounding streets.

FAIL: Phase II of "The Ridge"- the part with all the community input.

FAIL: Single lane "Road Diet" won't make traffic worse and people will switch to riding bikes.

FAIL: Fill potholes on local streets.

FAIL: Address homeless issues.

FAIL: Reduce laptop thefts from restaurant patrons.

FAIL: Any visible Police presence whatsoever in the College Ave. Area.

The City fails at these tasks because real working solutions to these problems don't line up with its politics. Yet somehow it manages to always succeed in granting favors to big Developers over the general public! How about letting the average citizen get a win for a change?

For the last three major projects near me:

CCAC Dorms

Road Diet

The Ridge

The City of Oakland made predictions and those predictions were just plain WRONG. Yet in each of those cases, the City was convinced of its own correctness based on input based more on the needs of the developers / few rather than of the majority / local residents.

Three strikes in baseball means you are out, but the City has ignored that and is going for a fourth.

The current predictions say that adding a 19 story building with inadequate parking, inadequate traffic management, and an unrealistic density of people for the surrounding single family neighborhoods won't make it worse for the existing residents near the project at all!

We know this to be WRONG!

The argument is not one of politics, or an urgent need to provide housing, or being a sanctuary city, or providing low cost housing for artists, those arguments are all based on emotions.

This is a matter of law and basic engineering.

The default position of the City of Oakland is, and must continue to be that: "The variance, if granted, will not adversely affect the character, livability, or appropriate development of abutting properties of the surrounding area, and will not be detrimental to the public welfare or contrary to adopted plans or development policy."

Everyone else in our neighborhood abided by and abides by these laws. (I can personally speak to hundreds of thousands of dollars lost because of those laws. I didn't get what I wanted for my project, I had to make concessions. My project was scaled back and so too shall this one be scaled back.) More importantly, the revisions and demands must be met **BEFORE** the City approves the project as habitable, so as to avoid "The Ridge" 2.0.

We know there will be adverse effects given the size and lack of adequate parking of this project.

The size and scale of this project must be reduced, or at the very least, adequate onsite parking and traffic management provided. That is engineering and common sense speaking, not emotion. To say that this project as proposed will not impact the "character and livability" of the surrounding area is at best a poor prediction, and at worst a fraud.

If building a variance to build a 19 story building in my neighborhood doesn't impact character and livability, and isn't granting special privilege to the developer-

May I please have a variance to build an oversized tower on my property as well?

Please enforce the laws as they stand and do not approve this project without major revisions, including adequate parking for residents and visitors.

Thank You,

Axel Olmos
5405 Thomas Ave.
Oakland, CA 94618

Lind, Rebecca

From: Sharon Page-Medrich <sharonpm121@yahoo.com>
Sent: Saturday, August 17, 2019 12:51 PM
To: Lind, Rebecca
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

I join my many neighbors in the Rockridge/Temescal area to voice my strong opposition to the proposed CCA development. I have been a resident nearby for 20 years and know our area well. The proposed 19-story tower, in particular, is an outrage and offense, completely out-of-scale with nearby developments. Its height, density, and concomitant increase in traffic will degrade the existing quality of life, without addressing concerns for affordable housing.

Please oppose this proposal.

Thank you.

~ Sharon Page-Medrich
121 Manday Road
Oakland CA 94618

Lind, Rebecca

From: Will Martin <will@willmartin.com>
Sent: Saturday, August 17, 2019 3:05 PM
To: Lind, Rebecca
Cc: Kalb, Dan
Subject: I support the CCA Redevelopment Project

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Rebecca Lind,

I am writing to voice my support for the California College of the Arts (CCA) Clifton Hill Redevelopment Project (Case File Number ER19003). Please fast-track this project and let it be built as quickly as possible.

We are in the midst of a horrible housing crisis. Rents have skyrocketed and as a result homelessness has become an epidemic in Oakland. We have a wonderful community, but it is rapidly becoming an unaffordable enclave for people rich enough to buy in or lucky enough to have bought here decades ago. Everyone else is getting pushed out. The simplest solution to this housing crisis is to build as much market rate housing as possible as quickly as possible. Increased supply will cause rents to go down.

Don't make perfect the enemy of the good with this project. Will it impact traffic? Yes. Will it impact parking? Yes. Will it cast a shadow? Yes. But that's ok. We should still build it and we should build it as quickly as possible. These small "environmental impacts" pale in comparison to the environmental benefit of having more housing close to BART and in a walkable neighborhood. By building more housing here we give people the option to not own a car - they can bike, walk or take public transit to work. This reduction in automobile use could improve local air quality and reduce greenhouse gas emissions. I urge you to weigh these environmental benefits against the alleged "impacts" of increased traffic congestion and reduced parking.

Thank you,
Will Martin
Rockridge resident

Lind, Rebecca

From: Margaret Dollbaum <mrdollbaum@gmail.com>
Sent: Saturday, August 17, 2019 5:12 PM
To: Lind, Rebecca
Subject: ER19003 CCA 5212 Broadway
Attachments: CCA 2019 pre project comments August 17.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,
Please see the attached comments regarding Case # ER19003, the California College of Arts estate at 5212 Broadway.

Thank you,
--Margaret

Margaret Dollbaum
Oakland resident 94618
mrdollbaum@gmail.com

Lind, Rebecca

From: Jennifer Huang <jennhuang@yahoo.com>
Sent: Saturday, August 17, 2019 10:11 PM
To: Lind, Rebecca
Subject: comment on ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca Lind,

I am writing to request a modification to the proposed project at the former CCA campus, ER19003. While I applaud the inclusion of an open, green public courtyard and space for nonprofits, the intense density and current parking and transit impacts will be overwhelming for our neighborhood.

I live on Bryant Avenue, adjacent to the site, and already there is no parking on our street during the day. I understand that the current philosophy for new real estate development is that if parking isn't provided, residents will not buy cars. But that does not reflect reality. People will need cars, because in this area it's simply not convenient to commute, shop, or socialize without one. While conventional wisdom purports that young millennials currently do not have car ownership in the same rates as their parents, that belief is being contradicted by recent research that finds millennials drive more than previous generations (<https://www.bloomberg.com/opinion/articles/2019-03-27/millennials-aren-t-making-car-ownership-obsolete>).

Even if young people own fewer cars now, that will certainly change when they have children, and need to inevitably shuttle them to camps, practices and school. (I believe the percentage of parents who don't have cars is extremely low; how many do you know?) In most households with two working adults, two cars are usually necessary.

A brief example: I am a huge advocate and user of public transit and bicycling so sometimes I might go weeks without driving; my husband and I debated whether we should become a one car household. But this summer we hosted a Spanish teenager for the summer, and I became a heavy user. I had to drive her every day to camps, activities, and to see friends. Every parent I know told me that this chauffeuring is simply the reality of parenthood.

So while I believe the 19 story structure is simply out of step with the rest of the neighborhood, I would be more open to the height and density if some of those floors were created for parking, to provide at least 1.5 or preferably 2 spaces per unit of housing. If you are going to bring this many people into the area, you need to create the space to accommodate them, and that goes beyond bedrooms and kitchens.

As many others have stated, the proposed 34 of 554 affordable units is laughably small. The Bay Area's housing crisis is not a problem for people who can afford market rate units, as evidenced by the 9 vacant apartments just across the street at Baxter on Broadway. We don't need housing, we need affordable housing.

Finally, the proposal to put another traffic light on Clifton is simply untenable. If you visit the site you will see that there are already two lights just a few steps before and after Clifton, one to turn left onto College Ave and another at Broadway Terrace; there are two additional lights within the block, at Pleasant Valley and to enter the Shops at Rockridge. To have five lights within one block will make traffic in this area even more congested and frankly, be a case study of inept traffic planning.

Thank you for hearing and taking into account the practical concerns of residents in the neighborhood.

Yours truly,

Jennifer Huang

facebook.com/climbermedia
twitter: @climbermedia

Lind, Rebecca

From: Jennifer Huang <jennhuang@yahoo.com>
Sent: Saturday, August 17, 2019 10:11 PM
To: Lind, Rebecca
Subject: comment on ER19003

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Thank you for hearing and taking into account the practical concerns of residents in the neighborhood.

Yours truly,

Jennifer Huang

facebook.com/climbermedia
twitter: @climbermedia

Lind, Rebecca

From: mitchelltaylor32@yahoo.com
Sent: Sunday, August 18, 2019 2:50 PM
To: Lind, Rebecca
Cc: 'Susan M Ford'
Subject: CCA Development ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Mitchell E. Taylor
Oakland, CA 94618
mitchelltaylor32@yahoo.com

August 18, 2019

City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland CA 94612

RE: Proposed Development CCA| ER19003

Dear Ms. Lind:

I have lived in various Oakland neighborhoods since 1977. I attended CCA in Oakland from 1976-1980, and I have lived in the Rockridge neighborhood for the last 12 years. I am very concerned about the above referenced project's scale, the manner in which it has been handled by the City and the substantial and seeming unrestrained growth in Oakland as a whole.

The project as currently planned is completely out of scale. The project will literally tower above its surroundings creating an enduring eyesore in my neighborhood. Traffic on Upper Broadway currently overburdens the existing infrastructure for a variety of reasons including an ever-increasing population of commuters, increased residential building on Broadway and newly built bike lanes that have greatly reduced the flow of traffic. As planned, the CCA project exacerbates these issues.

Given the growth in Oakland housing over the last few years, it's hard to believe that there is any long-range plan for Oakland's future. There is a wholesale abandonment of city planning. This project does not conform to current zoning without a special legislative vote by the City Council, opening the floodgate for future zoning appeals and abandoning Oaklanders to voracious real estate builders and the political machine that enables them.

I reference the fact that the Planning Commission is appointed by the Mayor, and that the Mayor's overarching concern appears to be unfettered development. Note our Mayor is currently involved in a controversy over illegal campaign contributions from developers.

Many will cite the need for affordable housing; I challenge this notion. There is no positive correlation between density and increased housing affordability. New York City and San Francisco top the nation in terms of density and lack of affordability. Additionally, the homeless problem will not be solved by any changes in housing availability because homelessness is primarily a substance abuse problem, plain and simple.

I urge you to stand up for Oakland, Oaklanders and Rockridge and reject this project.

Sincerely,

Mitchell Taylor

CC: RLind@oaklandca.gov

Lind, Rebecca

From: mitchelltaylor32@yahoo.com
Sent: Sunday, August 18, 2019 2:50 PM
To: Lind, Rebecca
Cc: 'Susan M Ford'
Subject: CCA Development ER19003

Follow Up Flag: Follow up
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Mitchell E. Taylor
Oakland, CA 94618
mitchelltaylor32@yahoo.com

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I urge you to stand up for Oakland, Oaklanders and Rockridge and reject this project.

Sincerely,

Mitchell Taylor

CC: RLind@oaklandca.gov

Lind, Rebecca

From: JP <rigpa44@gmail.com>
Sent: Sunday, August 18, 2019 4:26 PM
To: Lind, Rebecca
Subject: 5212 Broadway - Proposed Development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind:

It's with serious concern Oakland residents in the proposed construction area are totally dismayed by the inability of the City to take into consideration the full-human-impact of this proposal. With only 35 affordable housing units planned, it's a travesty before the ink is dried. This location rates an "F" with proximity to BART. I could go on, but the lack of deep consideration, human insensitivity, and objective discernment on the impact of such a project is shocking and unconscionable.

We currently have hundreds of rental and condo units sitting empty in Oakland from recent construction projects. Why? Because the rents are astronomical. Plus the affordable housing numbers are abysmal.

The City of Oakland has a burgeoning number of crucial priorities needing immediate and comprehensive attention **before** it starts approving yet another behemoth construction project, just because some developers think it's a good idea.

Please open your eyes - wide open - take a look around, and ask yourself: "What are the most important priorities we have that will be of most benefit the City of Oakland, and its people?" And put sufficient resources, toward those ends? And then work toward accomplishing them with expediency. Clearly building a monstrosity is not one of them. Clearly.

Yours in Conscious Living With Integrity,

John W. Parker
President, Sagewood Press
Oakland, CA

Lind, Rebecca

From: David Williams <davidwilliams.eng@att.net>
Sent: Sunday, August 18, 2019 4:33 PM
To: Lind, Rebecca
Cc: Merkamp, Robert; jmyres.oakplanningcommission@gmail.com; David Williams
Subject: ER19003, Environmental Scope Review, Proposed CCA Redevelopment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca Lind,

I believe the subject EIR review needs to consider potential development at the neighboring undeveloped site at the corner of Broadway and Pleasant Valley rather than restrict the EIR to the subject site in isolation. The major environmental impacts from the CCA proposed redevelopment will all be exacerbated by inevitable development at the neighboring site. The recent development in the vicinity of the Broadway/51st Street has demonstrated the cumulative effects of negative impacts, particularly with respect to traffic. Can the scoping review formally include the cumulative effects of a range for adjacent potential development?

Thank you for considering this comment.

In the NOP does reference to the applicant refer to the Sponsor?
Please also add my name to the list of Interested Parties.

Sincerely,
David Williams

David Williams, PhD, PE
5621 Kales Ave, Oakland, California, USA
Tel: 1-510-655-6445
Cell: 1-510-655-6446
davidwilliams.eng@att.net

Lind, Rebecca

From: Soren Peterson <soren.peterson@gmail.com>
Sent: Sunday, August 18, 2019 9:06 PM
To: Lind, Rebecca
Subject: Comments on EIR for Reference ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca,

I am writing to in response to the Notice of Preparation of the EIR regarding Reference 19003 located at 5212 Broadway. I am a resident at 5343 Broadway Terrace, a walk of several minutes from the project site. If there are any follow-up questions to those comments below, please do not hesitate to reach out.

My comment is as follows:

- I request that the EIR only reflect what is *required* by the CEQA guidelines and nothing else. It is my understanding (likely incorrectly) that CEQA does not define poorly circumscribed terms such as "traffic" or "parking," "aesthetics" or "neighborhood character" and so on. The EIR should not be a place for debate for those who are opposed to this project, but should stand in as a merely "adequate document" with the legal standing of such a document.
- If, as is proposed in the NOP, the EIR is to cover additional topics, I would like to say, as a local resident, the following on the proposed topics:
 - Population and Housing: This project is in a high-income area of Oakland which has resisted efforts to increase density for decades. I strongly believe that additional *significant* inventory at this (already gentrified) location will take pressure off of prices in districts of the city which are of higher risk of rapid gentrification, resulting in a more limited impact on the cultural milieu of the city under attack as well as limiting associated displacement. As someone who was recently on the market, I can attest to this first hand as from what we saw and people we spoke with, prices for existing units would have been higher if there was not a boom in inventory downtown and in Jack London Sq. These new units should ideally be in already gentrified areas at lower risk of displacement. As you know, the Bay Area is in a profound housing crisis as a new wave of high earning unemployment in SF/Peninsula is driving rapid gentrification in formerly low-income Oakland areas, raising rents, driving folks of *all* stripes out of the city and state, and throwing people onto the street or into RVs. In my view, adding units in gentrified areas to accomplish this is not just an environmental impact, but is a moral imperative that we should be seizing upon.
 - Land Use and Planning Policy/Traffic and Transportation: This project is an ideal location for density, being on numerous public transit lines (15 minute walk to BART, directly on the 51A line (10 min headway during rush hour), directly on a Transbay line to SF, walkable to multiple neighborhoods), and a few minute drive to Highway 24. We should push high density at this site to take advantage of this infrastructure, rather than only building housing in locations reliant only on the car (such as those outside Oakland, far from job centers).
 - Greenhouse Gas Emission: Although this project will generate traffic (not everyone will take transit, even if you put them on multiple lines, such as this location), the EIR should consider the impact of fewer units within commuting distance to San Francisco as envisioned in the "No Project Alternative." In particular, for those who are pushed out of the city, there has a been a huge growth in

"supercommuters," driving for hours from the Central Valley, and producing enormous VMT as highways Bay Area and beyond are clogged.

- o Aesthetics and Shade and Shadow: Yes, the project will "stick out" with the current skyline. However, I think this is a positive. As a native Oaklander, should we expect Rockridge to be only Craftsman 100 years from now? That seems ludicrous. From what I have seen, the project appears to do a nice job of breaking up density to not be overly bulky and would provide a nice texture to the neighborhood (as well as enlivening the lower College corridor). Piedmont Avenue has far-less attractive towers that those proposed here, and seems to be doing just fine in the aesthetics department. Interesting neighborhoods have an interesting diversity of people, buildings, and businesses, and this project would provide a much needed jolt into a Rockridge corridor that has limited architectural diversity and is becoming increasingly staid.

All the best,
Soren Peterson
5343 Broadway Terrace Apt. 206
510.851.2271

Lind, Rebecca

From: Deborah Konar <debzik@att.net>
Sent: Sunday, August 18, 2019 10:18 PM
To: Lind, Rebecca
Cc: Som Konar
Subject: ER 19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

We live one block from the proposed development on the California College of Art property in a house we bought in 1980. We understand the need for more housing and density in Oakland, and that all neighborhoods must change, but we would like to see well-planned development that is an asset to the neighborhood and the city. We have serious concerns about this proposal:

- **Height:** The proposed 19-story tower, and indeed the proposed 8-story buildings, are vastly out of scale with the city general plan and with the neighborhood. The general plan calls for a height limit of 5 stories at 51st St and Broadway. If anything, the height limit uphill and in a less commercial setting should be lower. We understand that the original architectural design for this site called for 4-story buildings.
- **Shadow:** The developers have done no morning or evening shadow studies. From where we live, downhill from the site, the apparent height would be at least 2 stories taller. For us and a large swath of the neighborhood, the sun simply would not rise in the morning for the greater part of the year, having a huge impact on our quality of life.
- **Fire Department access and evacuation:** The Oakland firestorm came within a mile of this site, but the entire access and egress is one narrow dead-end block of Clifton St.
- **Traffic:** Traffic between 51st St and Highway 24 is already extremely heavy, and this huge development will exacerbate the problem.
- **Sustainability:** Green building standards should be required as we face the existential challenge of climate change.
- **Landscaping:** More trees should be saved to preserve some of the beauty and livability of this historic site.
- **Context:** Planning for this project cannot be done without consideration of the large adjacent parcel at the corner of 51st St and Broadway. When both are developed, the two sites will have a cumulative impact on traffic and infrastructure.
- **Process:** A formal application should be submitted before the Environmental review goes forward.

Thank you for your consideration of our concerns.

Deborah and Som Konar
5255 Desmond St
Oakland, CA 94618

Lind, Rebecca

From: Naomi Schiff <Naomi@17th.com>
Sent: Sunday, August 18, 2019 11:27 PM
To: Lind, Rebecca; Merkamp, Robert; jahmese Myres; Amanda Monchamp; Jonathan Fearn; Nischit Hegde; sahar shirazi; Tom Limon; Clark Manus
Cc: Gilchrist, William; Manasse, Edward; Payne, Catherine; Mulry, Brian; Parker, Barbara; peter birkholz; stafford Buckley; Vince Sugrue; marcusjohnson.lpab@gmail.com; Klara Komorous; timm@mithun.com; Nenna Joiner
Subject: Two letters attached regarding CCA proposal and Notice of Preparation, from Oakland Heritage Alliance
Attachments: 2019-August 18-OHA-CCA-LPAB_PIComm.pdf; 2019-August 18-OHA-CCA-PIComm.pdf

Dear Planning Commissioners and staff,

Attached please find two letters from Oakland Heritage Alliance. One addresses the process irregularity caused by the lack of quorum and cancellation of the Landmarks Preservation Advisory Board meeting in August. It requests that you select "Option 3" from the staff report, to provide an opportunity for the LPAB to advise you on the cultural resources aspects of the project.

The second is an Oakland Heritage Alliance comment letter on the Notice of Preparation itself.

Thank you so much for your consideration of these two letters.

Sincerely,

Naomi Schiff
for the Board of Directors of Oakland Heritage Alliance.

Naomi Schiff
238 Oakland Avenue
Oakland, CA 94611

Telephone: 510-835-1819
Email naomi@17th.com

cell: 510-910-3764



August 18, 2019

(By Electronic Transmission)

Members of the Oakland Planning Commission
Robert Merkamp, Zoning Manager
Rebecca Lind, Planner

Subject: Landmarks Preservation Advisory Board lack of quorum for hearing concerning NOP—
California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Planning Commission, Ms. Lind, and Mr. Merkamp,

In addition to its comments directly on the Notice of Preparation, Oakland Heritage Alliance would also like to weigh in on the sequence of hearings.

Your meeting of the 21st, Wednesday, to discuss the environmental review, is not informed by a preceding hearing of the Landmarks Preservation Advisory Board, which was unable to raise a quorum at its August meeting. This is unfortunate because this project deals with National Register buildings, other historic resources, a historic landscape, and an Area of Primary Importance. If the LPAB is to carry out its mission under the General Plan, Historic Preservation Element, it must advise the Planning Commission on a project with obvious impacts to cultural resources with high importance.

We note the three alternative options suggested by the staff:

A public hearing to consider comments on the Notice of Preparation (NOP) was scheduled before the Landmarks Preservation Advisory Board (LPAB) on August 12th, but was cancelled due to lack of a quorum. The Planning Commission typically receives recommendations involving historic resource properties after a LPAB hearing. However, in this instance, the NOP review schedule was already published with a comment period ending on August 23rd and there was insufficient time to reschedule the LPAB meeting. To facilitate public comment within the advertised time period, the Planning Commission hearing on the NOP is still scheduled as previously noticed. The Planning Commission may consider several options relative to the lack of an LPAB hearing.

- 1) Conduct a hearing and take comments on the NOP without comments from the LPAB.
- 2) Extend the comment period to allow re-scheduling of the LPAB hearing and request that staff transmit all comments on the scope of work directly to the environmental consultant;
- 3) Extend the comment period to allow re-scheduling of the LPAB hearing and continue the hearing before the Planning Commission until after completion of the LPAB review.

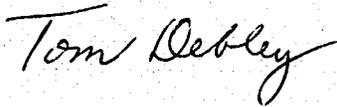
We strongly urge that you select option 3, and continue the public hearing and comment deadline until after the LPAB has an opportunity to weigh in and advise the Planning Commission of their comments. That is the clear intent of the General Plan in situations such as this; please do not skip the LPAB step.

Since this project is based only on a pre-application and the applicants are not ready to proceed with an actual project, we believe that a minor delay will have little impact on the overall project.

We urge that you pass a motion to use staff report option 3): Require that the LPAB hold the hearing; keep the comment period open; and please explicitly request that the LPAB advise the planning commission on this project, which proposes demolishing ten buildings, moving a historic resource, and making major changes to and removals of a number of historic and cultural resources and landscapes.

Thank you,

Sincerely,

A handwritten signature in cursive script that reads "Tom Debley".

Tom Debley
President

cc:

William Gilchrist, Pete Vollmann, Members of the Landmarks Preservation Advisory Board,
Ed Manasse, Catherine Payne, Betty Marvin, City Attorney Barbara Parker



August 18, 2019

(By Electronic Transmission)

Members of the Oakland Planning Commission
Robert Merkamp, Zoning Manager
Rebecca Lind, Planner

Subject: Notice of Preparation—California College of the Arts and Clifton Hall Redevelopment Project, Case File ER19003

Dear Members of the Planning Commission, Ms. Lind, and Mr. Merkamp,

Oakland Heritage Alliance submits these comments upon the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall.

The entirety of Parcel 1 is an Area of Primary Importance. As you know, this campus is a key historic and cultural resource that has held an important place not only architecturally, and with regard to landscape, but as a cultural institution. Thus its significance is multifaceted, and much bound up with the cultural life of the city in which the college has been located since its beginning in 1907. We greatly regret that the college has decided to abandon the city of its founding. We hope that Oakland will retain this API as an integral contributor to our city's cultural heritage.

We have grave doubts about the rationale of granting significant general plan amendments and zoning changes for a revenue-generating project, with the value of the land sale accruing to a now-San Francisco-based institution, unless significant community benefits result, and our historic API survives intact.

In the Environmental Documents, the following should be studied in detail:

1. The proposed project's overall design and massing compatibility with the surrounding neighborhood contexts. Study alternatives which might more effectively attain compatibility with these contexts, particularly, but not exclusively, with reference to Arts and Crafts style.
2. Study alternatives for preservation rather than destruction of the long wall along Broadway, including the important vehicular entrance gate. The plans show only a small part preserved. The viability of the proposed commercial/retail uses along Broadway that would replace the wall is questionable. See Comment 13 below.

It is not clear why the wall needs to be removed to accommodate Building D. Preserving that portion of the wall would instead appear to facilitate development of Building D.

3. Fully study an alternative which keeps the historic buildings in their current locations. Recognizing that the carriage house has been repositioned before, nonetheless, under the Secretary of Interior Standards, preservation *in situ* is far preferable. All the alternatives, additionally, should address design approaches which step back from the retained historic buildings, are subordinate to them, and relate gracefully to them rather than overwhelming them.
4. Historic landscape: The entire site constitutes a cultural landscape. Inventory all trees and significant plantings, other site elements, and their histories and relationships. Analyze the feasibility of the proposed relocation of mature live oaks. Prepare an alternative which preserves a greater portion of the historic landscape. Retain the relationship between planted areas, the historic wall, buildings, and the pedestrian and vehicular gates. Provide an arboricultural assessment of the existing mature trees, including measures to prolong their lifespan. Study alternatives that facilitate and enhance public use of the space, and design alternatives that avoid walling off the landscaped area on three sides, hemming it in to a great degree. Consider sunlight.

The proposed historical resources evaluation in the scope of work proposes to address "the campus as a historic district inclusive of cultural landscape". Regarding the historic trees, the little leaf linden (*Tilia cordata*) and two giant sequoias (*Sequoia giganteum*) are rated C1+ on the 1993 API map and are identified as dating from the 1880s, i.e. when the Treadwell House was constructed. The two giant sequoias appear to still be standing, but do not appear to be in good condition. Is the little leaf linden still standing?

5. Study the landscape as wildlife habitat.
6. Compare the air quality and ecosystems services provided by the current landscape and by the potentially reworked area shown in the proposed plans.
7. The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API.
8. The number of "affordable" units is far too minimal to mitigate the effects on the arts community, and it is difficult to know how units could legally be reserved for practicing artists. The Clifton Hall housing, off-site from the main campus, is envisioned in the proposed plan to furnish fewer accommodations than are now provided as college housing. In considering the requests for general plan and zoning amendments, analyze what community benefits can be provided that would make it worthwhile in view of the impacts. Consider alternatives that include more affordable units, at deeper levels of affordability. This developer is asking the city to change its general plan; it appears to create a large additional value. Oakland could request a more substantial degree of subsidy in housing units. (With all due respect to CCA, by what rationale should Oakland finance an institution which is moving to San Francisco?)

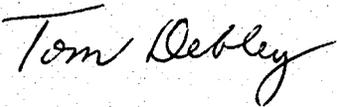
- Oakland is already on track to meet DOUBLE its RHNA allocation for above-moderate housing, but is falling short on meeting RHNA for very low, low, and moderate income.
 - Only 7% of units developed from 2015–2018 were affordable. This is far too low, and the City needs to prioritize development of deed-restricted affordable housing.
 - Any additional affordable housing required in connection with rezoning should be in addition to payment of the City's Affordable Housing Impact Fee, and these additional units should not be allowed to count as meeting the fee ordinance's provision for alternative compliance by providing units on site.
9. The height of the tower is excessive in the neighborhood context, would set a very bad precedent, and the construction type would require units to be expensive. What are the demographic effects of inserting high-end housing at a time when there is general recognition that low to moderate income housing is what is needed in Oakland? How will family housing units be incorporated? What provisions are made to integrate the development with the larger urban area, and avoid its development as an isolated high-end enclave?
 10. The proposed open space area does not appear welcoming to the general public; although the developer has asserted it will provide a public benefit, as proposed it would be privately owned, bounded on three sides by large-scale structures, and likely to feel private and exclusionary. How can the site be better connected and more useful to the neighborhood in which it sits?
 11. How can the city use this opportunity to coordinate planning with the large adjoining site at Pleasant Valley/Broadway, especially as many traffic, pedestrian, bicycle, and safety concerns are shared? Provide a framework under which the city can consider both sites and plan for an integrated zoning scheme, before entertaining any general plan or zoning changes.
 12. The proposed traffic, pedestrian, transit, and site access arrangements seem problematic, with potential safety problems. Study pedestrian access, traffic safety, driveway access, impacts on adjoining neighborhoods, life safety access, and effects on the College Avenue commercial corridor.
 13. The commercial/retail ground floor is placed awkwardly and is unlikely to succeed as located. Retail is already not flourishing in the age of Amazon; it makes no sense to add additional retail frontage on historically non-retail streets such as Clifton and this stretch of the east side of Broadway. Study an alternative which eliminates retail on Clifton and Broadway frontages, and concedes that the project is a residential development.
 14. Please show an alternative in which the project builds to existing residential zoning requirements, without any general plan and zoning alterations. Also study alternatives that require less significant General Plan and zoning amendments; and alternatives that preserve all, or more than what is currently proposed, of the existing buildings for housing with as many affordable units as possible, including creative or unconventional housing arrangements, such as group quarters, single room occupancy, cohousing or communal configurations, live-work, work-live, etc.

Overall, Oakland Heritage Alliance finds that the project is not fully thought through, and is not ready to move forward. We believe that the NOP is premature, and the EIR not yet appropriate. **We urge that the Planning Commission hold informal work sessions to discuss it before allowing the EIR to proceed. Please see our accompanying letter regarding review by the Landmarks Preservation Advisory Board.**

From the historic preservation point of view, all of the buildings and landscape should be reviewed, including the more recent structures, with reference to the overall API—the activities, institutional history, community involvements and cultural and artistic connections of the people and activities in the arts community and in Oakland. A complete cultural landscape workup is in order. Alternatives must include preserving historic structures *in situ*, and the EIR must consider the effects overall of such an intense building program on the API.

It would be a huge missed opportunity not to consider this project in connection with the entire stretch of Broadway's east edge from 51st to Broadway Terrace, and so in addition to delaying the EIR, the planning department should consider doing a planning study including all the parcels on that frontage.

Sincerely,

A handwritten signature in cursive script that reads "Tom Debley".

Tom Debley
President

cc:

William Gilchrist, Pete Vollmann, Members of the Landmarks Preservation Advisory Board,
Ed Manasse, Catherine Payne, Betty Marvin

Lind, Rebecca

From: Karen Fleming <kef@bampton.com>
Sent: Monday, August 19, 2019 9:06 AM
To: Lind, Rebecca
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Reference4 ET19003

I am a resident in North Oakland. I would like to express my disappointment in the proposed land use of the old CCAC campus. I am completely opposed to a proposed 19 story Glass and Metal Tower and the addition of the fourth story to the existing dormitory. I am hoping that we are able to see alternative designs for this property.

Regards,

Karen Fleming

Lind, Rebecca

From: Beth Johnke <beth.johnke@gmail.com>
Sent: Monday, August 19, 2019 1:07 PM
To: Lind, Rebecca
Subject: CCA Redevelopment project comments R19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Rebecca Lind ,Planner III,

Thank you for your work and time on this project. I am a neighbor who has lived in Rockridge for 24 years . I live two blocks away from the CCA site. Thank you for your prior comment about how this proposed project doesn't seem to be suitable as it is proposed now (600+ units and 19 story tower)for this location, acreage and zoning . My overall comment is to plan for long term livability and not short term profit gain .

Here are my comments(based on your request for comments) :

- It is my understanding that an official application has not been submitted for this project by the developer, so why is the public commenting on scoping for an EIR without accurate information about the scope of the project?
- Will there be another public request for comments environmental impact report after the application has been submitted ?
- **No**, to a proposed 19 story tower in a neighborhood of 1 to 5 story buildings and on property that is not zoned for this type / size of project . Stick to the current zoning requirements .
- I request that the cumulative impact of all of the other current housing projects or proposed projects (empty lot next to Safeway, Telegraph Street projects, Broadway project southwest of Oakland Technical, MacArthur BART tower) in a 3 mile radius or further be considered and accounted for in considering impacts to the community and City .
- Traffic impacts and mitigation for traffic . Currently(without the current projects in construction complete) there is gridlock on Broadway starting at 4 o'clock every afternoon through 6 pm)
- Consider the safety impact and mitigation for the Oakland Technical high school student foot traffic as they progress from upper campus between lower campus during the day.
- Affordable housing, I suggest that this project set a precedent for Oakland in requiring 10% or more of the units be affordable housing for all types of people (not just artists (however that is defined))
- It is my understanding that the existing for CCA student dormitories will be converted to affordable housing units for artists, does that conversion really equal to the habitable unit for an individual or individuals?
- What is the Oakland City plan for funding supporting infrastructure and allowing for expansion(hospital, police, parks, recreation facilities , fire department, schools...)for this project and current and proposed surrounding housing projects? Is land and money being allocated for this ?
- Where is the water allocation coming from for this type of project and all the other projects in Oakland?
- Please consider noise impacts and air pollution (cars, buses , HVAC ...) and include mitigation from this additional amount of residents
- Parking -Two parking spaces per unit needs to be required. There are no rules or laws about how many cars people can have. Currently, I am renting out three of my garage spaces to neighboring apartment dwellers

who have two or more cars per unit. Keep some of the parking congestion out of the streets. Already there is a great difficulty in finding parking spaces with existing population density .

- .I recommend the proposed buildings be of LEED quality built with sustainable Materials.

Thank you for considering my comments and suggestions,
Elizabeth Johnke
Resident on Coronado Ave

Lind, Rebecca

From: Marina Dreyfuss <mkedrun@gmail.com>
Sent: Monday, August 19, 2019 1:20 PM
To: Lind, Rebecca; Merkamp, Robert; jmyres.oakplanningcommission@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com
Cc: Philip Dreyfuss
Subject: ER19003 - In favor of the project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear planning commissioners,

My husband and I own our home at 5429 Belgrave pl, Oakland located within 0.2 miles to the proposed CCA Development project. This is to let you know that **we are in favor of the proposed project** for the following reasons:

- We believe it will enhance appeal of Rockridge and create better amenities to its residents with new retail and recreational zones. We love strolling down on College avenue but it's buildings and retail look outdated. We have small children but unfortunately there are no parks to take them to. The existing Frog Park is really dirty, overcrowded and anti-sanitary being located under the highway and next to a large dog park.
- We really need more market rate and affordable housing and adding ± 600 units should help.
- Proposed parking seems to be sufficient to eliminate potential traffic issues

We would love to see more of these projects throughout the East Bay!

Let us know if you have any questions,

Sincerely,
Marina Dreyfuss
(415) 720 3828

Lind, Rebecca

From: myrnaw@icloud.com
Sent: Monday, August 19, 2019 2:17 PM
To: Merkamp, Robert; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com; Lind, Rebecca; EBMUD; jmyres.oakplanningcommission@gmail.com
Subject: NOP ER 19003, Response of Upper Broadway Advocates
Attachments: Response of UBA to NOP.docx; Response of UBA to NOP.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind and Planning Commissioners,

Upper Broadway Advocates submits these comments on the Notice of Preparation for the project on the to-be-former campus of the California College of the Arts and Clifton Hall, ER 19003

Upper Broadway Advocates (UBA), was formed this spring by a dozen people who live and/or work in our beloved Rockridge neighborhood. Our mission is to promote neighborhood evolution that is a model of beauty, sustainability, affordability and density, and that reflects the diversity of Oakland and the character of Rockridge.

UBA's first undertaking is the study of the proposed re-development of the California College of the Arts (CCA) main campus and the dormitory at Broadway and Clifton streets. Our intention is to leverage the collective wisdom of our community to support a better district-wide planning process that utilizes smart growth and density principles, and results in deeper affordability at the site.

We felt that the developer and CCA did little to inform and gather input from the public and that community input was being shut out. Only two meetings were held, hosted by the developer, and negative comments were not included in the meeting notes.

To better inform the public and share ideas about the proposed, we recently hosted two community meetings attended by over 200 neighbors concerned about the proposed plan for 589 residential units in five buildings of 5 to 8 stories, a 5-story parking garage and a 19-story tower. Opinions varied but the vast majority of people felt the project could be substantially improved.

The top five concerns were as follows: 1) Traffic congestion, weak transit infrastructure, and too little parking; 2) Aesthetics that are not in keeping with Rockridge scale and style; 3) Grossly insufficient affordable housing; 4) Re-zoning that would severely increase density and open the door for other extremely high buildings; and 5) Questionable Fire/life safety and ADA access to the site. Comments too numerous to mention here were discussed, such as loss of mature trees and open space, and the demise of the historic Arts and Crafts heritage of the site. Attached to our response you will find the comments made by individuals during our two meetings.

We hope this EIR process will call for a better plan and a complete application that meets the needs of Oakland and provides a model for development.

Our response is in both PDF and Word format below.

UBA Chair, Kirk Peterson, Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

**COMMENTS ON PROCESS, LAND USE PLANNING, AFFORDABLE HOUSING, AND ENVIRONMENTAL ISSUES, ER 19003, SUBMITTED BY UPPER BROADWAY ADVOCATES
AUGUST 19, 2019**

PROCESS

We are concerned that a Notice of Preparation (NOP) of an EIR for the California College of the Arts Redevelopment Project (CCA Redevelopment) has been issued when the project under consideration is ill-defined and the City has not evaluated the land use implications for the project with public input.

The developer had a pre-application meeting and provided a general sense of what they would like to build, but they have not submitted an application. Neither the community nor the City actually knows what the project is that is subject to this scoping meeting.

Is there any circumstance under which a project is considered too preliminary for environmental review? What is that threshold? Is this project sufficiently well-described to give rise to a fully relevant environmental document? Should the project proponent be asked to provide a more fleshed-out program, and should the study be delayed until it is furnished? Our community has many concerns about the process.

We have specific questions regarding process:

- What process will the city follow if a large and loosely described project, predicated on general plan amendments, is studied under an EIR, later giving way to an altered project with a different scope?
- How are incremental impacts calculated for various levels of development intensity?
- How would required mitigations be handled should the scale of a project change after an EIR is completed?
- Under what circumstances would the city require that an EIR be revisited? What is the difference between supplemental environmental review and an addendum for a project such as this? What level of change would trigger each?

LAND USE PLANNING

To be clear, the EIR is NOT the appropriate forum to evaluate land use issues. An EIR evaluates potential environmental impacts, not land use planning, except to the extent the land use may have environmental impacts. This highlights the critical need to evaluate land use issues NOW, with the public, to make sure that the zoning and general plan changes are appropriate. Then we can consider what redevelopment project makes the most sense. Waiting until the planning department submits its staff report evaluating land use, after the EIR has been prepared, and when the project is up for a vote, is much too late. If the City (and the applicant) expect to garner public support for this project, and if they hope to avoid (unnecessary) litigation, there must be meaningful engagement with the public now.

The CCA Redevelopment has potentially profound land use implications for the City, not just in its immediate area, but along the entire Broadway corridor towards Kaiser. If a 19 story

tower is built in the CCA campus, then it will provide one bookend, with Kaiser providing the other, for substantial vertical development along Broadway. Is this the type of development the City wants? Or the public? The City should engage the public about this kind of issue before evaluating a specific project.

Certainly, there should be a comprehensive plan for the north east corner of Broadway/51st and Pleasant Valley. With the failed "Phase Two" of the Safeway project, the City has an opportunity to encourage unified planning for the entire area, including CCA.

Without overall planning Oakland will lose what makes Oakland attractive — neighborhood communities and character. Districts, such as the proposed Jazz district, create a sense of pride and belonging, and engaging destinations and discovery, rather than a homogeneous blah that could be anywhere. Oakland has a vibrant character and deep architectural heritage. City planning can leverage this development surge to create an even more vibrant set of districts.

AFFORDABLE HOUSING

The City has already met its goal for new housing, but not for affordable housing. This project affords the City an opportunity to make good on their stated desires to increase affordable housing stock, but this proposal falls short.

Oakland is a hot real estate market and that puts the City in the driver's seat to extract concessions from developers — like more affordable housing and other community benefits. We ask that the Planning Commission not waste a valuable opportunity to increase affordable housing stock in Rockridge.

The community is requesting that the developers study alternatives to the proposed 5.6% affordable units. Other studies that include different configurations of affordability should be performed before the Planning Commission makes a decision. We propose using the same percentage as San Francisco — a minimum 20% of affordable units in this proposed project. Requiring a higher percentage of affordability is the best way for Rockridge to do its part to make a dent in Oakland's affordable housing crisis.

Housing for artists is a nice request, but what about other population groups who won't be able to afford this project's luxury rents? A relevant local project, Baxter on Broadway, is having trouble renting its most expensive units. They offered NO affordable units. We suggest a study to explore converting more units to affordable for residents from all walks of life, particularly families. Oakland teachers would benefit from housing on this site. CCA's legacy to Oakland could be to honor not only local artists but also teachers from across every district. This is one solution that would represent a harmonious blending of the arts and teaching — both of which CCA is well known for promoting.

ENVIRONMENTAL IMPACT - ER 19003

1. Cultural Resources -

- CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - CCA provided many opportunities to the general public for art classes, lectures and exhibitions. What will this project do to replace such cultural resources? CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API .
2. Architectural and Historical Heritage - The planted campus, not only the historic buildings, is itself an historic landscape that must be assessed. The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. Artists and designers who put Oakland on the art map include sculptor Viola Frey, painter Nathan Oliviera, prominent Photorealist painter, Robert Bechtle, early claymation innovator and Academy Award winner Bob Gardiner, and photographer Hugo Steccati one of the most important architectural photographers to document modern Bay Area history. For good reason it is a City Landmark and is listed on the National Register of Historic Places. Recently Oakland has managed to preserve portions of our heritage in just about every neighborhood: - Whole Foods use of the old Cadillac dealership on 27th Street, - Current construction of several housing complexes on Broadway are integrating existing historic design elements in delightful ways. Of all the historic properties in Oakland, the CCA campus would be a perfect place to preserve a dwindling heritage. An alternative for creative re-use of the site should be studied.
3. Air Quality - The pre-application documents do not provide enough information regarding impacts to air quality in the areas surrounding the CCA site. What mitigations will the City require of the developers regarding increased auto trips, off-gassing of building materials, FDA-level testing for lead and asbestos (required for all buildings constructed before 1978), mitigation of contaminated soil, etc? We request postponement of this issue until after a formal application has been made and the City and community has had time to evaluate it.

4. Geology and Soil - What are the effects of covering more surface area in concrete? What is the plan for mitigating excess runoff? Will surface water draining systems be used (French drains, swails, etc.)? Has the City assessed the impact to our aging sewer system?
5. Open space and trees - Local residents have used the campus for open space and walking for many years.
 - Does the proposed open space reduce the amount of open space currently available to the public?
 - What are the guarantees that the open space will be maintained and accessible to the public?
 - Removal of trees - Numerous trees will be lost. What will be the effect of the attendant loss of shading and animal habitat.
 - Movement of trees - Two 100 year old live oaks are marked to be moved. In our discussions with arborists, 100 year old live oaks will not survive transplanting. What modifications to the plan can be made to preserve the numerous mature trees?
 - Replacement Trees - Exactly how many trees will be planted, and what species? And what size?
 -
6. Electricity - Should the City require all new construction over a certain number of units to be all electric, as many other local municipalities are requiring already? Is this not an opportunity to require advance environmental protections? What about the use of photovoltaic arrays and over-window shade structures to mitigate heat gain and save energy? Will the developers pursue LEED certification?
7. Greenhouse Gas Emissions – Most area homes do not have air conditioning. With a high rise building, without cross ventilation, air conditioning will be required. The Royal Institute of British Architects recently recommended a ban on glass-clad buildings, following New York City's lead. However, the more immediate consequences of these glass facades is a heavy need for air conditioning. The amenity's adverse environmental impacts are well documented—almost 14% —of total global energy use stems from air conditioning, and the heat captured and retained in building interiors by glass curtain walls is significant, especially in the summer heat. Advanced glazing and passive cooling options should be included. Climate Change Glass Royal Institute of British Architects (RIBA)
8. Hazards and Hazardous Materials - Years of studio classes taught on the site may have left significant hazardous waste such as silica, dyes, lead, etc. This must be identified. Cleanup and remediation would have to be completed before construction could begin. What will be done to mitigate this impact on the surrounding community? Is there asbestos on the site? What measures will be used to mitigate it during building demolition and construction? The old Chase building next door was delayed for months when asbestos was found in the concrete.

9. Restaurant Operations: What level of permit will the proposed café have? If they cook food then what type of Exhaust system will they have? Class I, Class II? And will you require a "smog hog" to pull grease from the air before it vents to the exterior? Again, this level of detail is not in the pre application materials and we request again that you require the developers to provide a formal application. A restaurant on the opposite side of College Point was recently closed for not having required grease traps on the plumbing.

10. Cell phone towers: Will the developers lease roof space to cell phone (or other electronic providers) providers? These are a health risk from increased EMF radiation and should not be placed on rooftops in dense residential areas.

11. Hydrology and Water Quality

- Plans for use of gray water for gardens should be included.
- What percentage of the acreage is currently covered by hardscape and what by permeable surfaces? And what is the proposed percentage? If an increase in non-permeable surfaces is planned, how will management of runoff and flood prevention be engineered?
- What measures will there be for erosion control given the steep grade and proposed removal of most of the trees? The trees' deep roots many of them 100 years old provide much of the stability for the steeply curved slope from Broadway and Macky Hall.

13. Zoning - The applicant is seeking to rezone the campus CC-2, the same zoning as the adjacent Safeway project. Unlike the Safeway project, which is entirely commercial and may, someday, have some residential on top of additional commercial development, the CCA Redevelopment is overwhelmingly a residential development, with only one cafe and some art space. Should not the space be designated entirely residential?

14. Noise and Vibration - What mitigations will be provided? The site is on bedrock.

15. Transportation - The project should include

- Capacity for charging electric cars
- Bicycle parking/recharging
- Scooter parking/recharging
- Stroller storage
- Zip car parking
- Guest parking

- Vans to and from Rockridge BART
- Off-street drop-off areas for taxis, Uber, Lyft, etc.
- Separate off-street loading zones for delivery vehicles such that they do not interfere with emergency access lanes. Wheelchair and walker accessibility on all pathways and sidewalks

16. Traffic

An exhaustive traffic analysis should include a radius of at least 1.5 miles and analyze

- Broadway north as access to Hwy 24 East, especially in evening (and Chabot Elementary School in morning)
- Broadway Terrace east as access to Hwy 13
- Broadway south as access to Hwy 24 West to Hwy 80 via 51st
- Broadway south to Pleasant Valley
- Broadway south to downtown Oakland
- Pleasant Valley east to Piedmont and Grand Avenues
- Pleasant Valley, 51st Street to Hwy 24 West to Hwy 80
- Broadway and College Avenue intersection (the Point) hosts a blind turn and is virtually impossible to navigate by bike.
- Impact of Baxter Development, Merrill Gardens, RadUrban at 51st and Telegraph and potential for an even greater number of residential units at 51st and Pleasant Valley.
- Excessive traffic signals – Four in the .2 miles of Broadway from Pleasant Valley to Broadway Terrace.
- Lack of signage or confusing signage endangers both vehicle and pedestrian traffic. Major study of area signage is required.
- Short cuts through neighborhoods to avoid signals. Too many signals result in impatience and traffic backup. This has resulted in a huge amount of wrong way traffic on Coronado, a one-way street down a blind hill and Desmond.
- Consider the impact on walking and scooter riding. Some students are new to the Oakland Tech commute and will be in danger as streets and sidewalks become more congested. With its split campus, Oakland Tech students already encounter significant delays in getting to class on time.
- Evaluation is needed for the entrance and exit to the site on Clifton, essentially an old carriage road dead ending at the golf course. This narrow street will have to handle cars, delivery vehicles, emergency vehicles, bikes, scooters, utility vehicles including Amazon, Fed Ex, UPS, USPS, Lyft, Uber and food delivery vehicles. Presumably, this will require a 5th signal within the .2 miles of Broadway.

- Are there plans to reconfigure the roadways at College Point? If yes, will this be accomplished concurrent the development? We should remind the City that there was to be a second huge traffic study of the Broadway/51st/ Pleasant Valley intersection, etc., following construction of the Ridge 2 that never happened. More than \$1 million was put aside for this purpose.
- Are there plans to increase bus and BART service? Our two BART stations are over capacity at rush hours already. There are only AC Transit 3 buses serving this location. How will CCA's free busses to SF be replaced? These free buses reduce traffic and parking required to serve the campus.

17. Circulation and Parking – What specifically will the developer/City do to reduce the impact on neighborhood parking (already severe due to sizable overflow from Merrill Gardens and proximity to BART)? Will parking permits be issued to building tenants? This would only spill more parking onto neighboring streets. Will jitneys to BART be provided, as well as significantly upgraded and improved public transit? What accommodation will be provided for Lyft, Uber, taxis, food delivery service vehicles, UPS, FedEx, USPS, Amazon and other delivery vehicles, and disabled access for scooters and wheelchairs, including sidewalks and ramps built to ADA code? Will Clifton Street (only 20 cars long and barely 4 cars wide) be widened to accommodate the additional traffic from the several hundred spaces?

18. Utilities and Public Services Utilities:

- Sewage - is Oakland sewage capacity sufficient to accommodate new baths/showers/toilets/washers and water run off without impacting neighbors?
- Gas and Electricity - How will facility address new PG&E policy of public safety power shutoffs? Will utilities be undergrounded? Will there be onsite generators and fuel storage tanks?

19. Public Safety - The developer's plan shows only one entrance to the property, via Clifton Street. Is this adequate in the case of fire, earthquake or other disaster? The project plan appears to show insufficient space for fire trucks to enter and turn around. The smaller residential buildings on the south edge which could be accessed from a different direction, by ladders, are situated on a cliff, which makes access to the upper stories by ladder impossible. Additionally the 19 story tower will provide views into neighborhood backyards and bedrooms. What security provisions will be put in place to ensure that the high rise won't violate the privacy and safety of the children growing up in the community of 1-2 story homes?

20. Mitigation of Construction Impact

- What mitigations are proposed for dust and noise? How will they be enforced? The site is on bedrock next to a quarry. Will there be blasting?
- How will current parking be affected? Will the builder be required to stage the project somewhere else?
- Will construction vehicles entering and leaving the site block residents of the apartment complex immediately east of CCA? How will any mitigations be enforced?
- Will construction noise beginning before 7AM be permitted to disturb neighbors, as happened continually throughout construction of Merrill Gardens and Baxter on Broadway, even though prohibited by City Code?

21. Shadow Study - Essentially nothing within a mile is taller than 5 stories

- Will there be compensation for neighbors' loss of solar exposure for solar energy equipment?
- How will the shadows affect the adjacent residences? Considering the proposed 19 story building surrounded by 8 story buildings, is there a shadow study planned for proposed "green space," public access areas? How many actual hours of sunlight will there be?

22. Landscaping - How will perpetual upkeep be guaranteed to ensure fire safety, beauty and walkability? How will guarantees of public access be enforced?

23. Walkability - Sidewalks and paths need to be sufficiently wide to accommodate strollers, wheelchairs, dogs, etc., cleared of obstructions and lit for safety. Clifton Street needs to be evaluated for ADA compliance in terms of slope and regraded and paved to ensure equal access. Along Broadway the current wall with over hanging vegetation provides a block long respite for pedestrians to stroll and view the 100 foot trees. These cultural resources are irreplaceable. The current plan has a few sapling plantings and a lot of concrete.

24. Water Run Off - There is much basement flooding in neighborhood due to underground streams. Will this project worsen this situation?

25. Anticipated infiltration of rats and other wildlife pests. This was a large problem during Safeway, Merrill Gardens and Baxter development, causing existing residents to incur significant expense. How will this be mitigated? How will the deer that feed at the site be protected?

26. View Ordinances - Do current ordinances permit this development?

27. Carbon Sequestration" Lungs of Oakland" The developers estimate there are 100 trees on the site. Trees provide shade reducing heating and cooling energy use for buildings,

they provide relaxing escape from the heavy traffic on Broadway, and they provide oxygen, carbon sequestration, and flowers for local beekeepers. Cutting down mature trees reduces carbon sequestration for the site and releases carbon back to the atmosphere.

- 100 year old CCA campus has several historic landmark buildings and surrounds. The rolling hillside, steep cliffs, mature trees, Victorian architecture, and landscaping combine to offer a little bit of all of Oakland in it. The cliffs to the south and east host wildflowers in the spring and a family of deer in the morning and evenings. The treelined paths to the west block the noise and view of Broadway traffic and offer pedestrians a Japanese forest bath without driving to the hills.
 - The pre-proposal requires demolishing this stand of trees including some 100 year old redwoods and live oaks that won't survive transplanting. These trees clean our air, buffet sound from Broadway and the Highways, as well as create a nice place to stroll, jog, bike, or walk our dogs.
 - A sheer 5-8 story wall of glass and metal buildings and a 19 story tower here instead of these trees affects the quality of air in the surrounding community. The tower would be twice as tall as the tallest trees and reflect all the noise and wind coming from the highways. What is an eco-friendlier alternative? Will the trees on the ridge line to the south and the east also be cut down leaving a sheer rock face and glass and metal building façade? The current buildings are nestled behind a row of trees on all sides.
 - The 100-year-old 100 foot trees themselves are a cultural resource that are irreplaceable. A modern office-building style structure with only a couple yards of the historic steps mid-block preserved are no replacement for the habitat of trees and the historic landscaping around Macky Hall. At a minimum, what is the plan for carbon sequestration and damage to the environment?
28. Green construction - How does the project work towards Oakland, Alameda County, and the state of California goals of reducing greenhouse gas emissions, zero waste strategic plans, traffic reduction, and green building ordinances? What provisions for green and sustainable construction? Will there be green roofs or solar? If solar where will the panels be located and will there be onsite storage batteries? How will the buildings be heated and cooled? How can this construction be a model for sustainable development for the rest of Oakland? Will gray water be used? What will reduce the energy required to heat and cool the building as well as transport people, water, sewage up and down the tower? What is the lifetime estimate of the construction materials to be used? Cheaper building construction often have to be scraped in 50-70 years. Tearing down existing construction has an environmental impact as well. The neighborhood of historic Craftsman and Victorian homes are 100 years old and still going strong. What new technologies for generating electricity such as solar energy creating window films be used?
29. Developer Abandonment and Economic Downturns - The parcel next door at 51st and Broadway has lay abandoned for three years after the Phase 2 for The Ridge development was canceled. It has numerous pedestrian hazards and is an eye sore surrounded by an illegal construction fence. What contingency provisions does this CCA project have in case financing or other event prevents its completion? How will the community

and Oakland be compensated in the event the project falls through? Our economy is variable, building and 100-year-old tree demolition is permanent.

30. Social Justice and Social Impact - CCA and the developers pride themselves on social justice and meeting the needs of the communities they serve. How is a 19 story metal and glass luxury apartment tower with only 6% affordable units in a converted student dorm a development a model for social and economic equality, diversity, and inclusion? How does it reflect the artistic design tradition of the educational center for California's Historic Arts and Crafts movement – a movement that revered the relationship between people and the natural world?

“As one of the most diverse colleges in the United States, CCA is committed to social change and addressing systems of oppression.”— Stephen Beal CCA President
(Source CCA website <https://www.cca.ed>)

ALTERNATIVES TO BE STUDIED

Study 1: Examine an alternative that provides 10% affordable units for low income housing (as defined by HUD), and 10% moderately affordable units (as defined by HUD), calculated by assuming 20% of all units will be affordable. This is a sensible requirement if the City plans to alter the general plan for the developer. The pre-application asks for a huge increase in zoning and the City does not have to accede to their request.

Study 2: Include alternatives that reduce the height of the proposed buildings to several options: 12 stories, 7 stories and 5 stories.

Study 3: Research a proposal that includes 7% of housing units for families (2 and 3 bedroom units) for people with moderate incomes. These units could house our teachers, single parents and the elderly who cannot afford a place like Merrill Gardens. It's crucial that these proposed units not just attract wealthy singles and couples. And as our population ages, affordable senior units will become even more in demand. The Alameda County Plan for Older Adults estimates the following: *In 2020, Alameda County will be home to more than 260,000 adults over the age of 65. By 2030, 1 in 5 Alameda County residents will be in the 65 plus age group, and by 2040, the number of older adults will substantially outstrip the number of children under the age of eighteen. By 2050, Alameda County will have almost 100,000 elders over the age of 85.* Shouldn't the City of Oakland be more proactive and begin to anticipate how to house all these people? We think so, and this development could kick-off a City-wide effort.

Study 4: When constructing alternatives, provide a description of how the units will integrate with the social fabric of the city, including likely age profiles, school attendance, and need for other social services.

Study 5: Interview Affordable Housing Developers as potential partners or advisors to this project. They have the expertise and practical skills to determine what affordable units should look like based on demographics of potential residents. Oakland and the wider Bay Area have many accomplished affordable housing developers to choose from. They know how to get these units approved and built.

Study 6: There should be a requirement to examine the vacant site at Broadway and Pleasant Valley into consideration as a second housing site and how the entire area could be an affordable housing center.

Submitted by Upper Broadway Advocates

Kirk Peterson, Chair; Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

ATTACHMENT 1

COMMUNITY MEETINGS 7/17/19 and 7/31/19 Rockridge Library
PUBLIC COMMENTS

Guidelines used in recording post-its:

-Some post-its just repeated the topic word (e.g., just said "traffic".) Those are included as they represent someone's concern about that topic.

-Post-its are verbatim, not reworded. Multiple post-its repeating the same thing are not condensed. Each instance is recorded.

-Some post-its moved to more appropriate topic

-Where a post-it covered multiple topics they are separated and listed w/ appropriate topic.

One long post-it from one person summarizes concerns of many:

-Inappropriate size of building. Ruins character of neighborhood. Too tall.

-Creates more traffic & congestion

-Loss of historic trees. Ruins view

-As a graduate of CCAC it is hard to believe that the School of Architecture hasn't weighed in with something more in character of original campus & gardens.

-This is a historic landmark that is being obliterated.

-No affordable housing or added transportation to support the congestion.

Affordability

- Affordability
 - Affordable housing!
 - Affordability requirements
 - Increase in # of affordable units
 - Lack of affordable housing
 - Lack of affordable housing and an increase in prices at high end at market will increase overall market
 - Include affordable units for families that can house a family of 4 under or at \$2,500 mo.
 - Provide significant increase in affordable housing
 - We must have a generous amount of affordable units
 - Not really offering decent affordable housing
 - Genuinely affordable housing
 - Affordability: we need MANY more low-rent units that are TRULY affordable
 - Not enough affordable housing
 - Housing affordability feasibility
 - Moderate income mandate for 19 story housing
 - Require a % of units to be affordable housing to support inclusion and diversity
 - Zoning & affordable housing % requirements
 - I am not opposed to the general plan & would like to see 10 - 15% affordable housing
 - Require 15 - 20% affordable housing if density is...?...maintained???
 - 20% affordable
 - Affordable housing 20% or more
 - 20% affordable of the whole
 - At least 30% of low-income and moderate-income housing
 - Relationship between building height & housing affordability (meaning???)
 - There should be affordable housing in the MAIN building
 - The high rents will drive out ALL artists, most of whom are struggling already
 - The artist space is not new. They are now just making it available for their students in SF.
- Nothing added
- The entire City of Oakland is under construction. We have no shortage of overpriced housing. Whatever is built needs to be AFFORDABLE
 - More affordable housing in the project
 - Affordability 5% and rest market rate is not acceptable
 - Would like to at least match SFs requirement of 20% of units affordable
 - 20%? affordable minimum
 - At least 20% affordable as in SF.
 - Provide affordable housing 20% of the units
 - Affordability 20% like the other cities
 - Affordable housing - require 20%+ affordable units
 - 20% affordable requirement in SF has stopped housing production there. In Oakland you would get 20% x0=0
 - Ensure we build high w/large # of units that are affordable & BMR!
 - More affordable housing is needed. This project does not address it.
 - How much affordable units would be possible if parking was eliminated or density doubled?
 - How can we incentivize developers to build more affordable units? (below market rate)
 - Forget affordability for "artists" - affordable for teachers
 - (Its) not "affordable" housing that include dislocated folks & workers in area...
 - Affordability!!! to maintain diversity
 - How about other housing modalities? Co-housing?

Neighborhood Impact of Development of CCA and Shopping Center

- Bldg height: there are no bldgs this height in neighborhood. RR is a residential neighborhood w/tallest bldgs at 4-5 stories. Tall bldgs are 4-5 miles away in industrial & downtown areas. Building this height will be detriment to residential neighborhood
- TOO HIGH out of character w/neighborhood. Lack of coordinated planning w/Ridge
- 19 stories is outrageous. Shame on CCA for being such a bad neighbor in their departure
- More residents could support less turnover in retail. More people = fewer "help wanted" signs
- (Negatively) impact local businesses supported by CCA?
- Scope of project is too lg. Building is too tall too many units destroying green space
- Appropriate SCALE scale scale
- Density/ height impact on aesthetics of neighborhood
- Preserve the character of the neighborhood aesthetics & walkability
- Destruction of neighborhood character, pedestrian friendly rather than sterile tower
- Integration with commercial property on corner
- Coordinate planning and development of the two adjacent parcels before ANYTHING is allowed
- The development feels like a gated community. It feels closed off from the rest of the community.
- How will this affect the high school campuses, main and satellite?
- Impact on Oakland Tech students upper campus
- After completing the project, plan for ongoing maintenance of the bldgs, roads, landscaping, so that it ages beautifully
- Invites construction of other behemoths that threaten neighborhood character

Infrastructure: schools, playgrounds

- Infrastructure
- Schools are already overcrowded. Where will our kids and the new kids go to school?
- Where is neighborhood (infrastructure) support for all the people coming to the developer's park?
- Add appropriate infrastructure to sustain the additional residents: libraries, fire stations, beat policing...
- Impacts on current infrastructure - i.e., schools, fire dept., sewer, access for garbage pickup, fire, etc.
- We're inviting, in Oakland, 10,000 + people to join us - actually 8,600 units will come on line this summer - the streets aren't even paved
- Reconfigure College Point

Traffic/Parking/Transit

- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic flow analysis Broadway/51st/Pleasant Valley
- Traffic/transit/parking: Insufficient parking on site, Broadway too narrow in this area
- Traffic/transit/parking/emergency access
- Traffic/transit/parking - given the high cost of units, .64 parking spaces/unit is way too low
- Traffic flow on Broadway
- No left turn capability onto Bwy
- Traffic congestion/parking
- Traffic, street access, parking
- Traffic/parking on Bwy & Clifton

- Traffic and parking
- Traffic no parking
- Transportation congestion
- Lack of sufficient infrastructure: roads and traffic control
- High rises need to be right next to public transit, not 3/4 mi. away
- 19 story high rise increases traffic - need to limit size of the high rise
- Broadway infrastructure for traffic is currently not in place
- Current traffic on Bwy is a big problem since Road Diet did not anticipate all the growth already
- Current infrastructure cannot handle current traffic. More lights (which tends to be Oakland's solution) don't and can't work. Need detailed traffic and parking studies
- With one lane in each direction on Broadway - noxious car fumes are already a problem from cars idling
- Already bad backup on Bwy since Merrill Gardens. No flow. Pedestrian safety
- Consider traffic problems exiting Hwy 24 already at rush hour. Add Uber/Lyft circulating even if new residents don't own cars GRIDLOCK & pollution
- Lack of parking to units (ratio), traffic flow, service access
- Too much traffic/parking concerns for the infrastructure
- Look at traffic. Not enough parking. Residents will park in neighborhood.
- Impact of traffic @ Bwy & Bwy Terrace
- This corner of Broadway cannot sustain traffic flow from proposed development
- Concerned about traffic cars/bikes/scooters in the 3 surrounding blocks-Impact on traffic on Broadway east of 51st ??
- Traffic flow on Broadway between 51st /Pleasant Valley & Bwy Terrace
- Heavy traffic 51st & Bwy
- Impact on traffic - 4 traffic lights w/in 5 blocks on Broadway
- There are four traffic lights within a few yards at Bwy x College Ave.
- Number of signals between Broadway Terrace & 51st St.
- Traffic, traffic, traffic. 51st & Bwy already nuts & the shops at Rockridge not even complete!
- Traffic on Clifton...Parking? awkward, unsafe
- Traffic access & density of traffic on Clifton, Broadway, Bwy Terrace & 51st St.
- Traffic impact on Broadway and Bwy Terrace up to the 13 freeway
- Traffic & traffic flow from 40th through 51st all the way to Hwy 24 entrance
- What will traffic impact be? Already deadlock traffic on Broadway to 24, backed up to Oakland Tech during rush hours
- Traffic: will Broadway become a freeway? Will the recent traffic calming and bike lanes be for naught?

Parking

- PARKING
- Lack of parking will create parking problems on neighboring streets
- Parking: 330 spaces for 586 units? They will fill the whole neighborhood with their cars
- Parking on Thomas permitted?
- Not enough parking spaces
- Inadequate parking
- Lack of parking: it is possible that there will be 300-700 cars looking for parking spaces outside the site
- Too much parking
- Parking proposed is completely inadequate. Will make neighborhood parking (& traffic) impossible
- Parking: neighborhood parking spaces - streets are already filled. Allocating 0.6 parking spaces per unit is not realistic
- I like that low parking ratio encourages use of transit on top of bus stop.
- Less than one parking space per unit will spill cars onto single family neighborhoods

and cause horrific parking nightmare

-Eliminate parking minimums. Encourage walking and biking.

Transit

-BART is already over capacity at our 2 stations

-Community benefits agreement that includes substantial increase in transit capacity to reduce vehicle dependence

-Include car shares, bikes, etc. in project scope

-How will project interact with AC Transit/BART? will there be a shuttle service? How will project promote transit use? How will it affect transit capacity?

-How will the developers incentivize AC Transit & BART to mitigate traffic?

-Parking & cars: AC Transit is an albatross of a system. Doesn't work for us

-What would be the effect on transit ridership on the 51 bus if the density doubled?

-Mass public transit to support increased population?

Fire/Safety/Accessibility/ADA

-There isn't a good egress plan for an emergency situation for the # of units & people who will potentially live in skyscraper at this site.

-Widen sidewalks along Broadway and connecting streets to BART and Safeway

-Emergency access & egress on Clifton

-Egress, ingress Clifton to Broadway

-Emergency access: Need to have at least two access routes and ensure there will be access for emergency vehicles while people are evacuating

-Traffic congestion: all traffic will come out of Clifton in case of disaster -leads to road block

-This is a fire zone: how do you evacuate a 19 story building plus extra side buildings?

-What's going to happen if there's a fire on the 19th floor and the ladder won't work?

-Exit the building during an earthquake?

-Earthquake safety

-Emergency vehicles, large delivery vehicles? No way on street (= no good access?)

-First response access on Clifton

-Accommodation should be made for elderly/disabled

-Good aesthetic design that includes non-verbal accessibility and is in character with Oak/RR & a model example

-The Oakland firestorm of 1991 came within a mile of the CCA site. Fire safety and evacuation are tremendous concerns!!

-What will be the impact on the provision of emergency services?

-Public safety: concern re: fire access, not enough parking. traffic, too much for small side street and Broadway & 51st.

-Suppose there is a fire on the 17th floor. The hook & ladder will not reach the 19th floor.

-Safety - police access, fire access, community safety

-Traffic on College Ave for kids going to Claremont & Chabot schools - safety for our children w/increased cars & traffic

-Safety crossing streets

-I'm concerned about pedestrian & bicycle access in this area (esp. Oakland Tech students & residents)

-Oakland Tech access, pedestrian, student safety, lights, traffic

-Traffic at 51st/Bwy/Pleasant Valley vs. Oakland Tech upper campus classes -student safety running for class

-I am very concerned about the dangerous status for peds & bikes at Bwy & 51st/Pleasant Valley

Historic Preservation (some overlap with Aesthetics)

-Lovely grounds, trees, space turned into a concrete jungle

-Do not destroy historical site

- Aesthetics: destruction of artistic old buildings
- Historic resources dwarfed by mega-structure
- Incorporate styles that are present in the neighborhood
- I don't want an ugly building and the historic gate should remain
- Demolition of much of the historic Broadway wall
- The eclectic variety of old buildings will be lost in these "ice cube" looking structures
- Glad (they are) saving historic home/building
- Save historic outer walls, gate & structures
- Maintain historic nature and appropriate size of bldgs.
- Preserve beauty of site, especially the gate and trees.
- The CCA site should be preserved in a historically meaningful manner - far more open space/trees - parklike. Housing additions should be compatible
- Disregard for historical buildings, keep wall along Broadway. Preserve more of current structure
- Do a historic landscape study (HALS) report
- Historic preservation + landscape preservation
- Don't let "preservation" get in the way of people living in homes!
- Keep the whole wall

Aesthetics

- Aesthetics
- Aesthetics
- Aesthetics
- AESTHETICS! Please keep the character of the neighborhood
- Lose character of Rockridge
- Design should reflect character of area
- Aesthetics = ugly East Bay
- Architecture of bldg should be compatible with what we already have. No sleek modern!
- The aesthetics of design are most important. These buildings belong in Manhattan, not Oakland
- Beautiful bldg as if this is Marin County. More density OK. Coordinate w/empty Safeway lot
- Attractive main building - not a glass skyscraper
- No cheap ugly block construction please
- Instead of a steel and glass bldg use other materials to celebrate design eras & styles like Arts & Crafts, Craftsman, Spanish, etc.
- I hate that the Arts & Crafts style & heritage is being so entirely ignored in the proposed plan
- Architectural design more consistent w/Rockridge
- Inappropriate and/or unattractive design for the neighborhood
- Keep the Oakland vibe going
- Building design to match surrounding architecture aesthetic
- Architectural incompatibility > concern w/design & height of tower
- Couldn't CCA be "shamed" into wanting an aesthetically attractive bldg? It is, after all, an art school whose name would be associated with it
- If the beauty of Rockridge has much to do with the walkability, this project contradicts that attribute entirely
- Height of bldg
- Excessive height of the tower
- SF skyscraper NOT appropriate for N. Oakland residential neighborhood w/Maybeck & Morgan buildings
- Stop the beginning trend of behemoth tall bldgs in our neighborhoods
- Definitely not 19 stories - keep at 7-8 stories
- SCALE of tower is WAY out of context for neighborhood
- Elevation (of land) & 19 stories = too high
- Height. Inappropriate scale & character for Oakland

- Too short
- Size of building
- Size of building plus height of land
- Scale of building
- Height
- Don't want height of tower. Want to preserve character of neighborhood
- 19 story tower will change the character of entire district
- Concerned (that) height of bldg will be an eyesore & ruin Oakland's "aesthetic"
- 5 story concrete parking lot at the corner of Clifton and Broadway = unsightly
- Move tower away from homes & site it closer to the Safeway development
- Extraordinary impact on views, shadow
- View
- View
- Views: mid-Bwy Terrace will lose views of SF & bridge! Developer doesn't recognize or study this. Will devalue housing values
- Destroys the view from my deck. We recently bought our house and paid premium for the view
- Design the bldg to enhance the flavor of the current architectural elements in the 1920s-30s housing.
- Aesthetic disconnect with surrounding neighborhoods
- Aesthetics & fitting in with the neighborhood
- The design should be compatible with the neighborhood look & feel
- Look at aesthetics (of) Rockridge
- Aesthetics: This crude tower is glaringly unfit for the neighborhood
- No more glass & metal! Painted stucco! Balconies!
- Honor Oakland and old school Oakland
- Housing density doesn't have to be ugly...
- Height
- Buildings no taller than 3 stories - blocking views
- Maximum height of 5 stories
- 8 stories max
- 9 story max
- How is 19 stories OK?
- OUT OF SCALE WITH NEIGHBORS. Poor building design (scale, massing) Too big, too ugly
- Given that housing is in crisis in this area, I think we should encourage large buildings like this. I would love to see the zoning changes needed to be used to leverage a better looking design for this 19 stories, however.
- Consider height in relation to the neighborhood
- The HEIGHT of the proposed building is totally out of proportion with the surrounding neighborhood and will block light in the neighborhood
- I object to the tower- honestly it feels like CCA is giving the community the finger:
BAD

Zoning

- Would be out of scale unless we upzone Rockridge
- Larger tower requires zoning change - allows more towers & destroys the neighborhood
- Limit height of high rise in residential zoning (don't change existing zoning)
- 19 stories - do not change (zoning)
- Community essence maintained - don't change zoning
- We do NOT want to change the zoning mandate to allow a 19 story
- Concerned with rezoning and lack of future planning could lead to haphazard planning
- Limit the height of the tallest bldg so that it fits w/in the context of the neighborhood - not higher than the tallest tree on the site

- 8 story limit
- Let's start with existing zoning density and go from there...Bonuses for the benefit to the community
- Sets an example for all other areas. Increased height and density
- Knock-on precedent for up-zoning
- Sets an example for other areas cities/towns (increased height & density)
- Create a canyon corridor (fear of)
- What is the bigger picture of overall development in Oakland? What will our neighborhood look like in 10 - 20 yrs? Need zoning limitations to moderate new building
- Do a comprehensive land use for the entire area e.g. the Safeway & empty lot plus the Campus
- Create an overall land use plan
- PLAN the whole area, please, Oakland City. Include Broadway/51st St/Pleasant Valley vacant ex-shopping mall site. Consider cyclical construction cycle - don't overbuild!
- Don't change zoning w/o land use planning
- Do not change zoning without a concurrent specific plan
- Rockridge needs updated zoning to support more diverse housing
- Recent General Plan update seems to be meaningless
- What is the point of zoning law if city council votes ca repeal piecemeal?
- How is (it) allowed under zoning? Scale?
- Zoning/Infrastructure: variance should not be approved. 19 stories are way too high.
- Need a proper process to determine impact on infrastructure
- Zoning - how to keep aligned with the current neighborhood
- The height of the bldg, 19 stories, logistically 2-4 stories visually higher than 19 stories is way out of scope of entire neighborhood around it (hill adds height to appearance)
- Why should this development get a zoning change? Would it be just for this parcel (if granted)?
- Why is an exception to zoning being proposed?
- Why is there a zoning change for this project?
- Proposed height completely out of context with city zoning
- Is there any chance to get/force a tie-in to the safeway empty lot?
- Incorporate adjacent Pleasant Valley corner site with CCA site development for EIR
- Zoning/infrastructure: spot zoning, re-zone w/o planning of overall area opens door to further inappropriate development locally.
- What are planning commissioners' qualifications? How do they get positions?

Density

- Density
- Overbuilding in Oakland
- What about the current empty units?
- Density and height (against)
- Density & height (against)
- Height, density & shadow
- Density - this site is unable to support the number of units proposed
- Don't kill the project! 15 min to BART, AC Transit every 10 min during rush hour. This is the perfect place for density.
- More units, BMR and even market rate. Let's put development in areas, like Rockridge, that have already been gentrified, not only in the flats. On a regional basis, more units at moderate price. I live 5 mins from project and was just on rental market - its a s%*&show!
- Dense housing: we need more supply of housing
- Over-saturation of population density between Broadway Terrace and 51st/Pleasant Valley on Broadway
- Building high density near transit makes sense - this plan achieves that
- Too many units in concentrated area

- Too big! Out of scale w/neighborhood. Ugly building
- No buildings higher than 6 stories - too many people in too small a space
- Increase density by (while) keeping it in character
- Air pollution from # of cars
- Cumulative land use impact: how many units added & planned on Broadway between MacArthur & CA 24?
- We need as much housing as possible to support our neighborhood treasure - College Ave retail
- Too high a population density for the location and infrastructure

Trees/Environment/Open Space (some overlap with Aesthetics)

- Public space & preservation of trees & aesthetics of area
- Glad saving historic trees
- Don't cut down the trees!
- Excessive removal of trees
- Save trees
- Save trees & grounds
- Destruction of trees
- Willingness to cut down old growth trees
- I like the focus on public open space
- Make the central green area permanently public
- Keep trees & accessibility to public space
- Public health: Need trees, green space & sunlight - this project doesn't have those in scale to surrounding area
- My mother lives at Merrill Gardens. She doesn't get out much, but takes great pleasure from looking out her window at the beautiful TREES at CCAC
- Trees: How can you move oak trees and be sure they survive? Oak trees are protected in Oakland
- Poor use of space - should be a park
- Public space & preservation of trees & aesthetics of area
- The height of the buildings blocks the view of trees and other local landmarks (UGLY)
- Terrain will limit usability of open space
- Park/Playground: 500+ new units, no park in neighborhood (Frog Park is .5 mi. away. Severe lack of playgrounds nearby and this is last chance as density increases.

Sustainability/Environment

- Development should comply with green building standards
- Building should be LEED certified. Why isn't it? Even silver
- Require green infrastructure, e.g., no natural gas utilities in new buildings and implement solar and other alternative energy
- Not sustainable
- Oakland needs high density building & sustainable growth is eco-friendlier
- Environmental sustainability- low carbon footprint in construction and ongoing low energy use
- Want good low carbon footprint if high density building
- Traffic/noise /air pollution, Views destroyed
- Traffic pollution, noise
- Detrimental impact on light & air
- Shadows - sun will not rise in morning at large segment of neighborhood including our house
- What will be the impact on air quality in the immediate area?

Cultural Resources (overlap w/Trees/Environment)

- Art/sculpture glade is a cool idea

- Like the open space proposed, non-profit space
- Neighborhood character, maintain pedestrian friendly area
- Neighborhood amenities (pool, green space open to all, tennis courts)

Process

- What is our "Timeline" to really make a difference in changing the current proposal?
- I am concerned that the process is being subverted, paving the way for further erosion
- Official application before project continues
- Insist that a formal application be submitted

Miscellaneous

- Vet the developer; Require a full app not pre-app. Don't allow zoning change. Does Libby Schaaf support this project?
- Who is developer? History? Track record with similar projects?
- Does the Claremont Country Club have a position on the project? Think it possible to recruit them if they are against?
- What is Dan Kalb's position?
- To Dan Kalb: "Given your years of experience" - what are our best, most effective actions going forward: Petitioning, canvassing, tying ourselves to trees, phone calls to who?

**COMMENTS ON PROCESS, LAND USE PLANNING, AFFORDABLE HOUSING, AND ENVIRONMENTAL ISSUES, ER 19003, SUBMITTED BY UPPER BROADWAY ADVOCATES
AUGUST 19, 2019**

PROCESS

We are concerned that a Notice of Preparation (NOP) of an EIR for the California College of the Arts Redevelopment Project (CCA Redevelopment) has been issued when the project under consideration is ill-defined and the City has not evaluated the land use implications for the project with public input.

The developer had a pre-application meeting and provided a general sense of what they would like to build, but they have not submitted an application. Neither the community nor the City actually knows what the project is that is subject to this scoping meeting.

Is there any circumstance under which a project is considered too preliminary for environmental review? What is that threshold? Is this project sufficiently well-described to give rise to a fully relevant environmental document? Should the project proponent be asked to provide a more fleshed-out program, and should the study be delayed until it is furnished? Our community has many concerns about the process.

We have specific questions regarding process:

- What process will the city follow if a large and loosely described project, predicated on general plan amendments, is studied under an EIR, later giving way to an altered project with a different scope?
- How are incremental impacts calculated for various levels of development intensity?
- How would required mitigations be handled should the scale of a project change after an EIR is completed?
- Under what circumstances would the city require that an EIR be revisited? What is the difference between supplemental environmental review and an addendum for a project such as this? What level of change would trigger each?

LAND USE PLANNING

To be clear, the EIR is NOT the appropriate forum to evaluate land use issues. An EIR evaluates potential environmental impacts, not land use planning, except to the extent the land use may have environmental impacts. This highlights the critical need to evaluate land use issues NOW, with the public, to make sure that the zoning and general plan changes are appropriate. Then we can consider what redevelopment project makes the most sense. Waiting until the planning department submits its staff report evaluating land use, after the EIR has been prepared, and when the project is up for a vote, is much too late. If the City (and the applicant) expect to garner public support for this project, and if they hope to avoid (unnecessary) litigation, there must be meaningful engagement with the public now.

The CCA Redevelopment has potentially profound land use implications for the City, not just in its immediate area, but along the entire Broadway corridor towards Kaiser. If a 19 story tower is built in the CCA campus, then it will provide one bookend, with Kaiser providing the other, for substantial vertical development along Broadway. Is this the type of development

the City wants? Or the public? The City should engage the public about this kind of issue before evaluating a specific project.

Certainly, there should be a comprehensive plan for the north east corner of Broadway/51st and Pleasant Valley. With the failed "Phase Two" of the Safeway project, the City has an opportunity to encourage unified planning for the entire area, including CCA.

Without overall planning Oakland will lose what makes Oakland attractive – neighborhood communities and character. Districts, such as the proposed Jazz district, create a sense of pride and belonging, and engaging destinations and discovery, rather than a homogeneous blah that could be anywhere. Oakland has a vibrant character and deep architectural heritage. City planning can leverage this development surge to create an even more vibrant set of districts.

AFFORDABLE HOUSING

The City has already met its goal for new housing, but not for affordable housing. This project affords the City an opportunity to make good on their stated desires to increase affordable housing stock, but this proposal falls short.

Oakland is a hot real estate market and that puts the City in the driver's seat to extract concessions from developers – like more affordable housing and other community benefits. We ask that the Planning Commission not waste a valuable opportunity to increase affordable housing stock in Rockridge.

The community is requesting that the developers study alternatives to the proposed 5.6% affordable units. Other studies that include different configurations of affordability should be performed before the Planning Commission makes a decision. We propose using the same percentage as San Francisco – a minimum 20% of affordable units in this proposed project. Requiring a higher percentage of affordability is the best way for Rockridge to do its part to make a dent in Oakland's affordable housing crisis.

Housing for artists is a nice request, but what about other population groups who won't be able to afford this project's luxury rents? A relevant local project, Baxter on Broadway, is having trouble renting its most expensive units. They offered NO affordable units. We suggest a study to explore converting more units to affordable for residents from all walks of life, particularly families. Oakland teachers would benefit from housing on this site. CCA's legacy to Oakland could be to honor not only local artists but also teachers from across every district. This is one solution that would represent a harmonious blending of the arts and teaching – both of which CCA is well known for promoting.

ENVIRONMENTAL IMPACT - ER 19003

1. Cultural Resources -

- CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public

amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?

- CCA provided many opportunities to the general public for art classes, lectures and exhibitions. What will this project do to replace such cultural resources? CCA committed to maintaining three art studio spaces with changing window displays for casual pedestrian views across from campus on Broadway. This was a public amenity in trade for the construction of the four story student dorm. Where will these be located? Who will maintain them?
 - The significant artistic, cultural, and educational history of the site is not sufficiently honored nor maintained in a meaningful way in the proposed plan. The artistic and educational contributions of generations of artists should be studied as part of the cultural resource, and alternatives prepared that continue artistic activities, and that commemorate or interpret the site. Include these in proposed alternative approaches and in any mitigation scheme for impacts to the API .
2. Architectural and Historical Heritage - The planted campus, not only the historic buildings, is itself an historic landscape that must be assessed. The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. Artists and designers who put Oakland on the art map include sculptor Viola Frey, painter Nathan Oliviera, prominent Photorealist painter, Robert Bechtle, early claymation innovator and Academy Award winner Bob Gardiner, and photographer Hugo Steccati one of the most important architectural photographers to document modern Bay Area history. For good reason it is a City Landmark and is listed on the National Register of Historic Places. Recently Oakland has managed to preserve portions of our heritage in just about every neighborhood: - Whole Foods use of the old Cadillac dealership on 27th Street, - Current construction of several housing complexes on Broadway are integrating existing historic design elements in delightful ways. Of all the historic properties in Oakland, the CCA campus would be a perfect place to preserve a dwindling heritage. An alternative for creative re-use of the site should be studied.
 3. Air Quality - The pre-application documents do not provide enough information regarding impacts to air quality in the areas surrounding the CCA site. What mitigations will the City require of the developers regarding increased auto trips, off-gassing of building materials, FDA-level testing for lead and asbestos (required for all buildings constructed before 1978), mitigation of contaminated soil, etc? We request postponement of this issue until after a formal application has been made and the City and community has had time to evaluate it.
 4. Geology and Soil - What are the effects of covering more surface area in concrete? What is the plan for mitigating excess runoff? Will surface water draining systems be used (French drains, swails, etc.)? Has the City assessed the impact to our aging sewer system?

5. Open space and trees - Local residents have used the campus for open space and walking for many years.
 - Does the proposed open space reduce the amount of open space currently available to the public?
 - What are the guarantees that the open space will be maintained and accessible to the public?
 - Removal of trees - Numerous trees will be lost. What will be the effect of the attendant loss of shading and animal habitat?
 - Movement of trees - Two 100 year old live oaks are marked to be moved. In our discussions with arborists, 100 year old live oaks will not survive transplanting. What modifications to the plan can be made to preserve the numerous mature trees?
 - Replacement Trees - Exactly how many trees will be planted, and what species? And what size?
 -
6. Electricity - Should the City require all new construction over a certain number of units to be all electric, as many other local municipalities are requiring already? Is this not an opportunity to require advance environmental protections? What about the use of photovoltaic arrays and over-window shade structures to mitigate heat gain and save energy? Will the developers pursue LEED certification?
7. Greenhouse Gas Emissions – Most area homes do not have air conditioning. With a high rise building, without cross ventilation, air conditioning will be required. The Royal Institute of British Architects recently recommended a ban on glass-clad buildings, following New York City's lead. However, the more immediate consequences of these glass facades is a heavy need for air conditioning. The amenity's adverse environmental impacts are well documented—almost 14%—of total global energy use stems from air conditioning, and the heat captured and retained in building interiors by glass curtain walls is significant, especially in the summer heat. Advanced glazing and passive cooling options should be included. Climate Change Glass Royal Institute of British Architects (RIBA)
8. Hazards and Hazardous Materials - Years of studio classes taught on the site may have left significant hazardous waste such as silica, dyes, lead, etc. This must be identified. Cleanup and remediation would have to be completed before construction could begin. What will be done to mitigate this impact on the surrounding community? Is there asbestos on the site? What measures will be used to mitigate it during building demolition and construction? The old Chase building next door was delayed for months when asbestos was found in the concrete.
9. Restaurant Operations: What level of permit will the proposed café have? If they cook food then what type of Exhaust system will they have? Class I, Class II? And will you require a "smog hog" to pull grease from the air before it vents to the exterior? Again, this level of detail is not in the pre application materials and we request again that you require the developers to provide a formal application. A restaurant on the opposite side of College Point was recently closed for not having required grease traps on the plumbing.

10. Cell phone towers: Will the developers lease roof space to cell phone (or other electronic providers) providers? These are a health risk from increased EMF radiation and should not be placed on rooftops in dense residential areas.

11. Hydrology and Water Quality

- Plans for use of gray water for gardens should be included.
- What percentage of the acreage is currently covered by hardscape and what by permeable surfaces? And what is the proposed percentage? If an increase in non-permeable surfaces is planned, how will management of runoff and flood prevention be engineered?
- What measures will there be for erosion control given the steep grade and proposed removal of most of the trees? The trees' deep roots many of them 100 years old provide much of the stability for the steeply curved slope from Broadway and Macky Hall.

13. Zoning - The applicant is seeking to rezone the campus CC-2, the same zoning as the adjacent Safeway project. Unlike the Safeway project, which is entirely commercial and may, someday, have some residential on top of additional commercial development, the CCA Redevelopment is overwhelmingly a residential development, with only one cafe and some art space. Should not the space be designated entirely residential?

14. Noise and Vibration - What mitigations will be provided? The site is on bedrock.

15. Transportation - The project should include

- Capacity for charging electric cars
- Bicycle parking/recharging
- Scooter parking/recharging
- Stroller storage
- Zip car parking
- Guest parking
- Vans to and from Rockridge BART
- Off-street drop-off areas for taxis, Uber, Lyft, etc.
- Separate off-street loading zones for delivery vehicles such that they do not interfere with emergency access lanes. Wheelchair and walker accessibility on all pathways and sidewalks

16. Traffic

An exhaustive traffic analysis should include a radius of at least 1.5 miles and analyze

- Broadway north as access to Hwy 24 East, especially in evening (and Chabot Elementary School in morning)
- Broadway Terrace east as access to Hwy 13
- Broadway south as access to Hwy 24 West to Hwy 80 via 51st
- Broadway south to Pleasant Valley
- Broadway south to downtown Oakland
- Pleasant Valley east to Piedmont and Grand Avenues
- Pleasant Valley, 51st Street to Hwy 24 West to Hwy 80
- Broadway and College Avenue intersection (the Point) hosts a blind turn and is virtually impossible to navigate by bike.
- Impact of Baxter Development, Merrill Gardens, RadUrban at 51st and Telegraph and potential for an even greater number of residential units at 51st and Pleasant Valley.
- Excessive traffic signals – Four in the .2 miles of Broadway from Pleasant Valley to Broadway Terrace.
- Lack of signage or confusing signage endangers both vehicle and pedestrian traffic. Major study of area signage is required.
- Short cuts through neighborhoods to avoid signals. Too many signals result in impatience and traffic backup. This has resulted in a huge amount of wrong way traffic on Coronado, a one-way street down a blind hill and Desmond.
- Consider the impact on walking and scooter riding. Some students are new to the Oakland Tech commute and will be in danger as streets and sidewalks become more congested. With its split campus, Oakland Tech students already encounter significant delays in getting to class on time.
- Evaluation is needed for the entrance and exit to the site on Clifton, essentially an old carriage road dead ending at the golf course. This narrow street will have to handle cars, delivery vehicles, emergency vehicles, bikes, scooters, utility vehicles including Amazon, Fed Ex, UPS, USPS, Lyft, Uber and food delivery vehicles. Presumably, this will require a 5th signal within the .2 miles of Broadway.
- Are there plans to reconfigure the roadways at College Point? If yes, will this be accomplished concurrent the development? We should remind the City that there was to be a second huge traffic study of the Broadway/51st/ Pleasant Valley intersection, etc., following construction of the Ridge 2 that never happened. More than \$1 million was put aside for this purpose.
- Are there plans to increase bus and BART service? Our two BART stations are over capacity at rush hours already. There are only AC Transit 3 buses serving this location. How will CCA's free busses to SF be replaced? These free buses reduce traffic and parking required to serve the campus.

17. Circulation and Parking — What specifically will the developer/City do to reduce the impact on neighborhood parking (already severe due to sizable overflow from Merrill Gardens and proximity to BART)? Will parking permits be issued to building tenants? This would only spill more parking onto neighboring streets. Will jitneys to BART be provided, as well as significantly upgraded and improved public transit? What accommodation will be provided for Lyft, Uber, taxis, food delivery service vehicles, UPS, FedEx, USPS, Amazon and other delivery vehicles, and disabled access for scooters and wheelchairs, including sidewalks and ramps built to ADA code? Will Clifton Street (only 20 cars long and barely 4 cars wide) be widened to accommodate the additional traffic from the several hundred spaces?

18. Utilities and Public Services Utilities:

- Sewage - is Oakland sewage capacity sufficient to accommodate new baths/showers/toilets/washers and water run off without impacting neighbors?
- Gas and Electricity - How will facility address new PG&E policy of public safety power shutoffs? Will utilities be undergrounded? Will there be onsite generators and fuel storage tanks?

19. Public Safety - The developer's plan shows only one entrance to the property, via Clifton Street. Is this adequate in the case of fire, earthquake or other disaster? The project plan appears to show insufficient space for fire trucks to enter and turn around. The smaller residential buildings on the south edge which could be accessed from a different direction, by ladders, are situated on a cliff, which makes access to the upper stories by ladder impossible. Additionally the 19 story tower will provide views into neighborhood backyards and bedrooms. What security provisions will be put in place to ensure that the high rise won't violate the privacy and safety of the children growing up in the community of 1-2 story homes?

20. Mitigation of Construction Impact

- What mitigations are proposed for dust and noise? How will they be enforced? The site is on bedrock next to a quarry. Will there be blasting?
- How will current parking be affected? Will the builder be required to stage the project somewhere else?
- Will construction vehicles entering and leaving the site block residents of the apartment complex immediately east of CCA? How will any mitigations be enforced?
- Will construction noise beginning before 7AM be permitted to disturb neighbors, as happened continually throughout construction of Merrill Gardens and Baxter on Broadway, even though prohibited by City Code?

21. Shadow Study - Essentially nothing within a mile is taller than 5 stories

- Will there be compensation for neighbors' loss of solar exposure for solar energy equipment?

- How will the shadows affect the adjacent residences? Considering the proposed 19 story building surrounded by 8 story buildings, is there a shadow study planned for proposed "green space," public access areas? How many actual hours of sunlight will there be?
22. Landscaping - How will perpetual upkeep be guaranteed to ensure fire safety, beauty and walkability? How will guarantees of public access be enforced?
 23. Walkability - Sidewalks and paths need to be sufficiently wide to accommodate strollers, wheelchairs, dogs, etc., cleared of obstructions and lit for safety. Clifton Street needs to be evaluated for ADA compliance in terms of slope and regraded and paved to ensure equal access. Along Broadway the current wall with over hanging vegetation provides a block long respite for pedestrians to stroll and view the 100 foot trees. These cultural resources are irreplaceable. The current plan has a few sapling plantings and a lot of concrete.
 24. Water Run Off - There is much basement flooding in neighborhood due to underground streams. Will this project worsen this situation?
 25. Anticipated infiltration of rats and other wildlife pests. This was a large problem during Safeway, Merrill Gardens and Baxter development, causing existing residents to incur significant expense. How will this be mitigated? How will the deer that feed at the site be protected?
 26. View Ordinances - Do current ordinances permit this development?
 27. Carbon Sequestration" Lungs of Oakland" The developers estimate there are 100 trees on the site. Trees provide shade reducing heating and cooling energy use for buildings, they provide relaxing escape from the heavy traffic on Broadway, and they provide oxygen, carbon sequestration, and flowers for local beekeepers. Cutting down mature trees reduces carbon sequestration for the site and releases carbon back to the atmosphere.
 - 100 year old CCA campus has several historic landmark buildings and surrounds. The rolling hillside, steep cliffs, mature trees, Victorian architecture, and landscaping combine to offer a little bit of all of Oakland in it. The cliffs to the south and east host wildflowers in the spring and a family of deer in the morning and evenings. The treelined paths to the west block the noise and view of Broadway traffic and offer pedestrians a Japanese forest bath without driving to the hills.
 - The pre-proposal requires demolishing this stand of trees including some 100 year old redwoods and live oaks that won't survive transplanting. These trees clean our air, buffet sound from Broadway and the Highways, as well as create a nice place to stroll, jog, bike, or walk our dogs.
 - A sheer 5-8 story wall of glass and metal buildings and a 19 story tower here instead of these trees affects the quality of air in the surrounding community. The tower would be twice as tall as the tallest trees and reflect all the noise and wind coming from the highways. What is an eco-friendlier alternative? Will the trees on the ridge line to the south and the east also be cut down leaving a sheer rock face and glass

and metal building façade? The current buildings are nestled behind a row of trees on all sides.

- The 100-year-old 100 foot trees themselves are a cultural resource that are irreplaceable. A modern office-building style structure with only a couple yards of the historic steps mid-block preserved are no replacement for the habitat of trees and the historic landscaping around Macky Hall. At a minimum, what is the plan for carbon sequestration and damage to the environment?
28. Green construction - How does the project work towards Oakland, Alameda County, and the state of California goals of reducing greenhouse gas emissions, zero waste strategic plans, traffic reduction, and green building ordinances? What provisions for green and sustainable construction? Will there be green roofs or solar? If solar where will the panels be located and will there be onsite storage batteries? How will the buildings be heated and cooled? How can this construction be a model for sustainable development for the rest of Oakland? Will gray water be used? What will reduce the energy required to heat and cool the building as well as transport people, water, sewage up and down the tower? What is the lifetime estimate of the construction materials to be used? Cheaper building construction often have to be scrapped in 50-70 years. Tearing down existing construction has an environmental impact as well. The neighborhood of historic Craftsman and Victorian homes are 100 years old and still going strong. What new technologies for generating electricity such as solar energy creating window films be used?
29. Developer Abandonment and Economic Downturns - The parcel next door at 51st and Broadway has lay abandoned for three years after the Phase 2 for The Ridge development was canceled. It has numerous pedestrian hazards and is an eye sore surrounded by an illegal construction fence. What contingency provisions does this CCA project have in case financing or other event prevents its completion? How will the community and Oakland be compensated in the event the project falls through? Our economy is variable, building and 100-year-old tree demolition is permanent.
30. Social Justice and Social Impact - CCA and the developers pride themselves on social justice and meeting the needs of the communities they serve. How is a 19 story metal and glass luxury apartment tower with only 6% affordable units in a converted student dorm a development a model for social and economic equality, diversity, and inclusion? How does it reflect the artistic design tradition of the educational center for California's Historic Arts and Crafts movement – a movement that revered the relationship between people and the natural world?

“As one of the most diverse colleges in the United States, CCA is committed to social change and addressing systems of oppression.” – Stephen Beal CCA President
(Source CCA website <https://www.cca.ed>)

ALTERNATIVES TO BE STUDIED

Study 1: Examine an alternative that provides 10% affordable units for low income housing (as defined by HUD), and 10% moderately affordable units (as defined by HUD), calculated by assuming 20% of all units will be affordable. This is a sensible requirement if the City plans to

alter the general plan for the developer. The pre-application asks for a huge increase in zoning and the City does not have to accede to their request.

Study 2: Include alternatives that reduce the height of the proposed buildings to several options: 12 stories, 7 stories and 5 stories.

Study 3: Research a proposal that includes 7% of housing units for families (2 and 3 bedroom units) for people with moderate incomes. These units could house our teachers, single parents and the elderly who cannot afford a place like Merrill Gardens. It's crucial that these proposed units not just attract wealthy singles and couples. And as our population ages, affordable senior units will become even more in demand. The Alameda County Plan for Older Adults estimates the following: *In 2020, Alameda County will be home to more than 260,000 adults over the age of 65. By 2030, 1 in 5 Alameda County residents will be in the 65 plus age group, and by 2040, the number of older adults will substantially outstrip the number of children under the age of eighteen. By 2050, Alameda County will have almost 100,000 elders over the age of 85.* Shouldn't the City of Oakland be more proactive and begin to anticipate how to house all these people? We think so, and this development could kick-off a City-wide effort.

Study 4: When constructing alternatives, provide a description of how the units will integrate with the social fabric of the city, including likely age profiles, school attendance, and need for other social services.

Study 5: Interview Affordable Housing Developers as potential partners or advisors to this project. They have the expertise and practical skills to determine what affordable units should look like based on demographics of potential residents. Oakland and the wider Bay Area have many accomplished affordable housing developers to choose from. They know how to get these units approved and built.

Study 6: There should be a requirement to examine the vacant site at Broadway and Pleasant Valley into consideration as a second housing site and how the entire area could be an affordable housing center.

Submitted by Upper Broadway Advocates

Kirk Peterson, Chair; Helen Brainerd, Janis Brewer, Nicole Chapman, Leslie Correll, Joe Johnston, Nicole Lazzaro, Jennifer McElrath, Nancy Morton, Abby Pollak, Kurt Scherer, Myrna Walton

ATTACHMENT 1

COMMUNITY MEETINGS 7/17/19 and 7/31/19 Rockridge Library PUBLIC COMMENTS

Guidelines used in recording post-its:

- Some post-its just repeated the topic word (e.g., just said "traffic".) Those are included as they represent someone's concern about that topic.
- Post-its are verbatim, not reworded. Multiple post-its repeating the same thing are not condensed. Each instance is recorded.
- Some post-its moved to more appropriate topic
- Where a post-it covered multiple topics they are separated and listed w/ appropriate topic.

One long post-it from one person summarizes concerns of many:

- Inappropriate size of building. Ruins character of neighborhood. Too tall.
- Creates more traffic & congestion
- Loss of historic trees. Ruins view
- As a graduate of CCAC it is hard to believe that the School of Architecture hasn't weighed in with something more in character of original campus & gardens.
- This is a historic landmark that is being obliterated.
- No affordable housing or added transportation to support the congestion.

Affordability

- Affordability
- Affordable housing!
- Affordability requirements
- Increase in # of affordable units
- Lack of affordable housing
- Lack of affordable housing and an increase in prices at high end at market will increase overall market
- Include affordable units for families that can house a family of 4 under or at \$2,500 mo.
- Provide significant increase in affordable housing
- We must have a generous amount of affordable units
- Not really offering decent affordable housing
- Genuinely affordable housing
- Affordability: we need MANY more low-rent units that are TRULY affordable
- Not enough affordable housing
- Housing affordability feasibility
- Moderate income mandate for 19 story housing
- Require a % of units to be affordable housing to support inclusion and diversity
- Zoning & affordable housing % requirements
- I am not opposed to the general plan & would like to see 10 - 15% affordable housing
- Require 15 - 20% affordable housing if density is...?...maintained???
- 20% affordable
- Affordable housing 20% or more
- 20% affordable of the whole
- At least 30% of low-income and moderate-income housing
- Relationship between building height & housing affordability (meaning???)
- There should be affordable housing in the MAIN building
- The high rents will drive out ALL artists, most of whom are struggling already

- The artist space is not new. They are now just making it available for their students in SF. Nothing added
- The entire City of Oakland is under construction. We have no shortage of overpriced housing. Whatever is built needs to be AFFORDABLE
- More affordable housing in the project
- Affordability 5% and rest market rate is not acceptable
- Would like to at least match SFs requirement of 20% of units affordable
- 20%? affordable minimum
- At least 20% affordable as in SF.
- Provide affordable housing 20% of the units
- Affordability 20% like the other cities
- Affordable housing - require 20%+ affordable units
- 20% affordable requirement in SF has stopped housing production there. In Oakland you would get 20% x0=0
- Ensure we build high w/large # of units that are affordable & BMR!
- More affordable housing is needed. This project does not address it.
- How much affordable units would be possible if parking was eliminated or density doubled?
- How can we incentivize developers to build more affordable units? (below market rate)
- Forget affordability for "artists" - affordable for teachers
- (Its) not "affordable" housing that include dislocated folks & workers in area...
- Affordability!!! to maintain diversity
- How about other housing modalities? Co-housing?

Neighborhood Impact of Development of CCA and Shopping Center

- Bldg height: there are no bldgs this height in neighborhood. RR is a residential neighborhood w/tallest bldgs at 4-5 stories. Tall bldgs are 4-5 miles away in industrial & downtown areas. Building this height will be detriment to residential neighborhood
- TOO HIGH out of character w/neighborhood. Lack of coordinated planning w/Ridge
- 19 stories is outrageous. Shame on CCA for being such a bad neighbor in their departure
- More residents could support less turnover in retail. More people = fewer "help wanted" signs
- (Negatively) impact local businesses supported by CCA?
- Scope of project is too lg. Building is too tall too many units destroying green space
- Appropriate SCALE scale scale
- Density/ height impact on aesthetics of neighborhood
- Preserve the character of the neighborhood aesthetics & walkability
- Destruction of neighborhood character, pedestrian friendly rather than sterile tower
- Integration with commercial property on corner
- Coordinate planning and development of the two adjacent parcels before ANYTHING is allowed
- The development feels like a gated community. It feels closed off from the rest of the community.
- How will this affect the high school campuses, main and satellite?
- Impact on Oakland Tech students upper campus
- After completing the project, plan for ongoing maintenance of the bldgs, roads, landscaping, so that it ages beautifully
- Invites construction of other behemoths that threaten neighborhood character

Infrastructure: schools, playgrounds

- Infrastructure
- Schools are already overcrowded. Where will our kids and the new kids go to school?
- Where is neighborhood (infrastructure) support for all the people coming to the developer's park?
- Add appropriate infrastructure to sustain the additional residents: libraries, fire stations, beat policing...
- Impacts on current infrastructure - i.e., schools, fire dept., sewer, access for garbage

pickup, fire, etc.

- We're inviting, in Oakland, 10,000 + people to join us - actually 8,600 units will come on line this summer - the streets aren't even paved
- Reconfigure College Point

Traffic/Parking/Transit

- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic flow analysis Broadway/51st/Pleasant Valley
- Traffic/transit/parking: Insufficient parking on site, Broadway too narrow in this area
- Traffic/transit/parking/emergency access
- Traffic/transit/parking - given the high cost of units, .64 parking spaces/unit is way too low
- Traffic flow on Broadway
- No left turn capability onto Bwy
- Traffic congestion/parking
- Traffic, street access, parking
- Traffic/parking on Bwy & Clifton
- Traffic and parking
- Traffic no parking
- Transportation congestion
- Lack of sufficient infrastructure: roads and traffic control
- High rises need to be right next to public transit, not 3/4 mi. away
- 19 story high rise increases traffic - need to limit size of the high rise
- Broadway infrastructure for traffic is currently not in place
- Current traffic on Bwy is a big problem since Road Diet did not anticipate all the growth already
- Current infrastructure cannot handle current traffic. More lights (which tends to be Oakland's solution) don't and can't work. Need detailed traffic and parking studies
- With one lane in each direction on Broadway - noxious car fumes are already a problem from cars idling
- Already bad backup on Bwy since Merrill Gardens. No flow. Pedestrian safety
- Consider traffic problems exiting Hwy 24 already at rush hour. Add Uber/Lyft circulating even if new residents don't own cars GRIDLOCK & pollution
- Lack of parking to units (ratio), traffic flow, service access
- Too much traffic/parking concerns for the infrastructure
- Look at traffic. Not enough parking. Residents will park in neighborhood.
- Impact of traffic @ Bwy & Bwy Terrace
- This corner of Broadway cannot sustain traffic flow from proposed development
- Concerned about traffic cars/bikes/scooters in the 3 surrounding blocks-Impact on traffic on Broadway east of 51st ??
- Traffic flow on Broadway between 51st /Pleasant Valley & Bwy Terrace
- Heavy traffic 51st & Bwy
- Impact on traffic - 4 traffic lights w/in 5 blocks on Broadway
- There are four traffic lights within a few yards at Bwy x College Ave.
- Number of signals between Broadway Terrace & 51st St.
- Traffic, traffic, traffic. 51st & Bwy already nuts & the shops at Rockridge not even complete!
- Traffic on Clifton...Parking? awkward, unsafe
- Traffic access & density of traffic on Clifton, Broadway, Bwy Terrace & 51st St.
- Traffic impact on Broadway and Bwy Terrace up to the 13 freeway
- Traffic & traffic flow from 40th through 51st all the way to Hwy 24 entrance
- What will traffic impact be? Already deadlock traffic on Broadway to 24, backed up to Oakland Tech during rush hours

-Traffic: will Broadway become a freeway? Will the recent traffic calming and bike lanes be for naught?

Parking

-PARKING

- Lack of parking will create parking problems on neighboring streets
- Parking: 330 spaces for 586 units? They will fill the whole neighborhood with their cars
- Parking on Thomas permitted?
- Not enough parking spaces
- Inadequate parking
- Lack of parking: it is possible that there will be 300-700 cars looking for parking spaces outside the site
- Too much parking
- Parking proposed is completely inadequate. Will make neighborhood parking (& traffic) impossible
- Parking: neighborhood parking spaces - streets are already filled. Allocating 0.6 parking spaces per unit is not realistic
- I like that low parking ratio encourages use of transit on top of bus stop.
- Less than one parking space per unit will spill cars onto single family neighborhoods and cause horrific parking nightmare
- Eliminate parking minimums. Encourage walking and biking.

Transit

- BART is already over capacity at our 2 stations
- Community benefits agreement that includes substantial increase in transit capacity to reduce vehicle dependence
- Include car shares, bikes, etc. in project scope
- How will project interact with AC Transit/BART? will there be a shuttle service? How will project promote transit use? How will it affect transit capacity?
- How will the developers incentivize AC Transit & BART to mitigate traffic?
- Parking & cars: AC Transit is an albatross of a system. Doesn't work for us
- What would be the effect on transit ridership on the 51 bus if the density doubled?
- Mass public transit to support increased population?

Fire/Safety/Accessibility/ADA

- There isn't a good egress plan for an emergency situation for the # of units & people who will potentially live in skyscraper at this site.
- Widen sidewalks along Broadway and connecting streets to BART and Safeway
- Emergency access & egress on Clifton
- Egress, ingress Clifton to Broadway
- Emergency access: Need to have at least two access routes and ensure there will be access for emergency vehicles while people are evacuating
- Traffic congestion: all traffic will come out of Clifton in case of disaster -leads to road block
- This is a fire zone: how do you evacuate a 19 story building plus extra side buildings?
- What's going to happen if theres a fire on the 19th floor and the ladder won't work?
- Exit the building during an earthquake?
- Earthquake safety
- Emergency vehicles, large delivery vehicles? No way on street (= no good access?)
- First response access on Clifton
- Accommodation should be made for elderly/disabled
- Good aesthetic design that includes non-verbal accessibility and is in character with Oak/RR & a model example
- The Oakland firestorm of 1991 came within a mile of the CCA site. Fire safety and evacuation are tremendous concerns!!
- What will be the impact on the provision of emergency services?
- Public safety: concern re: fire access, not enough parking. traffic, too much for small side street and Broadway & 51st.

- Suppose there is a fire on the 17th floor. The hook & ladder will not reach the 19th floor.
- Safety - police access, fire access, community safety
- Traffic on College Ave for kids going to Claremont & Chabot schools - safety for our children w/increased cars & traffic
- Safety crossing streets
- I'm concerned about pedestrian & bicycle access in this area (esp. Oakland Tech students & residents)
- Oakland Tech access, pedestrian, student safety, lights, traffic
- Traffic at 51st/Bwy/Pleasant Valley vs. Oakland Tech upper campus classes -student safety running for class
- I am very concerned about the dangerous status for peds & bikes at Bwy & 51st/Pleasant Valley

Historic Preservation (some overlap with Aesthetics)

- Lovely grounds, trees, space turned into a concrete jungle
- Do not destroy historical site
- Aesthetics: destruction of artistic old buildings
- Historic resources dwarfed by mega-structure
- Incorporate styles that are present in the neighborhood
- I don't want an ugly building and the historic gate should remain
- Demolition of much of the historic Broadway wall
- The eclectic variety of old buildings will be lost in these "ice cube" looking structures
- Glad (they are) saving historic home/building
- Save historic outer walls, gate & structures
- Maintain historic nature and appropriate size of bldgs.
- Preserve beauty of site, especially the gate and trees.
- The CCA site should be preserved in a historically meaningful manner - far more open space/trees - parklike. Housing additions should be compatible
- Disregard for historical buildings, keep wall along Broadway. Preserve more of current structure
- Do a historic landscape study (HALS) report
- Historic preservation + landscape preservation
- Don't let "preservation" get in the way of people living in homes!
- Keep the whole wall

Aesthetics

- Aesthetics
- Aesthetics
- Aesthetics
- AESTHETICS! Please keep the character of the neighborhood
- Lose character of Rockridge
- Design should reflect character of area
- Aesthetics = ugly East Bay
- Architecture of bldg should be compatible with what we already have. No sleek modern!
- The aesthetics of design are most important. These buildings belong in Manhattan, not Oakland
- Beautiful bldg as if this is Marin County. More density OK. Coordinate w/empty Safeway lot
- Attractive main building - not a glass skyscraper
- No cheap ugly block construction please
- Instead of a steel and glass bldg use other materials to celebrate design eras & styles like Arts & Crafts, Craftsman, Spanish, etc.
- I hate that the Arts & Crafts style & heritage is being so entirely ignored in the proposed plan
- Architectural design more consistent w/Rockridge
- Inappropriate and/or unattractive design for the neighborhood
- Keep the Oakland vibe going
- Building design to match surrounding architecture aesthetic
- Architectural incompatibility > concern w/design & height of tower

- Couldn't CCA be "shamed" into wanting an aesthetically attractive bldg? It is, after all, an art school whose name would be associated with it
 - If the beauty of Rockridge has much to do with the walkability, this project contradicts that attribute entirely
 - Height of bldg
 - Excessive height of the tower
 - SF skyscraper NOT appropriate for N. Oakland residential neighborhood w/Maybeck & Morgan buildings
 - Stop the beginning trend of behemoth tall bldgs in our neighborhoods
 - Definitely not 19 stories - keep at 7-8 stories
 - SCALE of tower is WAY out of context for neighborhood
 - Elevation (of land) & 19 stories = too high
 - Height. Inappropriate scale & character for Oakland
 - Too short
 - Size of building
 - Size of building plus height of land
 - Scale of building
 - Height
 - Don't want height of tower. Want to preserve character of neighborhood
 - 19 story tower will change the character of entire district
 - Concerned (that) height of bldg will be an eyesore & ruin Oakland's "aesthetic"
 - 5 story concrete parking lot at the corner of Clifton and Broadway = unsightly
 - Move tower away from homes & site it closer to the Safeway development
 - Extraordinary impact on views, shadow
 - View
 - View
 - Views: mid-Bwy Terrace will lose views of SF & bridge! Developer doesn't recognize or study this. Will devalue housing values
 - Destroys the view from my deck. We recently bought our house and paid premium for the view
 - Design the bldg to enhance the flavor of the current architectural elements in the 1920s-30s housing.
 - Aesthetic disconnect with surrounding neighborhoods
 - Aesthetics & fitting in with the neighborhood
 - The design should be compatible with the neighborhood look & feel
 - Look at aesthetics (of) Rockridge
 - Aesthetics: This crude tower is glaringly unfit for the neighborhood
 - No more glass & metal! Painted stucco! Balconies!
 - Honor Oakland and old school Oakland
 - Housing density doesn't have to be ugly...
 - Height
 - Buildings no taller than 3 stories - blocking views
 - Maximum height of 5 stories
 - 8 stories max
 - 9 story max
 - How is 19 stories OK?
 - OUT OF SCALE WITH NEIGHBORS. Poor building design (scale, massing) Too big, too ugly
 - Given that housing is in crisis in this area, I think we should encourage large buildings like this. I would love to see the zoning changes needed to be used to leverage a better looking design for this 19 stories, however.
 - Consider height in relation to the neighborhood
 - The HEIGHT of the proposed building is totally out of proportion with the surrounding neighborhood and will block light in the neighborhood
 - I object to the tower- honestly it feels like CCA is giving the community the finger:
- BAD

Zoning

- Would be out of scale unless we upzone Rockridge
- Larger tower requires zoning change - allows more towers & destroys the neighborhood
- Limit height of high rise in residential zoning (don't change existing zoning)
- 19 stories - do not change (zoning)
- Community essence maintained - don't change zoning
- We do NOT want to change the zoning mandate to allow a 19 story
- Concerned with rezoning and lack of future planning could lead to haphazard planning
- Limit the height of the tallest bldg so that it fits w/in the context of the neighborhood - not higher than the tallest tree on the site
- 8 story limit
- Let's start with existing zoning density and go from there...Bonuses for the benefit to the community
- Sets an example for all other areas. Increased height and density
- Knock-on precedent for up-zoning
- Sets an example for other areas cities/towns (increased height & density)
- Create a canyon corridor (fear of)
- What is the bigger picture of overall development in Oakland? What will our neighborhood look like in 10 - 20 yrs? Need zoning limitations to moderate new building
- Do a comprehensive land use for the entire area e.g. the Safeway & empty lot plus the Campus
- Create an overall land use plan
- PLAN the whole area, please, Oakland City. Include Broadway/51st St/Pleasant Valley vacant ex-shopping mall site. Consider cyclical construction cycle - don't overbuild!
- Don't change zoning w/o land use planning
- Do not change zoning without a concurrent specific plan
- Rockridge needs updated zoning to support more diverse housing
- Recent General Plan update seems to be meaningless
- What is the point of zoning law if city council votes ca repeal piecemeal?
- How is (it) allowed under zoning? Scale?
- Zoning/Infrastructure: variance should not be approved. 19 stories are way too high.
- Need a proper process to determine impact on infrastructure
- Zoning - how to keep aligned with the current neighborhood
- The height of the bldg, 19 stories, logistically 2-4 stories visually higher than 19 stories is way out of scope of entire neighborhood around it (hill adds height to appearance)
- Why should this development get a zoning change? Would it be just for this parcel (if granted)?
- Why is an exception to zoning being proposed?
- Why is there a zoning change for this project?
- Proposed height completely out of context with city zoning
- Is there any chance to get/force a tie-in to the safeway empty lot?
- Incorporate adjacent Pleasant Valley corner site with CCA site development for EIR
- Zoning/infrastructure: spot zoning, re-zone w/o planning of overall area opens door to further inappropriate development locally.
- What are planning commissioners' qualifications? How do they get positions?

Density

- Density
- Overbuilding in Oakland
- What about the current empty units?
- Density and height (against)
- Density & height (against)
- Height, density & shadow
- Density - this site is unable to support the number of units proposed
- Don't kill the project! 15 min to BART, AC Transit every 10 min during rush hour. This is the perfect place for density.

- More units, BMR and even market rate. Let's put development in areas, like Rockridge, that have already been gentrified, not only in the flats. On a regional basis, more units at moderate price. I live 5 mins from project and was just on rental market - its a s%&show!
- Dense housing: we need more supply of housing
- Over-saturation of population density between Broadway Terrace and 51st/Pleasant Valley on Broadway
- Building high density near transit makes sense - this plan achieves that
- Too many units in concentrated area
- Too big! Out of scale w/neighborhood. Ugly building
- No buildings higher than 6 stories - too many people in too small a space
- Increase density by (while) keeping it in character
- Air pollution from # of cars
- Cumulative land use impact: how many units added & planned on Broadway between MacArthur & CA 24?
- We need as much housing as possible to support our neighborhood treasure - College Ave retail
- Too high a population density for the location and infrastructure

Trees/Environment/Open Space (some overlap with Aesthetics)

- Public space & preservation of trees & aesthetics of area
- Glad saving historic trees
- Don't cut down the trees!
- Excessive removal of trees
- Save trees
- Save trees & grounds
- Destruction of trees
- Willingness to cut down old growth trees
- I like the focus on public open space
- Make the central green area permanently public
- Keep trees & accessibility to public space
- Public health: Need trees, green space & sunlight - this project doesn't have those in scale to surrounding area
- My mother lives at Merrill Gardens. She doesn't get out much, but takes great pleasure from looking out her window at the beautiful TREES at CCAC
- Trees: How can you move oak trees and be sure they survive? Oak trees are protected in Oakland
- Poor use of space - should be a park
- Public space & preservation of trees & aesthetics of area
- The height of the buildings blocks the view of trees and other local landmarks (UGLY)
- Terrain will limit usability of open space
- Park/Playground: 500+ new units, no park in neighborhood (Frog Park is .5 mi. away. Severe lack of playgrounds nearby and this is last chance as density increases.

Sustainability/Environment

- Development should comply with green building standards
- Building should be LEED certified. Why isn't it? Even silver
- Require green infrastructure, e.g., no natural gas utilities in new buildings and implement solar and other alternative energy
- Not sustainable
- Oakland needs high density building & sustainable growth is eco-friendlier
- Environmental sustainability- low carbon footprint in construction and ongoing low energy use
- Want good low carbon footprint if high density building
- Traffic/noise /air pollution, Views destroyed
- Traffic pollution, noise
- Detrimental impact on light & air
- Shadows - sun will not rise in morning at large segment of neighborhood including our

house

-What will be the impact on air quality in the immediate area?

Cultural Resources (overlap w/Trees/Environment)

-Art/sculpture glade is a cool idea

-Like the open space proposed, non-profit space

-Neighborhood character, maintain pedestrian friendly area

-Neighborhood amenities (pool, green space open to all, tennis courts)

Process

-What is our "Timeline" to really make a difference in changing the current proposal?

-I am concerned that the process is being subverted, paving the way for further erosion

-Official application before project continues

-Insist that a formal application be submitted

Miscellaneous

-Vet the developer; Require a full app not pre-app. Don't allow zoning change. Does Libby Schaaf support this project?

-Who is developer? History? Track record with similar projects?

-Does the Claremont Country Club have a position on the project? Think it possible to recruit them if they are against?

-What is Dan Kalb's position?

-To Dan Kalb: "Given your years of experience" - what are our best, most effective actions going forward: Petitioning, canvassing, tying ourselves to trees, phone calls to who?

Lind, Rebecca

From: Leslie Correll <correllstudios@earthlink.net>
Sent: Friday, August 16, 2019 5:50 PM
To: Lind, Rebecca
Subject: ER 19003
Attachments: LC to Lind.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Ms Lind,
Kindly see attached letter.
Thank you,
L. Correll

August 15, 2019

Rebecca Lind
City Planner III
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: ER 19003 Proposed development on the CCA Campus

Dear Ms Lind,

I am an artist, and have lived in the neighborhood of the CCA(C) campus since 1969. I ran a small business here. My parents bought the home I live in now in 1972 so my artist father could have a bigger art studio and be near CCA(C), an art supply store, and a community rich with other artists. Many of my contemporaries went to CCA(C) and/or later taught there. I even had an exhibition of my own artwork there in the Isabel Percy West Gallery.

This neighborhood was also much more integrated back then. Racial and economic diversity was more apparent. And as a struggling artist, I was able to rent a cheap apartment - where I both lived and worked.

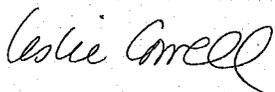
I have a 90 year old neighbor who was born in the neighborhood, from one of the original Northern Italian families who immigrated here. As a young girl she took art classes on the ground floor of Macky Hall, and the students would sit on the hill - there among the California poppies - sketching the buildings and the view that stretched all the way to Alcatraz. Julia Morgan used to come by. She is heartbroken about the proposed plans for development of the campus - 19 stories and 589 units.

Over the years, this neighborhood has gentrified around me, while I watched people of color and the less affluent pushed out. I'm one of the lucky ones to have inherited my parents' home, or I too might be living in Modesto.

I am not a NIMBY. Yes, we need housing, but we do not need ugly, overly expensive, overly dense housing that despoils a heritage site. Our infrastructure and our streets cannot accommodate the density that the developer proposes. We already face an influx of around 1000 new neighbors, combining Merrill Gardens, Baxter and Rad Urban. And with re-opening of The Ridge shopping center up the street, traffic, parking, and noise and air pollution have exploded.

Let's stop the clock on the current proposal, do some deep thinking and strategizing, and see if we can conceive of and bring into being a development that will put Oakland on the map with an iconic and beautiful design, that offers seriously affordable, low-income living space that will return more diversity to the area, that is forward thinking in addressing green building design to realistically address the serious climate crisis we face, and yet honors the artistic and cultural past of CCA(C). Why should that not be doable? The very reason CCA(C) existed here for so long is that there are so many creative people around. Let's see what we can come up with as an alternative to a development that looks like it was designed by an engineering student! Let's not miss this major opportunity to turn this lovely piece of land into something that all of Oakland can be proud of.

Many thanks for your kind attention,



Leslie Correll
5108 Coronado Avenue
Oakland, CA 94618

Scope

Clarification of project description

2 project sites

General Plan and Zoning changes

Historic resources

Cumulative Impacts

LND USE AND Planning Policy

Historic and Cultural site 1

Traffic

Air Quality

Greenhouse gas emissions

Geology and Soils

Hazards and Hazardous Materials

Hydrology

Noise and vibration

Biological Resources

Population and Housing

Aesthetics Shade and Shadow

Lind, Rebecca

From: Eric <eric_gee@sbcglobal.net>
Sent: Friday, August 16, 2019 3:54 PM
To: Lind, Rebecca
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Rebecca Lind

I'm writing to express concern about the above mentioned project. As currently planned it is far outsized for that location. Further the lack of a one parking place per unit is totally unacceptable. When CCAC built student housing with the promise that those who lived there would not keep vehicles in the area it made our already difficult parking here much worse as there is really no way to enforce such a rule.

Given the sites location I would think a building a third to half the number of floors would tolerable but would still tend to grossly distort the sky line and look out of place. I understand the city needs more housing and that density is the way to build a modern city but surely this is out of proportion. Also, the city MUST insist on at least one parking place per unit.

Thank you for your attention to this issue Eric Gee
5342 Broadway
Oakland Ca 94618

Lind, Rebecca

From: Christine Kinavey <kinavey@sbcglobal.net>
Sent: Friday, August 16, 2019 2:44 PM
To: Lind, Rebecca
Subject: CCA Development

Follow Up Flag: Follow up
Flag Status: Flagged

August 16, 2019

Rebecca Lind, Planner III
City of Oakland, Breau of Planning
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

RE: California College of Arts Proposed Building Site

Dear Rebecca Lind,

As an Oakland native and Rockridge homeowner on Thomas Avenue for the past 16 years, I am sending you my concerns regarding the above referenced development project. I am aware that many of my fellow Rockridge neighbors have already written to you regarding this project voicing many of our individual and collective misgivings.

1) Architectural and Zoning incompatibility

The CCA plans as proposed would require the City of Oakland to rezone from a current 35-foot height limitation to a combination of 90-foot and 160-foot height variance dwarfing and/or obliterating surrounding neighborhood structures. While I have supported other neighborhood development projects including Merrill Gardens and Baxter On Broadway, the CCA development is an abnormality, incongruous with neighborhood scale, structure and architecture. One suggestion would be to considerably shorten the height of this project. However, in neighborhood meetings with the CCA developers earlier this year, Rockridge neighbors consistently voiced their desire to reduce the size of the 19 story tower by half and replace it with two adjacent 9 story structures to which the developers answered with an emphatic "No". The developers stated that the 19-story tower was a centerpiece of the project and they were not interested in making changes to the height of the tower. Construction costs and profit motive appeared to be at the heart of their resistance.

In addition to the 19-story tower, there are plans to build a five-story concrete parking garage situated on or near the corner of Broadway and Clifton. Thus, the developers plan to take a frontage of green trees, a beautiful "hedge" of stone and a decorative iron gate that currently faces Broadway and exchange them for a mass of concrete, steel and glass.

The beauty and compatibility of our city and its surrounding neighborhoods should not take a back seat to the profit motive of future architectural developments.

2) Scant Affordable and No Low income housing.

There are only 35 below market apartments in the development and they are segregated off to the side from the new construction. Of the total housing units (for both Parcel 1 and Parcel 2) 589, only 35 are designated "affordable residential units for artists at 50-60% of AMI". And, it is not clear who is to determine the definition of an artist for this purpose?

According to an 8/12/19 SF Chronicle (J.K.Dineen) report on Oakland home production, there are currently, 9,304 total units under construction in Oakland. Rents for newly completed 1-bedroom (approximately 673 square foot) units are \$3000 plus per month. \$3000 per month rents for a 673 sq unit is neither affordable nor family friendly. I am supportive of increased density in my neighborhood if it will be accompanied by a mandate that a significant percentage of affordable housing units be set aside for individuals and families who work in the City of Oakland as teachers, teachers aides, non-profit employees, service industry workers in Oakland restaurants, schools, hospitals, and hotels.

3) Lack of infrastructure including traffic control and designated parking

I share the concerns of many others who have cited the potential increase in cars and thus emerging traffic congestion. Traffic congestion is already happening with the recent Broadway road diet in combination with the addition of Merrill Gardens and Baxter On Broadway. Now, envision adding 589 additional housing units with one street designated for all traffic in and out of the CCA development. Bottleneck nightmare!

There have been numerous thoughtful suggestions made by Rockridge neighbors to mitigate these problems: making a left turn possible from Clifton onto Broadway versus the proposed "right turn only" option, a designated circle for pickup/drop off and service economy vehicles, free shuttles up and down Broadway to and from the downtown area and BART, and synchronized traffic signals with greater Broadway. Although all excellent suggestions, they are not enough to counteract one of the more glaring problems with the current CCA development plan: designing only *one* entrance in and one exit out of the parking facility on the same street for tenants with designated parking spaces and their visitors. Such congestion especially during high commute also poses a serious safety issue for emergency medical vehicles attempting to enter and exit the property in an emergency.

4) Parking

The current plan affords *less than one parking space per unit* regardless of unit size (1-3 bedrooms). Where might those other cars be parking? More than likely there will be overflow parking into our surrounding single-family neighborhoods where parking is already at a premium.

In light of the above discussion, I urge the Planning Commission to deny the CCA Development Plan *as currently proposed and* until such time as the developers return with a revised plan that

addresses and incorporates the concerns of the greater Rockridge neighborhood including affordable housing and infrastructure mandates.

Thank you for your consideration.

Sincerely,

Christine Kinavey

5417 Thomas Avenue

Oakland, CA 94618

JAM
Oakland Resident on Broadway Street in Oakland
94618

August 16, 2019

Rebecca Lind, Planner III
City of Oakland Bureau of Planning
250 Frank Ogawa Plaza 3rd Floor Suite 3315
Oakland, CA 94612
Re: ER19003

Dear Ms. Lind,

I am writing to address my concerns about the current proposal to the CCA Development. I have read some of the plans to accommodate the affordable housing crisis. There is not a large percentage of units that are dedicated for low income tenants.

This area has been built to support smaller structures. I am a resident of Rockridge and have experienced a number of earthquakes in a 4 story building. I have felt the impact the shaking and vibrations that occurred during these quakes. I am highly suspicious of the land that these units will be built on.

Are they solid rock foundations or some mixture of the two. Aesthetically speaking I feel that the buildings of this height would modify the beauty and simpleness of the community.

I find it very difficult to park now. I was opposed to the student housing that was built on Broadway and Broadway Terrace years ago. A garage was built and never used. Students and teachers still park cars in much needed spots for neighborhood parking. There are late evening classes at CCA. During the regular semester, I can never find any parking which includes meter parking until after 11 PM. I come home several times during the day-no parking spaces available. Teachers from Oakland Tech Campus, CCA teachers and CCA students park cars in the vicinity. Trees will be torn down which reduce the oxygen carbon flow. Trees contribute to their environment by providing oxygen, improving air quality, climate amelioration, conserving water, preserving soil, and supporting wildlife,

There will be an Impact on traffic crossing the intersections in the area. At the current time it has been extremely frustrating with the latest buildings that have recently been constructed in this area. Timing has been modified but should be lengthened. Cars are speeding at about 50 miles per hour on the streets when traffic is clear. Bumper to bumper traffic is ever present on a daily basis. Especially during commute hours in the morning and evening. Open space will be limited. Density in the community will make us feel like caged animals. Views will be destroyed.

Bike lanes took away from driving lanes. Bikers need to be licensed along with skateboarders etc. I live on Broadway Street no left turn signal into the Safeway now. Accidents are waiting to happen. Pollution is here to stay. Breathing problems have occurred since this portion of Broadway was repaved and the wildfires. Asthma, allergies and noise pollution will occur with building and constructing this facility.

Thanking you in advance for reviewing my concerns.

Sincerely

JAM

Cc: William Gilchrist
Planning Commission
250 Frank H Ogawa Plaza Ste. 2114
Oakland, CA 94612

Lind, Rebecca

From: Robert Mozingo <robertmozingo88@gmail.com>
Sent: Friday, August 16, 2019 2:28 PM
To: Lind, Rebecca; Kalb, Dan; Merkamp, Robert
Subject: ER 19003 - CCA Campus Proposed Development
Attachments: RMozingo&DTurner 8-16-18.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

We request you help regarding the above project, see attached letter.

Robert Mozingo & Dona Turner
5139 Coronado Avenue
Oakland, CA 94618

August 16, 2019

Rebecca Lind, City Hall Planning
250 Frank Ogawa, Suite 3315
Oakland, CA 94612

Re. ER 19003 - California College for the Arts Proposed Development

Dear Ms. Lind,

We are longtime Rockridge residents and would like to enlist your support in a matter that affects our home and community. We request that the California College for the Arts (CCA) reconsider their proposal for their site in Oakland.

The proposed project with a 19 story tower and adjoining buildings of 8 stories is completely out of character for the neighborhood. Our neighborhood is made up of single family residences and small apartment buildings. College Avenue, our commercial area is mostly made up of 1, 2 and 3 story buildings, usually only one or two storefronts wide. It makes for a small scale pedestrian environment and it's this character that makes Rockridge such a great place to live.

CCA was a long time neighbor but has now moved their activities to San Francisco. It is now seeking a windfall profit with the development of this site to the detriment of its neighbors. In addition to the incompatible character of the project the proposal also far exceeds zoning and planning guidelines for this site. Those regulations were put in place to protect our community and I see no reason why they should be superseded. The project also seems to not be proceeding in the typical planning approval process. We question why this project is exempt from the typical regulatory process that all projects in our community are subject to.

We have no issue with developments that stays within current zoning and planning guidelines. We hope the City of Oakland will not make an exception for this development.

We thank you for any help you can offer in this regard. Your support would be much appreciated

Sincerely,
Robert Mozingo & Dona Turner

CC. Planning Commission Members, Dan Kalb District 1

Lind, Rebecca

From: Christine Kinavey <kinavey@sbcglobal.net>
Sent: Friday, August 16, 2019 2:34 PM
To: Lind, Rebecca
Cc: jmyres.oaklandplanningcommission@gmail.com; NHegdeOPC@gmail.com; cmanusOPC@gmail.com; tlimonOPC@gmail.com; SShiraziOPC@gmail.com; amandamonchamp@gmail.com; jfearnOPC@gmail.com
Subject: CCA Planning Commission Letter

Follow Up Flag: Follow up
Flag Status: Flagged

August 16, 2019

Rebecca Lind, Planner III

City of Oakland, Bureau of Planning

250 Frank H. Ogawa, Suite 3315

Oakland, CA 94612

RE: California College of Arts Proposed Building Site

Dear Rebecca Lind,

As an Oakland native and Rockridge homeowner on Thomas Avenue for the past 16 years, I am sending you my concerns regarding the above referenced development project. I am aware that many of my fellow Rockridge neighbors have already written to you regarding this project voicing many of our individual and collective misgivings.

1) Architectural and Zoning incompatibility

The CCA plans as proposed would require the City of Oakland to rezone from a current 35-foot height limitation to a combination of 90-foot and 160-foot height variance dwarfing and/or obliterating surrounding neighborhood structures. While I have supported other neighborhood development projects including Merrill Gardens and Baxter On Broadway, the CCA development is an abnormality, incongruous with neighborhood scale, structure and architecture. One suggestion would be to considerably shorten the height of this project. However, in neighborhood meetings with the CCA developers earlier this year, Rockridge neighbors consistently voiced their desire to reduce the size of the 19 story tower by half and replace it with two adjacent 9 story structures to which the developers answered with an emphatic "No". The developers stated that the 19-story tower was a centerpiece of the project

and they were not interested in making changes to the height of the tower. Construction costs and profit motive appeared to be at the heart of their resistance.

In addition to the 19-story tower, there are plans to build a five-story concrete parking garage situated on or near the corner of Broadway and Clifton. Thus, the developers plan to take a frontage of green trees, a beautiful "hedge" of stone and a decorative iron gate that currently faces Broadway and exchange them for a mass of concrete, steel and glass.

The beauty and compatibility of our city and its surrounding neighborhoods should not take a back seat to the profit motive of future architectural developments.

2) Scant Affordable and No Low income housing.

There are only 35 below market apartments in the development and they are segregated off to the side from the new construction. Of the total housing units (for both Parcel 1 and Parcel 2) 589, only 35 are designated "affordable residential units for artists at 50-60% of AMI". And, it is not clear who is to determine the definition of an artist for this purpose?

According to an 8/12/19 SF Chronicle (J.K.Dineen) report on Oakland home production, there are currently, 9,304 total units under construction in Oakland. Rents for newly completed 1-bedroom (approximately 673 square foot) units are \$3000 plus per month. \$3000 per month rents for a 673 sq unit is neither affordable nor family friendly. I am supportive of increased density in my neighborhood if it will be accompanied by a mandate that a significant percentage of affordable housing units be set aside for individuals and families who work in the City of Oakland as teachers, teachers aides, non-profit employees, service industry workers in Oakland restaurants, schools, hospitals, and hotels.

3) Lack of infrastructure including traffic control and designated parking

I share the concerns of many others who have cited the potential increase in cars and thus emerging traffic congestion. Traffic congestion is already happening with the recent Broadway road diet in combination with the addition of Merrill Gardens and Baxter On Broadway. Now, envision adding 589 additional housing units with one street designated for all traffic in and out of the CCA development. Bottleneck nightmare!

There have been numerous thoughtful suggestions made by Rockridge neighbors to mitigate these problems: making a left turn possible from Clifton onto Broadway versus the proposed "right turn only" option, a designated circle for pickup/drop off and service economy vehicles, free shuttles up and down Broadway to and from the downtown area and BART, and synchronized traffic signals with greater Broadway. Although all excellent suggestions, they are not enough to counteract one of the more glaring problems with the current CCA development plan: designing only *one* entrance in and one exit out of the parking facility on the same street for tenants with designated parking spaces and their visitors. Such congestion especially during high commute also poses a serious safety issue for emergency medical vehicles attempting to enter and exit the property in an emergency.

4) Parking

The current plan affords *less than one parking space per unit* regardless of unit size (1-3 bedrooms). Where might those other cars be parking? More than likely there will be overflow parking into our surrounding single-family neighborhoods where parking is already at a premium.

In light of the above discussion, I urge the Planning Commission to deny the CCA Development Plan *as currently proposed and* until such time as the developers return with a revised plan that addresses and incorporates the concerns of the greater Rockridge neighborhood including affordable housing and infrastructure mandates.

Thank you for your consideration.

Sincerely,

Christine Kinavey

5417 Thomas Avenue

Oakland, CA 94618

Lind, Rebecca

From: joejohnston94611@yahoo.com
Sent: Friday, August 16, 2019 2:14 PM
To: Lind, Rebecca
Subject: :Re:Comment opposing the proposed 19 story tower on CCA campus site ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Rebecca Lind

I am opposed to the construction of a 19 story tower on the CCA campus site (ER19003) because a tower of that height is too large for that neighborhood. Joe Johnston(Pleasant Valley Ave homeowner)

Lind, Rebecca

From: joejohnston94611@yahoo.com
Sent: Friday, August 16, 2019 2:14 PM
To: Lind, Rebecca
Subject: :Re:Comment opposing the proposed 19 story tower on CCA campus site ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Rebecca Lind

I am opposed to the construction of a 19 story tower on the CCA campus site (ER19003) because a tower of that height is too large for that neighborhood. Joe Johnston(Pleasant Valley Ave homeowner)

August 16, 2019

Jahmese Myres, Chair
City of Oakland Planning Commission
By email

Subject: Maximize public open space while considering development at 5200 and 5276 Broadway (ER19003) and similar proposals

Dear Chair Myres:

We are writing, as residents of Oakland for the last 39 years, in regard to the proposed development by the California College of Art at 5200 and 5276 Broadway.

We ask the Planning Commission to maximize publicly available open space as it considers this and other proposals.

We note the applicant is requesting an extraordinary modification to existing City zoning for this location. We also recognize that Oakland, like so many California cities, faces a housing shortage. Many residents have left the city due to the high cost and limited availability of housing. Many people would like to live here but cannot afford to do so. And others, sadly, are living in deplorable conditions on the streets of Oakland.

The proposed project is much larger than other buildings in the neighborhood, would compromise views and increase traffic density. Due to its size, the applicant stands to derive substantial financial benefits from the project as proposed.

The Planning Commission plays a central role in determining the future of our wonderful City. Most people understand that increased density is necessary and inevitable. How to make the necessary changes while retaining (or improving!) the character of our neighborhoods is a challenge.

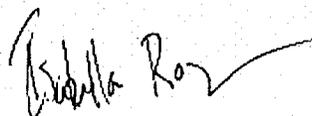
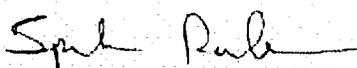
The details matter.

We appreciate that the project proponents have pledged to retain public open space as part of the overall project. We ask that the Planning Commission maximize such space in this and other similar projects as it carefully balances the needs of our City.

We also note that setting aside open space is only the first step. The Planning Commission must, as part of any solution, include enforceable provisions which insure that such open space is accessible to all during reasonable hours and that it is maintained over time. Without these additional assurances, merely dedicating open space provides minimal benefits.

Thank you for considering these views.

Spreck and Isabella Rosekrans
Regent Street



August 15, 2019

Rebecca Lind
City Planner III
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: ER 19003 Proposed development on the CCA Campus

Dear Ms Lind,

I am an artist, and have lived in the neighborhood of the CCA(C) campus since 1969. I ran a small business here. My parents bought the home I live in now in 1972 so my artist father could have a bigger art studio and be near CCA(C), an art supply store, and a community rich with other artists. Many of my contemporaries went to CCA(C) and/or later taught there. I even had an exhibition of my own artwork there in the Isabel Percy West Gallery.

This neighborhood was also much more integrated back then. Racial and economic diversity was more apparent. And as a struggling artist, I was able to rent a cheap apartment - where I both lived and worked.

I have a 90 year old neighbor who was born in the neighborhood, from one of the original Northern Italian families who immigrated here. As a young girl she took art classes on the ground floor of Macky Hall, and the students would sit on the hill - there among the California poppies - sketching the buildings and the view that stretched all the way to Alcatraz. Julia Morgan used to come by. She is heartbroken about the proposed plans for development of the campus - 19 stories and 589 units.

Over the years, this neighborhood has gentrified around me, while I watched people of color and the less affluent pushed out. I'm one of the lucky ones to have inherited my parents' home, or I too might be living in Modesto.

I am not a NIMBY. Yes, we need housing, but we do not need ugly, overly expensive, overly dense housing that despoils a heritage site. Our infrastructure and our streets cannot accommodate the density that the developer proposes. We already face an influx of around 1000 new neighbors, combining Merrill Gardens, Baxter and Rad Urban. And with re-opening of The Ridge shopping center up the street, traffic, parking, and noise and air pollution have exploded.

Let's stop the clock on the current proposal, do some deep thinking and strategizing, and see if we can conceive of and bring into being a development that will put Oakland on the map with an iconic and beautiful design, that offers seriously affordable, low-income living space that will return more diversity to the area, that is forward thinking in addressing green building design to realistically address the serious climate crisis we face, and yet honors the artistic and cultural past of CCA(C). Why should that not be doable? The very reason CCA(C) existed here for so long is that there are so many creative people around. Let's see what we can come up with as an alternative to a development that looks like it was designed by an engineering student! Let's not miss this major opportunity to turn this lovely piece of land into something that all of Oakland can be proud of.

Many thanks for your kind attention,



Leslie Correll
5108 Coronado Avenue
Oakland, CA 94618

Lind, Rebecca

From: Spreck Rosekrans <spreckrosekrans@gmail.com>
Sent: Friday, August 16, 2019 1:17 PM
To: jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com;
tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com;
SShiraziOPC@gmail.com; NHegdeOPC@gmail.com
Cc: Merkamp, Robert; Lind, Rebecca
Subject: Open space and the proposed project at 5200 and 5276 Broadway (ER19003)
Attachments: Letter to Oakland Planning Commission re proposed development at 5200 and 5276
Broadway (ER19003) - Rosekrans 2019-8-16.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Chair Myres and Commissioners:

Please see attached comments on the proposed project at 5200 and 5276 Broadway (ER19003).

We ask that the potential for open space be maximized in this and other similar proposals.

Thank you for the important work you do for Oakland.

--
-Spreck and Isabella Rosekrans
Regent Street

Lind, Rebecca

From: douglas yoshida <dougyoshida@earthlink.net>
Sent: Thursday, August 15, 2019 10:15 PM
To: Lind, Rebecca
Subject: Reference ER19003 "Maker's Garden"

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind

I am a resident of Bryant Avenue in Oakland, adjacent to the proposed "Maker's Garden" on 5212 Broadway. While I do have concerns about the scope of the project, and the fact the less than 6% of the units will be affordable, my main objection is the effect on parking and traffic in the area.

Currently the developers are proposing only 0.64-0.76 parking spaces/ unit. It is unrealistic to think that 1/4-1/3 of the households will not have a car, Furthermore it is inevitable that some households will have two cars. Oakland is not San Francisco. While commuting to SF is reasonable on BART, one cannot reasonably live in the East Bay without a car.

Has a survey been taken to see what the mean number of cars per household in the area is? I am sure it is much greater than 1. As it is now, it is impossible to find parking in the neighborhood after 8am because of people parking for BART or local College avenue businesses.

The proposed addition of another traffic light on Clifton will further clog traffic. During peak times, traffic is already severely congested on Broadway between the 51st/ Pleasant Valley intersection and Clifton. When the Shops at the Ridge are completed it will only get worse. I urge the City to require a review by an independent traffic engineer, if it has not already done so.

Sincerely

Douglas Yoshida MD

Lind, Rebecca

From: Patrick Zak <patrickzak@ymail.com>
Sent: Friday, August 16, 2019 11:47 AM
To: Lind, Rebecca
Subject: CCA Development - ER19003

I am a resident of Rockridge and am writing you with regard to the proposed CCA development. While I believe a 19 story development is out of place given nearby land uses, I also recognize the need for more housing in the area. My biggest concern is the lack of affordable housing. 5% affordability is way too low. The folks who are suffering the most are low to moderate income households. This neighborhood used to have lots of artists, teachers, non-profit folks, etc but most cannot afford to live here any more. It would be incredibly beneficial to Rockridge and Oakland if more units were affordable. I would suggest at least 10% of units be affordable perhaps with a range of affordability -- 60%, 80%, 120% AMI.

Thank you,

Patrick Zak
5858 Birch Ct
Oakland, CA 94618
510-655-4974

Lind, Rebecca

From: cathy steirn <ketzilah@sbcglobal.net>
Sent: Thursday, August 15, 2019 4:22 PM
To: Lind, Rebecca
Cc: jmyres.oaklandplanningcommission@gmail.com; NHegdeOPC@gmail.com; cmanusOPC@gmail.com; tlimonOPC@gmail.com; SShiraziOPC@gmail.com; amandamonchamp@gmail.com; jfearnOPC@gmail.com
Subject: California College of Art redevelopment project; CASE NUMBER ER 19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca Lind,

I am sending you my comments/concerns regarding the above referenced project. I am a long time Oakland resident, have lived in Rockridge 1 1/2 blocks from this proposed work for the past 16 years, and have been both a renter and homeowner in my lifetime. I am aware that some of my fellow neighbors have written to you regarding this project with clear and constructive comments; thus, I will acknowledge some of our shared concerns but focus this communication to you on items that may not have been previously discussed.

1) Architectural incompatibility. While I am not a foe of progress and the change that comes with it, this can be done in ways that marry the past and present in a lovely duet versus showcasing a glaring and jarring contrast. As you and the other planning commissioners know, Oakland is full of old and charming buildings from past centuries that survive and house the residents of our time. We also have examples of mixing this past with new construction that was done without full consideration of architectural compatibility and we are left to live with these errors (parts of east Oakland come to mind with grand Victorians sitting next to boxy, sterile apartment buildings). No one disputes the need for housing. Surely, there must be a way to integrate more housing into a neighborhood with primarily one and two story Craftsman and Prairie style homes without building a modern, 19 story glass tower right in their midst. One suggestion would be to considerably shorten the height of this proposed tower. Another would be to situate it on the site much closer to the Safeway development so that its' looming presence is not what greets residents and visitors to the neighborhood from a variety of angles. A third suggestion is to ensure that the exterior of this shortened (perhaps broadened) building veer away from the current sleek, tall, shiny, glassy buildings popping up along lower Broadway and more closely align to the historical buildings being retained on this campus: Mackey Hall and the Carriage House.

2) Safety. With the completion and occupancy of Merrill Gardens, we now have many more elders in our midst. There is also the recently completed Baxter on Broadway building and a large open space where Chase Bank used to be and now part of the Safeway project (I do not know the plans for this area). That means that two of the corners of the major intersection of Broadway and 51st Street have recently experienced the addition of hundreds of new housing units, with likely more to come. As other commenters have suggested, we are already seeing an increase in vehicular traffic. I am concerned for foot traffic, both on sidewalks and crossing these now very busy and congested intersections. The pedestrian access between Broadway to the Safeway complex is quite narrow and only one side has a sidewalk. I suspect this is temporary due to current construction. I would like to see broadened sidewalks on this passage from the street to the shopping center, broadened

sidewalks along Broadway and Clifton regarding the CCA project, traffic signals timed to allow the safe passage of slower moving individuals, and controls for safe bicycle transit in this area.

3) Low income housing. This project barely gives a nod to low income housing. Of the total housing units (for both Parcel 1 and Parcel 2) 589, only 35 are designated "affordable residential units for artists at 50-60% of AMI". In fact, there is no low income housing; there is only a smattering of affordable housing aside full market rate units. And, who decides the definition of an artist for this purpose? At a presentation I attended, the developers indicated that they wanted to tie in the history of CCA with their work. Thus, the housing and work space for artists. However, the numbers of this project really belie that selling point. Anyone following the news these days is aware of the dire circumstances for struggling artists in Oakland; thirty five places out of 589?

4) Traffic. I share the concerns of many others who have cited the increase in cars and thus traffic. There have already been suggestions made as to ways to mitigate some of these problems: making a left turn possible from Clifton (vs the proposed right turn only option), a designated circle for pickup/drop off and service economy vehicles, timed traffic signals. I will add that my concerns regarding traffic are not limited to this particular project location. Since the construction of Merrill Gardens and Baxter on Broadway, traffic on Broadway heading for Highway 24 is now congested and dramatically slowing starting at Napa and continuing on to the highway egress. Sometimes I now sit through 2-3 traffic light changes from Broadway/51st and then Coronado to get to either Broadway Terrace or Napa so I can turn right to make it to my two block long street of Thomas Avenue. I can only anticipate that this will be massively aggravated by the addition of 589 housing units and the cars that accompany that.

5) Parking. Again, I defer to prior comments regarding parking concerns and suggestions for how to manage it. Take this comment as another concerned voice.

Thank you for taking the time to read this and considering my concerns.

Sincerely,

Cathy Steirn

Lind, Rebecca

From: Merkamp, Robert
Sent: Thursday, August 15, 2019 1:55 PM
To: Lind, Rebecca
Subject: FW: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Robert D. Merkamp, Zoning Manager | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6283 | Fax: (510) 238-4730 | Email: rmerkamp@oaklandca.gov | Website: www.oaklandca.gov/departments/planning-and-building

-----Original Message-----

From: Nancy Morton [mailto:nmorton123@att.net]
Sent: Thursday, August 15, 2019 1:53 PM
To: Merkamp, Robert <RMerkamp@oaklandca.gov>
Subject: ER19003

I am writing to you to register my concern about the proposed development of the CCA property at 5200 Broadway. I personally have a myriad of concerns some perhaps NIMBY others decidedly not. A very specific concern is the absence of planning for the North Broadway/Rockridge that was confirmed by a visit to the Planning Office and evidenced by the empty lot surrounded by cyclone fencing at 51st and Broadway. Before Oakland piles on more high end housing to out San Francisco San Francisco's housing development push, why not bring planners, visionaries and neighbors to together to develop a creative and wise plan for this heretofore desirable edge of Oakland.

I would love to be involved.

Respectfully,

Nancy Morton

Nmorton123@att.net

Sent from my iPhone

Lind, Rebecca

From: djotsuki@yahoo.com
Sent: Thursday, August 15, 2019 11:48 AM
To: Lind, Rebecca
Subject: 19-story residential tower on CCA site (Reference Case No. ER19003)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Lind,

I am a long-time resident of the Rockridge neighborhood in Oakland having moved here in 1982. Please do not build a 19-story residential tower at the CCA site. A building of that height would be completely out of character with the existing buildings in this neighborhood. I am very concerned that such a building would ruin the character of this lovely area, increase our traffic and parking problems, and have a negative impact on the well-being of residents. I am also concerned with the proposed removal of trees, which contribute to the attractiveness of the area. I know I am not alone in my objections to the proposed redevelopment of the CCA site. Please do not proceed with this plan, which I feel would be detrimental to Rockridge.

Best regards,
Diane Otsuki

Pamela and David Mintzer
70 Buckeye Avenue
Oakland, CA 94618

August 15, 2019

Via email and U.S. Mail

Ms. Rebecca Lind, Planner III
City of Oakland
Bureau of Planning
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

**Re: Case No. ER19003
NOP for EIR/California College of the Arts Redevelopment Project**

Dear Ms. Lind:

I am writing in reference to the City of Oakland's Notice of Preparation of an Environmental Impact Report for the proposed California College of the Arts (CCA) Redevelopment Project.

My husband and I have lived in the Rockridge neighborhood for 21 years, and I have worked in downtown Oakland since 1994. We purchased our current house, near the Village Market in Upper Rockridge, in part because of the beautiful views of the San Francisco Bay, the Bay Bridge and Golden Gate Bridge, and San Francisco. We support additional housing in Oakland and in Rockridge, especially for low and moderate income families, and believe that the CCA campus is an appropriate site for such housing. However, we are firmly opposed to a 19-story glass and steel tower as part of the CCA project for numerous reasons, including the following:

1) **The proposed 19-story tower will obstruct Oakland's scenic vistas.** The Upper Rockridge neighborhood enjoys unparalleled views of the San Francisco Bay, the Bay and Golden Gate Bridges, and San Francisco. The propose 19-story glass and steel tower will block these views, which are enjoyed from homes, public facilities, open spaces (including the Mountain View Cemetery), and public streets (including westbound Highway 24), diminishing the value of the neighborhood's real estate. As mentioned, we purchased our house in part because of its beautiful views. We assume other Oakland residents on both sides of Broadway Terrace below Highway 13 also took the remarkable scenic vistas into account when purchasing homes in the neighborhood and are equally opposed to the obstruction of their views and the diminution of the value of their investment that would be caused by the construction of a 19-story tower.

A fall 2018 presentation by the developer marginally focused on views of the tower from lower elevations, with only one graphic showing the tower obstructing the Bay view from a higher elevation. (Please see attached photo prepared by the developer.) This presentation failed

Ms. Rebecca Lind

August 15, 2019

Page 2

to show the permanent damage to the exiting scenic vistas from the Upper Rockridge neighborhood. For instance, our house alone will lose its views of the Port of Oakland, the western span of the Bay Bridge, and much of downtown San Francisco. In exchange, we will look at a non-descript, glass and steel box. The City of Oakland pays much lip-service to its breathtaking views and the preservation of these views. (For example, please see the City's Interim Design Review Manual for One and Two Unit Residences.) The City should follow its policies and continue to protect its world-class views.

Accordingly, we ask that the City of Oakland in its Environmental Impact Report study the impact of the proposed project on the scenic vistas and views currently enjoyed by the residents of and visitors to the Upper Rockridge neighborhood.

2) The proposed 19-story steel and glass tower is not in keeping with the aesthetic and scale of the Rockridge neighborhood. The Rockridge neighborhood (both lower and upper) is known throughout the Bay Area as a charming residential neighborhood filled with single family house (most from the 1920s-1940s), a few low-rise multi-family apartment buildings, neighborhood public and private schools, local boutiques and restaurants. No building in the neighborhood is above 5 stories, and most are in the arts & crafts style pioneered by Julia Morgan and Bernard Maybeck, who designed and inspired many of the neighborhood's houses and buildings.

The Rockridge neighborhood, which the Visit Oakland website describes as "burby-like" (<https://www.visitoakland.com/things-to-do/neighborhoods/rockridge/>), is a family neighborhood, which deserves thoughtful planning and growth to retain its desirable quirky charm, not scatter-shot, reactive, and random development. The proposed 19-story glass and steel tower is glaringly out of place in this "burby" neighborhood and better suited to a busy urban downtown.

Accordingly, we ask that the City of Oakland in its Environmental Impact Report study the impact of the proposed project on the aesthetic and scale of the Rockridge neighborhood.

3) The addition of 500 to 600 housing units to the corner of Broadway and Broadway Terrace will increase neighborhood travel times, and add to the neighborhood's already severe traffic delays. The infrastructure of the Rockridge neighborhood was built to support a residential neighborhood of mostly single-family houses, some low-rise apartment buildings, small restaurants, schools, and local retail.

Nonetheless, Broadway became an alternative commute route to Highway 24. In part due to the lack of thoughtful planning for the Temescal and Rockridge neighborhoods, there are currently 6 traffic lights on Broadway in the half-mile between Oakland Technical High School and Broadway Terrace, adjacent to the proposed project. Thus, the level of service in the area of the proposed project is currently very poor requiring stops at the signals for often more than one signal cycle. It regularly takes 5 or more minutes to drive this half-mile during commute hours. At the proposed project site and north to Highway 24, the City has finally implemented traffic

Ms. Rebecca Lind

August 15, 2019

Page 3

calming and pedestrian safety devices, which protects the Rockridge neighborhood but further slows traffic. Cars idling through numerous signal cycles at and south of the proposed project greatly decreases air quality, and increases greenhouse gas emissions in the neighborhood.

Adding the cars to support 500-600 housing units to this already often grid-locked and polluting traffic is short-sighted. Accordingly, we ask that the City of Oakland as part of its Environmental Impact Report conduct comprehensive traffic, air quality, and greenhouse gas emissions studies to determine the impacts of the proposed project on the Rockridge and Temescal neighborhoods.

4) Adding 500-600 housing units to an area prone to firestorms is foolish and could cost lives. The proposed project sits at the foot of one of the canyons involved in the 1991 Oakland Firestorm, which killed 25 people. As the climate continues to change and communities imprudently expand into fire-prone areas, these fires are quickly becoming more common and more deadly. Greater demand on the public infrastructure is making these fires more difficult to extinguish and sometimes impossible to evacuate from, as evidenced by the deadly Camp Fire in Paradise.

We thus ask that the City of Oakland in its Environmental Impact Report study the impact of the proposed project on the ability to evacuate both Upper and Lower Rockridge neighborhoods, including the proposed project buildings, during the next firestorm, and on the ability of the City's fire and police departments to extinguish fires and serve the community during an emergency.

5) The reflected glare from the proposed 19-story glass and steel building will likely impair the vision of drivers and will be a safety hazard. There are currently no tall buildings in the vicinity of the proposed project and no current glare hazards. The proposed 19-story glass and steel building will reflect the rising sun from its eastern face and will potentially impair the vision of motorists travelling westward on Highway 24, Broadway Terrace, and other arterial streets in the mornings, and similarly reflect the setting sun on its western face impacting east-bound drivers in the evening. Reflected sunlight will also be a morning visual hazard for the Upper Rockridge residents, and increase ambient air temperatures for nearby residential neighbors, most of whom do not have the luxury of air conditioning.

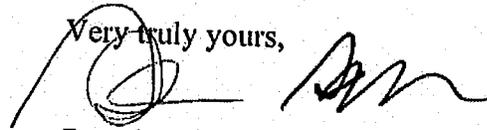
There is currently no nighttime activity in the area of the proposed project, and the predominately residential area enjoys a relatively quiet and dark environment consistent with a "suburban" residential neighborhood. Nighttime illumination and noise from the proposed project will have a negative impact on these residential neighbors.

We ask that the City of Oakland in its Environmental Impact Report study the impact of glare on the Upper Rockridge neighborhood, and the local streets and highways, and the impacts of night light and noise from the proposed project on the Upper and Lower Rockridge neighborhoods.

Ms. Rebecca Lind
August 15, 2019
Page 4

Thank you for your consideration of these requests. We look forward to working with our City to increase affordable housing in the region, while allowing Rockridge to retain its family-oriented, historic, and suburban charm.

Very truly yours,

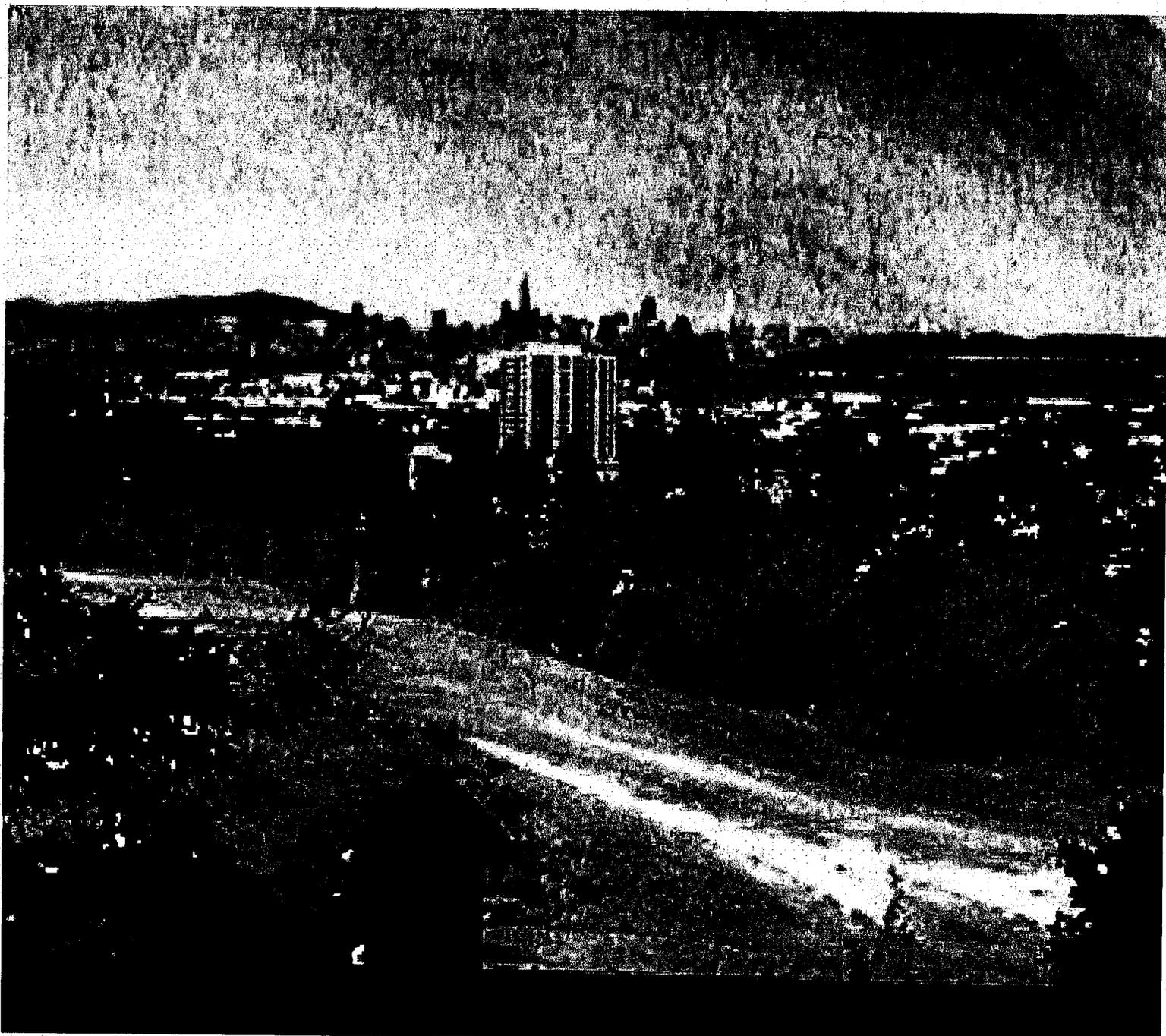
Handwritten signatures of Pamela and David Mintzer. The signature on the left is a large, stylized 'P' followed by a flourish. The signature on the right is a smaller, more compact signature.

Pamela and David Mintzer

Enclosure

cc: City of Oakland Planning Commission (via email)
Dan Kalb, City of Oakland Counsel member (via email)

BEST ELEMENTARY SCHOOL



Lind, Rebecca

From: Merkamp, Robert
Sent: Thursday, August 15, 2019 8:59 AM
To: Lind, Rebecca
Subject: FW: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Robert D. Merkamp, Zoning Manager | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6283 | Fax: (510) 238-4730 | Email: rmerkamp@oaklandca.gov | Website: www.oaklandca.gov/departments/planning-and-building

-----Original Message-----

From: Jeanee [mailto:jeaneeann@yahoo.com]
Sent: Thursday, August 15, 2019 8:55 AM
To: jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com; Merkamp, Robert <RMerkamp@oaklandca.gov>
Subject: ER19003

Robert Merkamp

Jahmese Myres

Amanda Monchamp

Tom Limon

Jonathan Fearn

Clark Manus

Sahar Shirazi

Nischit Hegde

RE: ER19003

I fully admit to being a SIMBY (S for Smart) and a N-T-IMBY (T fo That).

I understand that new housing is needed for Oakland but am opposed to the CCA 19 story tower being proposed.

Here is a list of reasons why, not in any particular order:

Traffic problems – these will add to the traffic problem unaddressed by more recent changes.

Parking

Fire Safety

Earthquake Safety

Little affordable housing

Zoning – area is zoned for up to 30 ft.

I support change that is sustainable affordable and would like to see more affordable housing become available, not just 35 out of 550+

Please consider these concerns as you move forward.

Regards

Jeanee Hoffman

Shafter Avenue

Lind, Rebecca

From: James Toomey <jetoomey,jr@gmail.com>
Sent: Thursday, August 15, 2019 7:26 AM
To: Lind, Rebecca
Subject: ER19003

Rebecca Lind
Planner III
City of Oakland
Bureau of Planning
250 Frank H Ogawa Plaza
Suite 33-15
Oakland CA 94612

Re: ER19003

Dear Ms Lind,

I have several concerns with the proposed development on the campus of the California College of the Arts:

A. 4 residential buildings of 5-8 stories and a 19-story residential building would have a detrimental impact on Rockridge

- Structures taller than 4 stories will change the character and quality of life in the Rockridge District and will be a blight on the neighborhood;
- proposed buildings will block existing views, change light and air movement and lower home values in a predominantly single family home area;
- the proposed 19-story structure is preposterous! It would totally change the family-oriented nature of Upper Rockridge.

B. Bringing 554 residential units with 367+ automobiles and 554+ bikes to Upper Broadway would create an overwhelming population density crisis on Broadway between Pleasant Valley/51st and Broadway Terrace

- This quarter mile stretch is already over-saturated with vehicles, crosswalks, and traffic signals;
- increased vehicle and pedestrian traffic poses a dangerous threat to residents and Oakland Tech students need to cross Broadway on foot.

As a 30-year resident of Rockridge and a 60-year resident of Oakland, I implore you to scale back the proposed plan to reasonable 4 story structures in the best interest of Oakland and its residents.

Sincerely,

James Toomey
5660 Broadway Terrace
Oakland CA 94618

510-654-9729
jetoomey,jr@gmail.com

Lind, Rebecca

From: Rhoda Haberman <rhodadah@gmail.com>
Sent: Wednesday, August 14, 2019 5:58 PM
To: Lind, Rebecca
Subject: ER190003: proposal for College of Arts and Crafts site

Ms. Lind: thank you for your patience. I'm resending in a readable form.
RH

Dear Rebecca Lind,

Unfortunately, I am writing to oppose the project, as outlined so far. Although the proposal presents some favorable elements—housing, transit, arts, bicycles (and the Mayor!)—in my opinion, as proposed, it will cause more (irreversible) harm than good. It is my hope that you will not signal a go-ahead in advance of a formal and detailed application, and a close and objective review of the probable impacts. Below are some of my concerns:

More likely to help San Francisco's housing shortage than Oakland's...My guess is that residential buildings will rent at the 'high' end of market rate. This town has been busy building apartments of that class, to the point that the recent Chronicle headline feature called it a 'renters' market,' with developers adding amenities to draw in the well-paid—and isn't that just what this is?

The benefit of housing near transit is lost with this type of development. Rather than providing transportation to get residents to Oakland jobs... this is too likely to be transporting these more well-healed renters out of town, and into the City or down the peninsula. They certainly won't be teaching our kids, fighting our fires, opening or staffing small businesses, and those are the people we need to house and keep in Oakland. Yes, and artists too, but I would hope that Oakland's support of our artists' community won't come at this cost.

Aesthetically unpleasing....this project will raise well-loved wooded grounds and historic buildings, with little or no regard to the style or scale of its predecessor, or its surroundings. The new buildings are not just modern, they are ugly. The proposed high rise (mentioned last or pictured in the background in the developers' gauzy renderings) is way too big and tall—an eyesore!

Congestion—I have to guess this development would add 1000 to 2000 people living up in that corner, already impacted by other new apartments, the expanding Safeway shopping center, etc. The effect of the added vehicle traffic alone would be unsupportable.

The renters won't all have places to park their cars. Sorry but I don't buy the dream that they will give up their cars to live there. Maybe they'll downgrade to just one, which they'll want to put somewhere, that is, in the surrounding, already very busy streets. Even if they do without, a worse kind of traffic congestion could result from Uber/Lyft/ and oh, no! shuttle busses, and delivery trucks for on-line shoppers.

Why does this project deserve special treatment?

The part of Oakland calls out for rigorous city planning and design review, a look at the whole area: what would work, what would help, what we can sustain with transportation, transit, school facilities, and other infrastructure, what designs fit the neighborhood. Please let's not rush into approving a single site with so many downsides and little that benefits Oakland.

Things I don't know: I may have missed some of this, but

- Where are the emergency evacuation routes? How will garbage trucks, delivery trucks, etc. access the area?

- Will there be 'adult-only' residential areas? Will the apartments accommodate families with kids? I don't see any provisions for children.
- What coordination has there been with Oakland Tech, and how will its campus there be impacted?
- Which parts of the area will be open to the public, and will there be any day and time restrictions? Will the public areas, especially the Clifton Street parts, be accessible to people with disabilities?
- What entity will be managing the artists' work and studio spaces, and retail areas? What parking will be available to customers? Will the complex retain responsibility to keep the surrounding areas clean?

I will stop here and just say that I appreciate your attention and consideration, and hope for a workable solution to these issues.

Rhoda Haberman, 5326 Miles Avenue

Lind, Rebecca

From: Clive Scullion <clivescullion@yahoo.com>
Sent: Wednesday, August 14, 2019 5:38 PM
To: Lind, Rebecca
Subject: Case ER19003

Dear Ms. Lind,

First I congratulate you on all the great planning going into downtown Oakland, from previously a wasteland of abandoned buildings and parking lots, its now much better for all Oakland people. I even like the tall buildings that add to the skyline. That said I really don't think tall buildings should go up in odd locations where they would stick out like a sore thumb. Whether its the 19 story proposal at the College of Arts and Crafts or the 54 story proposal in Emeryville, I think it is sad for the nearby residents who didn't plan on this when they bought their house or the people to the east who now have a building to look at in the middle of their Golden Gate view. I hope you will just say no to tall buildings going up away from the downtown area.

Clive Scullion, homeowner Oakland

Lind, Rebecca

From: Sean Boyle <mrseanfboyle@gmail.com>
Sent: Wednesday, August 14, 2019 5:19 PM
To: Lind, Rebecca
Cc: Merkamp, Robert; jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com
Subject: Case Number ER19003. Public comment from me, a nearby resident, for EIR consideration.

Dear Ms Lind,

My name is Sean Boyle and I am a resident of nearby Thomas Avenue. Per the NOP guidance for ER19003, I am sharing with you my concerns about this CCA project, which I hope will be addressed in the EIR. Where possible, I offer solutions or recommendations, although I am no engineer, just a resident who wants the best possible neighborhood for all who will live in it.

Assessment of shadows cast by towers.

Specifically, I am concerned about significant shadows over my neighborhood on Broadway Terrace and Thomas Ave. Please ask that the developers make their shadow diagrams public, they have not. And these diagrams should model shadows for the longest and shortest days of the year, to understand the full impacts across a year.

Assessment of increased traffic impacts, including assessments of:

- Increased parking demand on neighborhoods including neighborhood on Thomas Ave and nearby surrounding streets, which currently are not metered and do not require permits. Permitted parking to existing residents should be offered by developer to ensure that street parking for existing residents is maintained, and that residents of the new project to not park their cars on our streets for extended periods without use (>4 days).
- Uber/ Lyft/ Ride share drivers and food delivery services. Can a turnaround be created within the property to allow for pick up and drop off? There is a need for a delivery and ride share drop-off area(s). What is impact of NOT having such a drop off? Can a half circle for Uber/ ride share and deliveries on Broadway be engineered to connect with the signal at Coronado? The city already has the project of redesigning the College Ave & Broadway signal intersection on a list of future plans, with funding from The Ridge development. This signal redesign will need to be tied in with the CCA development. Impacts of all these scenarios should be modeled for EIR.
- Clifton St Egress onto right turn only Broadway. Assessment should be conducted modeling mitigation effect of making this exit left and right turn instead of left turn only.
- Emergency Vehicle access into living complex. Clifton St looks exceedingly narrow in Developer project drawings. How will emergency vehicle access be ensured? Does Clifton need to be widened in order to be safe?
- How will Broadway Terrace and Thomas Ave handle traffic overflow caused by this project? What is projected increase in traffic on these streets look like? Will speed bumps need to be introduced onto surrounding streets to minimize fatal accidents? These impacts should be modeled and models should be made public.
- it seems illogical to treat this project as unrelated to the uncompleted Ridge project. An assessment should be made as to the impacts of leaving the Ridge-side property along the shared property line unchanged while an adjacent project applies new pressures to the existing Ridge space. What changes to Ridge property might be needed to improve the future outlook for both projects? To what extent can pressure be applied to CCA and Ridge developers to work together on this?

Unacceptably low proportion of affordable housing, given Oakland's housing crisis

- affordable units should not be limited to the dorm. Why cannot a proportion of the tower units be made affordable? Developer needs to recognize the need and adjust. EIR should model improvements in environment if tent cities in

surrounding neighborhoods are reduced because some number would be able to access affordable housing created by the project.

Assessment of Increased Noise and need for Noise control/mitigation

Specifically from the proposed extra 10-foot addition in height to the dorm building, along with the traffic flow from the right turn-only Clifton Street. What soundproofing and insulation mitigation on that dorm building can be implemented?

Assessment of non-automobile associated transportation effects on the immediate neighborhood

- Increased placement of Electric Scooters on surrounding streets. These impacts should be modeled and models should be made public. Will there be parking areas on the property for these scooters?
- Bicycle friendliness. What bike lanes are planned? If none why? How will it link to The Ridge plans? Will there be bike lockers or Bike lockup sites on the property? if not why not?
- How is ADA access being addressed?
- Sidewalk on Broadway in front of CCA is not up to code and will need to widen, requiring a redesign of the front of the CCA property. This is NOT what the developers show in their diagrams and plans need to be updated to reflect this.

Rats, rodents and wildlife impacts

- During the Merrill Gardens projects, the surrounding neighborhood suffered rat infestations as the displaced rodents had to seek out new habitat. How is the EIR considering this? Mitigation during construction should be listed.
- Great Horned Owls have been observed on the property. Coyotes, Birds, skunks, raccoons, possums, squirrels, mice, bats, snakes, lizards, and amphibians and other diverse wildlife utilize that property. A full accounting of the impact to the destruction of this habitat is needed for EIR.

Security and Security Cameras

- What if any, private security will be available to residents? Will CCTV cameras be utilized, and what will the policy be for nearby residents to access footage from those cameras should crimes be committed in the neighborhood that might have been recorded on these devices?

Thank you and the city planners for considering (and hopefully addressing my concerns about this CCA project in the EIR.

Sincerely,

Sean Boyle.

Lind, Rebecca

From: LEAH BROWN <leahmbrown06@comcast.net>
Sent: Wednesday, August 14, 2019 11:28 AM
To: Lind, Rebecca
Subject: ER 19003, CCA redevelopment proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind:

Re: ER 19003, CCA redevelopment proposal

I am offering my comments on the redevelopment proposed for the California College of the Arts campus. I live on the south block of Thomas Avenue, the first street up Broadway Terrace from Broadway. My concerns are with the scale and density of the proposed project, its impact on traffic and parking in the immediate neighborhood, inaccessibility in emergencies.

Scale and density of the project: the proposed 19 story housing unit is out of proportion to any buildings in the area. The newer housing on Broadway, as far south as 27th Street does not exceed 7 or 8 stories, those at 51st Street, 5 stories, at Telegraph and 51st, 6 stories. The only new housing of comparable height is near 40th and Telegraph, steps from the MacArthur Bart station. The proposed CCA project is .6 mile from Rockridge Bart unlike the building at MacArthur.

Impact on traffic: The only road access to these proposed housing units is Clifton, a dead end street that enters Broadway from the east between Broadway Terrace to the north and College Avenue to the south; both Broadway Terrace and College have traffic lights as do the next 2 intersections to the south, Coronado and Pleasant Valley/51st Street. Traffic is already difficult in these blocks. As examples, there's room for only 5 cars to stop between Broadway Terrace and College Avenue if you are stopped at one of those streets by a red light. If headed southbound on Broadway, there is no left turn signal or left turn lane at Coronado, an access road to the Safeway shopping center. If you are unfortunate enough to arrive at Pleasant Valley/51st as the light turns red, you will wait 2 minutes before it is green again. Adding traffic from this proposed large development will only exacerbate congestion on this stretch of Broadway.

The developer has proposed allowing a right turn only from Clifton onto Broadway, heading north. Drivers wishing to go south will have to change direction and will likely use side streets to do so. There are 2 possibilities that would take traffic onto Thomas Ave, a 2 block residential street not designed for through traffic, one block above Broadway. They are to: turn right on Broadway Terrace, turn left on Thomas Avenue, turn left at the end of Thomas onto Monroe, and

left again at the light on Broadway. Or, turn right from Broadway at Napa, turn right on Thomas Avenue, right again at Broadway Terrace and left on Broadway. Another undesirable possibility, not involving Thomas Avenue, is that some drivers will make a u-turn on Broadway to head south, either at Broadway Terrace or at Ada where there is a left-turn lane, not marked no u-turn, no light.

Parking: since the developer says the 554 units in the “tower” will be market rate, either rental units or condominiums, it is not reasonable to assume that providing parking for only 367 cars will be sufficient. Even if there is an excess of only 50 cars, there is not room on neighboring streets to accommodate parking there. At about 8 pm this past Sunday night, a week when classes were not yet in session at CCA, I did a rough count of street parking availability: on Broadway between Broadway Terrace and Napa, no spaces; on Broadway Terrace between Broadway and Thomas Ave, 10 to 12 spaces; on the south block of Thomas Ave, 7 to 8 spaces. I think this time of day on a Sunday is representative of existing neighborhood demand for street parking in evening hours.

Emergency access and egress: The developer has not proposed, nor does it appear it is possible, to construct another way to access this property by vehicle. Clifton dead ends into a locked gate that leads to the country club property behind it. The other sides of this parcel are too steep to build new roads. In emergencies, this lack of access will seriously impact the ability of residents to evacuate or of emergency vehicles to reach the buildings.

Thank you for the opportunity to provide comments.

Leah Brown

5380 Thomas Ave

Oakland, Ca 94618

Lind, Rebecca

From: Drew Robarts <corkymolly@gmail.com>
Sent: Wednesday, August 14, 2019 10:14 AM
To: Lind, Rebecca
Subject: CCAC Developer Project

Follow Up Flag: Follow up
Flag Status: Flagged

Ms Lind, Is it possible to set up a meeting to discuss this project? Drew Robarts 5678 Margarido Dr, Oakland, Ca.

Sent from my iPhone

Lind, Rebecca

From: mayersbrewer@gmail.com
Sent: Wednesday, August 14, 2019 10:14 AM
To: Lind, Rebecca
Subject: CCA Development Project Case # ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca: Thanks you for your words at the UBA community meeting. I am responding to your request for comments on the EIR NOP. Thank you. -Janis Brewer

I live two blocks from the proposed project and I am an alumnus of CCA and have I've lived in Oakland for a total of 27 years. I am extremely disturbed by this project as it is now planned for the following reasons:

1. There is no application for this project, only some pre-application plans and drawings that do not show the level of detail necessary to evaluate this project. It is just plain wrong to approve an EIR on a project that has no firm plans. The City is under no obligation to proceed without an application. Doing so would be a breach of normal protocol and sets a poor precedent for future development. I urge you to reject evaluation of this project until the developers submit a formal application for everyone to see.
2. The Landmarks Preservation Advisory Board was scheduled to meet regarding this project on August 12, but they cancelled this meeting and have no plans to review this project at all. The site is historic and marks the ongoing development the Arts and Crafts movement. There are historic buildings and a mature heritage garden that needs to be preserved. The fact that the Planning Commission would even entertain an EIR scoping session without first hearing from the LPAB is stunning given the historical significance of the site. I vociferously object to the Planning Commission scheduling the scoping session and request that you take this issue off your agenda for August 21, 2019.

If you must move forward on the Pre-Application basis, please note the following:

3. CCA is abandoning Oakland. This is a great loss for a City that cherishes its cultural resources. We should not be rewarding CCA for leaving Oakland by approving a project that will forever alter the landscape, skyline and demolish what little open space we have in Rockridge.
4. The changes proposed to the zoning and general plan set a bad precedent for the entire City. We need density of course, but 19 story towers up and down Broadway, College, Telegraph is a death knell for any walkable and livable neighborhood. This project is a street killer. Denuded of trees, no welcoming stairs up the hill, flat, cold steel buildings and decreased open space are not what Oakland needs to promote itself as a livable city. The walkability and trees are why people move here. They don't want San Francisco, they want the loveliness of what Oakland offers. This project throws that human scale appeal out the window. And for what; so that CCA can get more money to expand in San Francisco? Yes Oakland needs the larger tax base but how much are you willing to sacrifice for that money? People's health; increased congestion; worsening air pollution; loss of trees and open space? It's not worth it.
5. Cutting down too many trees will devastate our neighborhood. We already have a huge suburban strip mall (The Ridge) that's only half completed. How much open space will you sacrifice for tax revenues? You should visit the campus and see what a lovely setting it is and how the trees, public art, views and pleasant pathways enrich all of us.
6. The proposed 19 story tower has no place on this elevated and wooded setting. It's shocking that CCA would agree to the cold, colorless, metal ice-cube-tray box. They do teach architecture and aesthetics, don't they?

- There's nothing vernacular about their design. There's nothing uniquely-Oakland about it. Rather it is devoid of anything that makes the craftsmen lined streets near it so appealing.
7. The proposed 5.9% affordable housing is laughable in its feebleness. You have an opportunity here to increase the affordability of this project to teachers, janitors, grocery workers and dental hygienists. Real Oakland people who live here now and are desperate for decent housing. Give them a chance to live in one of the best neighborhoods in Oakland that's close to shopping, schools, public transit and walking, biking and scooting! Imagine approving a project that has housing for over 100 teachers. Every district in the City would benefit from that.
 8. Transferring a density bonus from one parcel to another (Clifton Hall and the CCA main campus are not contiguous parcels) is unprecedented and potentially illegal. I urge you to review this proposal in light of potential legal risk to the City.
 9. If you've driven, walked or biked near the CCA campus lately you know you already take your life in your hands by doing so. As a condition of approval, the City must require the developers to fund an independent traffic mitigation study. Let's not just use the same old, tired, firms that did the studies for Merrill Gardens and The Ridge shopping center. They did NOTHING to mitigate the traffic nightmare that resulted. Students walk the length of Broadway daily. Some of them have never had to do the campus commute before and it's dangerous without better timing of lights, wider sidewalks and pedestrian crosswalks with hazard lighting. Lanes for bikes and scooters are paramount for this neighborhood where seniors from Merrill Gardens walk daily. There's already been one accident of a scooter driver hitting a Merrill Gardens resident. Let's not let that become the norm.
 10. The proposed project has some serious risk for the safety of its residents (and other nearby neighborhoods). There does not appear to be adequate room for fire and life safety equipment to service the southern-most buildings proposed for this site. A hook and ladder truck cannot fight a fire in those buildings nor can it evacuate residents trapped in these buildings. And because the proposed fire truck turnaround is so tight, their response to other emergencies in the neighborhood will be negatively impacted. Who will be at risk elsewhere while a hook and ladder truck is trying to get out of the long narrow driveway, back down congested Clifton Street and out on to Broadway with all the cars, scooters and pedestrians crossing there? This neighborhood is congested with pedestrians at all times of day. Please keep their safety a priority.
 11. The proposed "Arts Walk" is a non-starter. Several residents here measured the slope of Clifton Street and it does not meet ADA minimum guidelines without resurfacing and regrading Clifton Street with ramps and areas of refuge along the way. Anyone whose civil right to access has been violated could sue the City and property owner. That is a liability risk the City should not condone.
 12. The site of the proposal is an historic space. Any of the long and illustrious heritage will be lost forever if you approve this project. Yes, retaining two historic structures is good but, the other legacy artists who taught and learned there will be lost with the destruction of the numerous studio spaces the project proposes. What about sculptor Robert Arneson who is recognized for his pivotal role in establishing ceramics as a medium for contemporary sculpture. His studio where he perfected his craft will be wiped out. So will the building that famous sculptor Viola Frey taught and practiced in. The legacy of world-famous painter Nathan Oliveira will be snuffed out if this project moves forward. This list of artists, illustrators, architects, painters and product designers is long. Their losses will be felt by the whole community. Instead you should establish this site as an arts district where makers, artists and the public can benefit from Oakland's vibrant art community.
 13. The proposal for inadequate parking is cheaper for the developer but the externalities it imposes on surrounding neighborhoods cannot be discounted. No one believes that just because you don't provide parking that it will somehow magically cut down on the number of cars. If rents are affordable maybe that would happen. But if you can afford to rent a luxury apartment in these buildings you will also be able to afford a car or maybe 2. You must make adequate arrangements for that eventuality; arrangement that don't put cars permanently on neighborhood streets. This would damage the walkability of Rockridge and be a financial headache for local merchants.
 14. Public transit must be improved significantly for this project to succeed. Bart is at rush hour crush-load capacity, AC transit does not run frequently enough (and except for the Trans-Bay buses, is NEVER on time). A coordinated effort with AC Transit, Bart and a private shuttles is indicated. A comprehensive transit plan must be a condition for approval of any project on this site.

15. There is no mention in the pre-application plans of any green initiatives for the buildings (mitigating heat-gain, use of photovoltaic power, sun shades on west facing glass, water run-off mitigation in all paved areas, use of shade trees, etc.) Oakland is not immune from catastrophic climate change and this project does nothing to address that reality. The City must require the developer to revise their plans to achieve LEED Gold level buildings. Eliminating the 10 story tower and lowering the height of all buildings to no more than 5-6 will ensure that shade trees already on the site can do the job that they have done for decades.

There's a real opportunity here to make this project (and the surrounding area) a showcase for smart development and growth. Local neighbors and neighborhood groups are unified in making this proposal much better than currently proposed. I urge you to reject that developers pre-application efforts and require a formal application for all affected parties to see. Thank you.

-Janis Brewer
5132 Coronado Ave
Oakland ca94618

Lind, Rebecca

From: Nancy Morton <nmorton123@att.net>
Sent: Tuesday, August 13, 2019 9:32 PM
To: Lind, Rebecca
Subject: CCA project ER19003

Hi Rebecca, I want to register my dismay the it appears the EIR Scoping meeting that the Planning Commission has scheduled for April 21, 2019 will proceed absent the input of the Landmark Preservation Advisory Board. Is it possible for you to request that the CCA project not be considered until after the LPAB has a chance to meet?

Also, wanted to inquire why movement on this project seems to be fast tracked absent a "plan" for North Broadway/Rockridge and given the failed project at 51st and Broadway . It seems the residents of Rockridge are being punished for the City's lack of planning.

Regards,

Nancy Morton
5216 Desmond
Oakland, CA 94618

Sent from Mail for Windows 10

Lind, Rebecca

From: Rhoda Haberman <rhodadah@gmail.com>
Sent: Tuesday, August 13, 2019 6:36 PM
To: Lind, Rebecca
Subject: ER19003: College of Arts and Crafts site proposed development
Attachments: Broadway development project.pages

Dear Ms. Lind—the attached contains my comments about the proposal. I'd greatly appreciate it if you'd open and read it.

thanks kindly

Rhoda Haberman

Lind, Rebecca

From: Pat & Phil Jelley <bottijelli@gmail.com>
Sent: Tuesday, August 13, 2019 6:22 PM
To: Lind, Rebecca
Cc: Pat Jelley
Subject: Fwd: ER 19003 Proposed Housing....

----- Forwarded message -----

From: Pat & Phil Jelley <bottijelli@gmail.com>
Date: Mon, Aug 12, 2019 at 3:28 PM
Subject: ER 19003 Proposed Housing....
To: <Rlind@oaklandca.org>
Cc: Pat Jelley <bottijelli@gmail.com>

City Planner III Lind,

The plan proposed plan for ER 19003 recommends increasing housing which will further negatively impact the North Oakland area.

The former CCA campus deserves a better urban plan.

Currently, the density of traffic (biking, cars, buses and foot traffic) is high. The shopping center adjacent to the proposed plan generates difficult traffic patterns to the intersections of Broadway, Pleasant Valley Road, Broadway Terrace, and College Avenue.

The proposed development will pour more congestion into this awkwardly planned zone.

I STRONGLY OBJECT TO THE PROPOSED PLAN - ER 19003.

Thank you for hearing my voice. I expect better urban design and planning from our City Planners and our City Council.

**I am a resident of Oakland.
I am taxpayer.
I am a voter.**

Sincerely,
Patricia Jelley

Lind, Rebecca

From: Kirk Peterson <kirk@kpaarch.com>
Sent: Tuesday, August 13, 2019 4:17 PM
To: Payne, Catherine
Cc: Marvin, Betty; Lind, Rebecca; from: Naomi Schiff; Manasse, Edward; Vollmann, Peterson; Gilchrist, William; Dignan, Katie; Kalb, Dan
Subject: CCA hearings

Dear Catharine,

On behalf of Upper Broadway Advocates I am requesting that the scoping hearing at the Planning Commission for the proposed CCA project be taken off the August 21st agenda. The City had the order of the public process correct; beginning with the LPAB.

The CCAC campus is an historic site reflecting the development of Oakland over time and the history of the Arts and Crafts movement in California. It features architecturally significant structures and a mature historic landscape, and is associated with important artists who attended and taught there. For good reason it is a City Landmark and is listed on the National Register of Historic Places

The purpose of the LPAB is to advise the Planning Commission on matters of historic structures and sites. Holding a Planning Commission hearing before the LPAB is allowed to exercise its proper function is wrong. We strongly urge you to delay any Planning Commission activity on this matter until an LPAB hearing is held.

Lacking any authentic process for the public to vet the proposed CCA project or for the City to assess public sentiment, a group of neighbors came together to look at the proposal, and Upper Broadway Advocates (UBA) was formed. Over 200 citizens attended two public meetings held by UBA at the Rockridge Library. The City has had multiple meetings with the developer over a period of years, and now it seems that the community will be denied the first opportunity to speak out. This is a poor precedent; what process can we expect when the development plans for the adjacent vacant 'Ridge' site are disclosed.

Whatever is built on the CCAC site is likely to be there for generations. There is no benefit to the citizens of Oakland in compressing the review schedule. As things move forward it will be interesting to determine if the project involves any particular benefit to the citizenry.

We look forward to hearing from the City

Sincerely,

Kirk Peterson
Co-Chair UBA Steering Committee

Kirk E. Peterson & Associates
5253 College Avenue
Oakland, CA 94618
office: 510.547.0275
fx: 510.547.4173

Lind, Rebecca

From: Tom Nemeth <tanemeth@gmail.com>
Sent: Tuesday, August 13, 2019 8:50 AM
To: Lind, Rebecca
Subject: ER19003

Dear Ms Lind,
The proposed development looks great! I hope it will serve to revitalize the otherwise 'dead' end of College Ave.

Tom Németh
District 1

Lind, Rebecca

From: Pamela Schock Mintzer <PMintzer@wendel.com>
Sent: Thursday, August 15, 2019 11:08 AM
To: Lind, Rebecca; jmyres.oakplanningcommission@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SSHiraziOPC@gmail.com; NHegdeOPC@gmail.com; Kalb, Dan
Subject: Case No. ER19003, NOP for EIR/California College of the Arts Redevelopment Project
Attachments: 2831_001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning -

Please see attached correspondence regarding Case No. ER19003, NOP for EIR/California College of the Arts Redevelopment Project.

Thank you.

-Pamela Mintzer

CONFIDENTIALITY NOTICE:

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Thank you for considering the environment before printing this e-mail.

Lind, Rebecca

From: Merkamp, Robert
Sent: Monday, August 12, 2019 4:16 PM
To: Lind, Rebecca
Subject: FW: ER19003 - Opposition to Current Plan for Site Occupied by CCAC

FYI

Robert D. Merkamp, Zoning Manager | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6283 | Fax: (510) 238-4730 | Email: rmerkamp@oaklandca.gov | Website: www.oaklandca.gov/departments/planning-and-building

-----Original Message-----

From: JoAnne Tillemans [mailto:joannetillemans@gmail.com]
Sent: Monday, August 12, 2019 11:31 AM
To: Merkamp, Robert <RMerkamp@oaklandca.gov>
Subject: ER19003 - Opposition to Current Plan for Site Occupied by CCAC

Dear Robert Merkamp,

I am a home owner in Rockridge and have lived here since 1992.
I am dismayed at the lack of planning that has been done concerning the former site of CCAC.

I went to a very crowded meeting of concerned residents at the library that was put on by the Upper Broadway Advocates and would like to include my voice directly to you by stating:

1. As a survivor of the Oakland Hills Fire in 1991 - please review fire evacuation plans for a high rise of this size and for the high numbers of people who will need to get out of the building.
2. The size of this building is totally out of scale with our neighborhood and further more there are undeveloped lots right next to it - which could share in creating housing for Oakland residents. A 19 story building in our neighborhood is crazy. And what precedent are you setting for College Avenue and our immediate neighborhood?
3. I am aghast at the lack of affordable housing units in proportion to the number of new apartments. Why can there not be a higher percentage of affordable housing!
4. The number of parking spaces is severely lacking for the number of people who will in the location. There is going to be too much congestion with uber cars circling and people still needing a car to go places.
5. There will be huge impacts on our infrastructure - schools, fire, sewer, garbage pick up etc.

JoAnne Tillemans
510-918-5644

6212 Rockwell Stret
Oakland CA 94618

Lind, Rebecca

From: Lynn Delaney <lynndelaney6@gmail.com>
Sent: Monday, August 12, 2019 7:28 PM
To: Lind, Rebecca
Subject: Hello

Hello,

I live a short walk from CCA at 5340 Broadway Terrace. If you drive up that street you will almost immediately come across my condominium, the one painted brown with balconies. It's seven floors which is two times 19 + 5 floors to give you a feeling for how the proposed 19 story structure would dominate our space.

Eight floors maximum. That project cannot be expected to solve the California Housing Problem.

I have two other main concerns:

1. Save the oak trees above all else. Aren't they already legally protected? Does that protection include the proposed "digging up and moving" them? How unsafe could that be?
2. Save the front wall, entrance and steps. They are elegant reminders of the past.

Thank you for being receptive to our input.

Best,

Lynn Delaney
510 501 3323
5340 Broadway Terrace
Oakland, CA 94618

Lind, Rebecca

From: Stephen Clayton <stephen@stephenclaytonlaw.com>
Sent: Monday, August 12, 2019 6:46 PM
To: Lind, Rebecca
Cc: stephen@stephenclaytonlaw.com; Karen Clayton
Subject: Comment on buildings on former CCA campus - ER19003

Hello Ms Lind,

I live in the Clairmont Pines neighborhood - up Broadway Terrace. I believe we will be able to see this building - at least the tower, from the front windows of our home.

My wife, Karen, and I are not opposed to the 19 story tower. We believe Oakland needs to become a modern 21st century city, not be maintained as an early 20th century theme park. Building of this scale can be absorbed into the city and enhance the city. Oakland must provide incentives and a favorable climate for developers to build more housing and denser housing. So we are in favor of this project *IN GENERAL*.

One specific exception to our endorsement of the project is the ridiculously small number of affordable units we are told it includes. OAKLAND NEEDS AFFORDABLE HOUSING AND *THIS NEIGHBORHOOD* NEEDS AFFORDABLE HOUSING. I WOULD HOLD UP THIS PROJECT DUE TO THE GLARING LACK OF AFFORDABLE HOUSING. 35 units out of 554 is not just a bad joke - it is bad policy - a punch in the face to Oakland residents and voters. The number of affordable units/ subsidized units/ units available and affordable to people on Section 8 / under market rate units - What ever you want to call them, should be at least 110 - 20%. If the developers will not do that - Screw them and Kill the project. It would be better to negotiate and make the developer's see the value to them of including 25% to 33% "affordable" units. But do not allow the developers to segregate out low income people from living in this lovely neighborhood.

I am also concerned that in 2019 major projects like this must be "green." Where is the solar? How will this project produce energy? How will it conserve energy? Hold them to conservation, efficiency and a strict plan.

Keep up your good work

keep smilin'

Stephen

stephen@stephenclaytonlaw.com
(510) 708-7667

Trump delenda est

Rebecca Lind, Planner III, City of Oakland, Bureau of Planning, 250 Frank H. Ogawa, Suite 3315, Oakland, CA 94612 OR by e-mail to RLind@oaklandca.gov. Comments must be received by 4PM on August 23, 2019. Reference case number ER19003 on all correspondence.

Lind, Rebecca

From: Elaina Garvin Briant <elainagarvin@gmail.com>
Sent: Monday, August 12, 2019 4:49 PM
To: Lind, Rebecca
Subject: Proposed CCA Development

Hello,

I am emailing today to voice my opposition to the proposed 19-story tower the CCA wants to build right down the street from my home.

In no way is a building of this size necessary or fitting to the neighborhood. CCA should be ashamed of itself for trying to pull something this large and intrusive on our neighborhood. Aren't they an art school? Wouldn't they favor architecture that doesn't stand out from the existing surroundings? I don't understand the disconnect.

Please keep me in touch with further action which might be needed to add my voice of opposition to such a terrible idea.

Thank you,
Elaina Garvin Briant
415-533-1764

Lind, Rebecca

From: Nicole Ozer <nixy555@yahoo.com>
Sent: Monday, August 12, 2019 1:57 PM
To: Merkamp, Robert; jmyres.oakplanningcommission@gmail.com; amandamonchamp@gmail.com; tlimon.opc@gmail.com; jfearnopc@gmail.com; cmanusopc@gmail.com; SShiraziOPC@gmail.com; NHegdeOPC@gmail.com; Lind, Rebecca
Subject: Neighbors Say No to CCA Development ER 19003
Attachments: Neighbors Say No to CCA Development ER 19003.pdf

Dear Planning Commission Members and City of Oakland Planners,

Thank you for taking the time to read our letter- attached and in text below. We are a young family and we live on Carlton Street – just around the corner from the proposed 19-story CCA development. We **STRONGLY OPPOSE** the current plans for the CCA development – ER 19003.

We really support new, affordable housing in Rockridge. But we have serious concerns with the current CCA proposal, including the following:

1) The CCA Project is **TOO TALL**– at most it should be 6-8 stories We are counting on city leaders and staff to make sure that the community is not forced to pay the price for developers who knowingly planned work on historic property and then decided that they wanted to try to build a massive skyscraper to offset this reality and pad their profit. At most, the new development should be consistent with the neighborhood and be no higher than 6-8 stories.

The current proposal is completely inconsistent with the rest of the neighborhood and undermines all of the City's recent "road diet" efforts and expense to make Broadway single lane and more residential.

The Upper Rockridge neighborhood is home to a mix of single family and multi-unit homes and 4-8 story apartment buildings and senior housing. Another building of 6-8 stories would work. But the oversized and outsized density of this skyscraper proposal, with its corresponding impact on the neighborhood, massive growth in traffic and parking, and impact on safety, must not be allowed to move forward.

2) The CCA Project does not properly support affordable housing

To make matters worse, this massive proposed skyscraper does not properly support affordable housing. The project's plan – or lack thereof – to provide affordable units is completely unacceptable. We have a real affordable housing crisis in Oakland and it is imperative that developers have to make true commitments to provide affordable housing. That means providing a good percentage of units where families of all backgrounds, teachers and fire fighters, seniors, and others can live in any main buildings – not just a few artist units in current CCA dorms.

3) The CCA Project does not provide appropriate neighborhood friendly open space – there should be a children's park and dog park

The CCA Project also does not provide the type of open space needed for the neighborhood. Regardless of the final size of the building, there will be many more people living in the neighborhood – likely many with children and pets. We have no children's park or dog park in the neighborhood and a sculpture garden is not what we need. The CCA Project should have a children's park and dog park – for residents and the larger Upper Rockridge neighborhood.

Finally, this is simply a critical time to make sure that new development in Oakland supports, rather than undermines, the further growth of neighborhood and true diversity of community. Allowing a proposal for a skyscraper that will blight the entire area and lacks any real affordable housing is selling out Oakland's potential. We hope that you will carefully consider the serious concerns of Oakland residents and neighbors like us and stop this ill-conceived skyscraper proposal from moving forward.

Thank you very much for reading our letter and please let me know if I can answer any questions about our concerns.

Sincerely,
Nicole Ozer and Family
Carlton Street, Oakland 94618

Dear Planning Commission Members and City of Oakland Planners,

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We really support new, affordable housing in Rockridge. But we have serious concerns with the current CCA proposal, including the following:

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We hope that you will carefully consider the serious concerns of Oakland residents and neighbors like us and stop this ill-conceived skyscraper proposal from moving forward.

Thank you very much for reading our letter and please let me know if I can answer any questions about our concerns.

Sincerely,

Nicole Ozer and Family

Carlton Street, Oakland 94618

Lind, Rebecca

From: Pamela dos Remedios <doslitke4@gmail.com>
Sent: Monday, August 12, 2019 12:30 PM
To: Lind, Rebecca
Subject: CCAC

Just addressing my concerns about the 19 story apartment building. Seriously, it's going to stick out like a sore thumb. Let's be reasonable! Are the new apartments becoming available....are they full? I hope you think hard before you decide to approve this potential eyesore.
Pam Litke

Sent from my iPhone

Lind, Rebecca

From: KPEL <lockevan1@gmail.com>
Sent: Monday, August 12, 2019 12:29 PM
To: NHegdeOPC@gmail.com; SSHiraziOPC@gmail.com; cmanusopc@gmail.com; jfearnopc@gmail.com; tlimon.opc@gmail.com; amandamonchamp@gmail.com; jmyres.oakplanningcommission@gmail.com; Merkamp, Robert; Lind, Rebecca
Subject: ER 19003 - CCA Proposed Development Project

Greetings Planning Commission,

My family and I live in Rockridge and own several properties very closed to the area being proposed by CCA for redevelopment. Our home and another property are adjacent to the Tech High School upper campus and right next to the parking lot.

We have reviewed the proposed CCA project and **strongly oppose** the development because of the density and height of the high-rise tower (19 stories). The proposed 10 story building will have a negative impact to our community as personally create a view of a high rise building from our back yard with these leveling units looks down of our properties on lower Broadway Terrace. The community is a wonderful place to live because density and height restrictions have been consistent with the neighborhood rather than allowing high rise developments into a small community of cottage style homes and apartments.

We hope that you will enforce the current height restrictions on this proposed development and also require sufficient off-street parking to help the already bad parking situation. We know the community is in opposition to this project to many of the same reasons stated above. Our community wants to evolve a model of beauty, sustainability, affordability and density, while aspiring to reflect the diversity of Oakland and the character of Rockridge. We hope you also appreciate and the artistic heritage of the site and to also preserve the trees. We do not want a 19-story sore thumb in our backyard.

Please contact me if you have any questions.

E-Van Lock

Sent from Mail for Windows 10

Lind, Rebecca

From: joanne tillemans <joannetillemans@gmail.com>
Sent: Monday, August 12, 2019 11:42 AM
To: Lind, Rebecca
Subject: ER 19003 - Dismayed at plans for CCAC site

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca Lind,

I am a home owner in Rockridge and have lived here since 1992.

I am dismayed at the lack of planning that has been done concerning the former site of CCAC.

I went to a very crowded meeting of concerned residents at the library that was put on by the Upper Broadway Advocates and would like to include my voice directly to you by stating:

1. As a survivor of the Oakland Hills Fire in 1991 - please review fire evacuation plans for a high rise of this size and for the high numbers of people who will need to get out of the building.
2. The size of this building is totally out of scale with our neighborhood and further more there are undeveloped lots right next to it - which could share in creating housing for Oakland residents. A 19 story building in our neighborhood is crazy. And what precedent are you setting for College Avenue and our immediate neighborhood?
3. I am aghast at the lack of affordable housing units in proportion to the number of new apartments. Why can there not be a higher percentage of affordable housing!
4. The number of parking spaces is severely lacking for the number of people who will in the location. There is going to be too much congestion with uber cars circling and people still needing a car to go places.
5. There will be huge impacts on our infrastructure - schools, fire, sewer, garbage pick up etc.

JoAnne Tillemans
510-918-5644

6212 Rockwell Street
Oakland CA 94618

Lind, Rebecca

From: Deborah Eudaley <dceudaley@yahoo.com>
Sent: Monday, August 12, 2019 9:37 AM
To: Lind, Rebecca
Subject: ER19003 concerns
Attachments: ER19003 2019-08-12 - Lind.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca,

I'm writing this as a follow up to my email and letter of August 2nd. Since that time, I have done additional research into the pre-application proposal for CCA.

I have read recent articles in which the Emerald Fund claims to have engaged with the community regarding the project. Yes, various meetings occurred, but the actual concerns expressed by many members of the community have not been addressed. Of particular note is that the 19-story tower concept was not revealed until January 2019. The process has not been transparent, nor does it appear to actually adhere to Oakland's requirements for a formal application.

It's important to have a balanced plan that incorporates a variety of public policy priorities. I am very concerned we will be subjected to unintended negative consequences because the CCA/Emerald Fund plan does not take into consideration the full scope of issues. CCA/Emerald Fund should be held accountable to address all of the issues publicly and with an opportunity for community feedback.

My personal view is that the plan should not generate negative impacts on the surrounding community. It is perfectly rational and naturally human for the existing Rockridge residents to wish to preserve those things that drew us into living here in the first place. Any additional housing should either fit within the existing limits of the infrastructure (traffic, parking, water, sewage, electric etc.), or the project developers should be responsible for the investments and programs to address the overall requirements. The design concept should be harmonious with the architectural character of Rockridge, protect the historic buildings and features, preserve open space and natural elements, and maximize additional housing within a lower scale format. The 51st and Broadway area has 5-story tall buildings in a much more open intersection. That looks like a reasonable height limit for CCA as well.

Thank you again for the opportunity to have input into this important initiative.

Warm Regards,

Deborah Eudaley
dceudaley@yahoo.com

Lind, Rebecca

From: Joseph Ferrera <josephferrera@gmail.com>
Sent: Sunday, August 11, 2019 8:56 PM
To: Lind, Rebecca
Subject: ER19003 Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Hello. I'm just writing to say that I think the new tower development proposal for Rockridge is fine. If I were you I wouldn't listen to all the older haters in the neighborhood. Apparently they feel no guilt about having already stolen so much from future generations in terms of housing, education, the environment, deficits, Medicare and social security. In my opinion they should be grateful we're not bulldozing their wasteful single-story homes.

Joseph
5339 Broadway
Oakland, CA 94618

Lind, Rebecca

From: Elliott Medrich <elliottmedrich@gmail.com>
Sent: Sunday, August 11, 2019 5:11 PM
To: Lind, Rebecca
Subject: Er19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

I am a city planner by training and a long time resident of the Broadway/Broadway Terrace area.

I am not opposed to housing in the CCA complex. That said, I am wondering whether your office has observed the current traffic situation at and near the corner of 51ST/Broadway. The traffic flow is impossible even at the present time. What a highrise, 500 plus unit building would add to the load is unimaginable.

Further, it is hard to imagine that a highrise on this site is not a total overbuild. Why not consider something smaller, less obtrusive, and more in keeping with the neighborhood?

I am certain that there is an equitable compromise to be had. What is currently under consideration cannot possibly stand the test of review and litigation. Save us all time and money. Redesign and reduce the scope of this endeavor now.

Elliott Medrich

because we were near bus lines and a railway station with four trains per hour (similar schedule to Bart, this was not a Tube station). The tower was barely visible or unobtrusive from much of the surrounding area!

We have no connection to the developer or anyone involved in the project. We are homeowners in North Oakland and chose to write to you after seeing comments about the project on Nextdoor.

We think it is sensible to require some proportion of the development to be offered below market rates. However, we would ask that the requirement not be set so high that the development becomes financially unsustainable and nothing gets built.

Many thanks
Tom Curtis and Sarah Chamberlain

6009 Romany Road
Oakland, CA
94618

Lind, Rebecca

From: Tom Curtis <tom@chamberlaincurtis.com>
Sent: Sunday, August 11, 2019 2:24 PM
To: Lind, Rebecca
Cc: Sarah Chamberlain
Subject: Support for CCA campus proposal (case ER19003)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rebecca Lind

We are writing in support of proposal ER19003 to redevelop the California College of the Arts (CCA) campus. We think this ambitious project would be good for Rockridge and for Oakland.

Our reasons for supporting it are:

Housing shortage - We know the whole Bay Area has a problem. We cannot see a more direct solution than to build lots of new homes for people. We are tired of seeing friends priced out of the Bay Area despite having good, professional jobs, or putting off starting families because of insecure housing situations. We worry that there won't be a place here for our kids in twenty years.

Rockridge is better able to absorb new housing than other areas. Every additional apartment built here represents:

- A new home for someone in our community.
- A better quality of life for someone who can live with fewer roommates, have a shorter commute or enjoy living in a safe, vibrant part of town.
- More property tax revenues to fund city services.
- One less person competing for housing and contributing to displacement from lower income neighborhoods.

Proximity to transit - The site is just over ten minutes' walk from Rockridge station, in a straight line on flat ground. This is a very reasonable distance to cover as part of a commute. It is also next to a stop for the CB transbay bus. This is an opportunity to house hundreds of residents without creating as much demand for driving as they would have elsewhere.

Commercial revitalization - The south end of College Avenue is noticeably quieter than other parts. Much of the existing retail seems related to art supplies, and will probably suffer after the closure of CCA. The development includes new restaurants anchored by residents, which would draw in more customers, and create new opportunities for other retail spaces.

Public green space - This would be a welcome addition to the area. There are not a lot of non-commercial spaces available to the community in this area. Having somewhere to go, away from the street would be rather pleasant.

Personal experience - We lived in a similar development in London for four years and it was great. Vanguard House was a 14-story tower in a rapidly gentrifying area that was mostly older, two- or three-story homes. We had a good quality apartment, supported three thriving restaurants across the street and didn't use a car

Lind, Rebecca

From: John Claisse <john@clais.se>
Sent: Sunday, August 11, 2019 8:35 AM
To: Lind, Rebecca
Cc: Dr Sarah Earl-Novell
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

Thank you for your service to the city of Oakland.

I am a resident in Oakland, in what some call Upper Rockridge. I received a leaflet yesterday from a group called Upper Broadway Advocates. It suggests I contact you regarding the proposed EIR Scoping session and references concerns I might have.

I would like to make my views known to you. For the avoidance of confusion I am supportive the proposed developments. Oakland is a wonderful city, but homelessness is a shame on us all and needs to be addressed. We desperately need more affordable housing and if that means we build up, so be it! If that means there is more traffic and some views are affected so be it. It's a small price to pay to restored equity to those displaced by the extreme and unsustainable cost of living increases we have seen over the past decade. Cost of living starts with accommodation. It's simple supply and demand and we need more supply. Local businesses will benefit, as will larger employers struggling to retain young people who can't afford to live in the Bay Area and migrate out of state...

I appreciate the planning process and your willingness to hear different perspectives. You will undoubtedly hear about the fears of some who believe increased density will bring new issues. I am confident Oakland will embrace these changes and adapt in a positive way.

Thank you again for your efforts to ensure this planning process delivers much needed accommodation and carefully considers the impact.

Kindest regards,

John

John Claisse
6033 Margarido Drive,
Oakland CA 94618
510 710 3483

Sent from my iPhone

Lind, Rebecca

From: Tom Dapice <dapiceth@gmail.com>
Sent: Friday, August 9, 2019 9:18 PM
To: Lind, Rebecca
Subject: ER19003

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Lind,

I am a long-time resident at 51st and Broadway in Oakland. I am writing to express my concerns about the development pre-application for the 5212 Broadway Project (ZP180116). I am all for building housing but the proposed project is an unreasonable amount of density with insufficient affordable housing for the location.

My concerns are as follows:

1. The project proposal is unsafe because it does not have sufficient exits in the case of a fire. Having almost 600 units (a 19-story tower surrounded by 8 story buildings) with the nearest streets being Broadway as it becomes a 2-lane road, and a neighborhood street, does not provide sufficient access to escape. We all learned the terrible consequences of unsafe conditions after the Ghost Ship fire.
2. The project will make the already bad gridlock on Broadway a traffic parking lot with the enormous amount of units given the lack of capacity in the adjacent streets.
3. The high-rise glass and steel buildings with most of the old trees removed are NOT suitable for a bedroom community like Rockridge but rather a downtown financial district. Also, the buildings will cast a large shadow on the surrounding neighborhood.
4. The small number of affordable units proposed by the developer does not help Oakland's goals of solving the housing crisis. There should be at least 20% units reserved for affordable housing for low-income residents as is the standard with other cities. There are government and private subsidies available to assist with the cost of providing these units and many nonprofit developers in the area that could be a partner in this work.

The developer has claimed that changing the items above to make shorter buildings, less units, and more affordable housing "won't pencil" but have not provided the financial development budget and operating pro forma to support this claim. The nearby units built at 51st and Broadway at 5 stories and various affordable housing around Oakland show that lower heights and more affordable units are feasible.

Thank you for your consideration.

Sincerely,
Tom Dapice

APPENDIX B-1
HISTORIC RESOURCE EVALUATION

CALIFORNIA COLLEGE OF THE ARTS
OAKLAND CAMPUS
5212 BROADWAY

HISTORIC RESOURCE EVALUATION

OAKLAND, CALIFORNIA
[18322]

PREPARED FOR:
OAKLAND PLANNING & BUILDING DEPARTMENT
OAKLAND, CA



PAGE & TURNBULL

imagining change in historic environments through design, research, and technology

NOVEMBER 19, 2019

FINAL

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APPENDIX A: OAKLAND LANDMARK PRESERVATION ADVISORY BOARD EVALUATION FORMS

APPENDIX B: CITY OF OAKLAND CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES,
OCTOBER 28, 2013 – GUIDANCE ON HISTORICAL RESOURCES

I. INTRODUCTION

This Historic Resource Evaluation (HRE) has been prepared at the request of the Oakland Planning & Building Department for the California College of the Arts, located at 5212 Broadway (APN 14-1243-1-1) in Oakland, California (**Figure 1**).¹

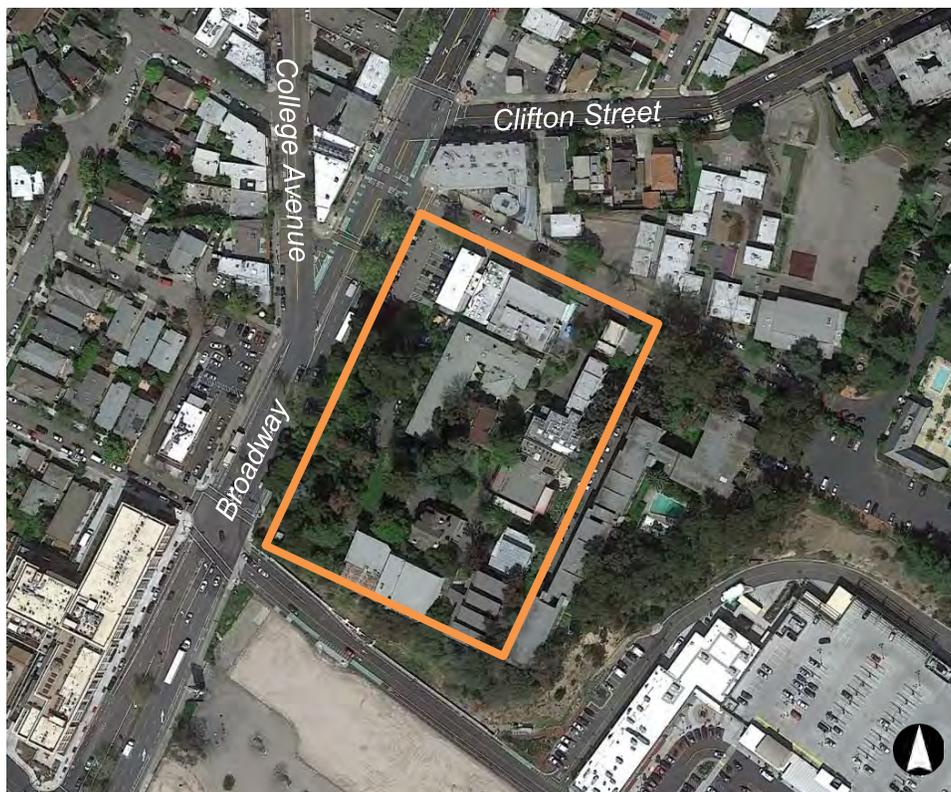


Figure 1. Aerial view of the California College of Art campus in Oakland, outlined in orange.
Source: Google Earth Pro, 2019. Edited by Page & Turnbull.

The California College of the Arts (CCA) is a complex of twelve educational-use buildings located on a rectangular parcel of approximately four acres in the Rockridge neighborhood of Oakland. The site is bounded by Clifton Street to the north, Broadway to the west, multi-unit residential properties to the east, and the Rockridge Shopping Center to the south. CCA owns or leases several buildings in Oakland that are located outside of this site boundary, including Clifton Hall (4351 Broadway); however, evaluation of these buildings is outside the scope of this report.

Campus buildings within the subject site are between one and three stories in height, and range in date of construction from circa 1879-1881 (Macky Hall and the Carriage House) to 1992 (the Barclay Simpson Sculpture Studio). Macky Hall is the oldest building on the campus and was constructed for use as a private residential estate. Macky Hall has been previously known as Hale House, Treadwell Mansion, and Treadwell Hall, in reference to its earlier residents—the Hale family and the Treadwell family. The building, its Carriage House, and some of the associated grounds were designated a City of Oakland Historic Landmark in August 1975, and were listed in the National Register of Historic Places in 1977. The estate was purchased in 1922 by Frederick Meyer, founder of the School of the California Guild of Arts and Crafts, and has since that time been associated with this institution,

¹ The parcel APN 14-1243-1-1 is also associated with the address 5200 Broadway. However, 5212 Broadway is the commonly used address for CCA, and will be used for the purposes of this report.

which became known by its current name in 2003. In addition to its array of educational-use buildings, the site also includes mature landscaping, pedestrian and auto circulation routes, installation artwork, a surface parking lot, and additional landscape structures.

METHODOLOGY

To prepare this HRE, Page & Turnbull conducted an intensive pedestrian architectural survey, historical research, and an evaluation of all twelve campus buildings, including three which are less than 45 years old. Page & Turnbull prepared this report using research collected at various local repositories, including the Oakland Cultural Heritage Survey, Oakland History Room at the Oakland Public Library, the San Francisco Public Library, the Oakland Planning and Building Department, and the Bancroft Library at the University of California, Berkeley. Page & Turnbull also consulted various online sources, including Calisphere, Newspapers.com, and Ancestry.com. Key primary sources consulted and cited in this report include historical newspapers, historical maps, and historical photographs, many of which were obtained from the CCA Libraries CCA/C Archives. Page & Turnbull also reviewed existing Oakland Cultural Heritage Survey documentation, provided by City of Oakland planner Betty Marvin; the Oakland Landmark Report for Treadwell Hall (LM 75-221), listed in 1975; and the National Register of Historic Places nomination form for Treadwell Mansion and Carriage House (NPS-77000286), listed in 1977.

The CCA campus contains a number of natural and designed landscape features, including outdoor artwork, circulation paths, and plantings. Landscape features are discussed within this report; however, an inventory and evaluation of individual trees was outside the scope of this report.

All photographs in this report were taken by Page & Turnbull in July 2019, unless otherwise noted.

All evaluations and preparation of this report were performed by professional staff at Page & Turnbull who meet or exceed the Secretary of the Interior's Professional Qualifications Standards in History or Architectural History.

SUMMARY OF FINDINGS

Page & Turnbull finds that all twelve buildings on CCA Oakland campus are historic resources for the purposes of CEQA. Six buildings on the CCA Oakland campus qualify as individual historic resources for the purposes of CEQA—Macky Hall, Carriage House, Martinez Hall, Founders Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio. The campus as a whole, including the twelve extant buildings and associated landscape features, was found to be a California Register-eligible historic district and an Oakland Area of Primary Importance (API), and is, therefore a historical resource for the purposes of CEQA.

Tables and maps which further elaborate these findings are provided later in **Section VIII. Conclusion** of this report.

II. CURRENT HISTORIC STATUS

This section provides an overview of any national, state, and local historical ratings currently assigned to the buildings on the CCA campus.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The Treadwell Mansion, now known as Macky Hall, and Carriage House were placed on the National Register in July 1977 (NPS-77000286). These buildings were found significant for their architectural style and for their association with education. At the time of the nomination, the Carriage House was located on a temporary foundation; plans to move the Carriage House were noted in the nomination, and instructions to complete the move with the advisory role of the National Park Service were outlined. The Carriage House was placed on a permanent foundation by 1978. Landscape features including the two sequoias trees (*sequoia gigantea*) west of Treadwell Mansion (Macky Hall) and the stairs at the Broadway wall, which had been included in the nomination of the property as a City of Oakland Landmark in 1975, were not specifically called out in the National Register Nomination Form.² However, the National Register Nomination Form does note that bricks incised with the Carnegie name are located on the campus and are associated with the Carnegie Brick and Pottery Company founded by the Treadwell brothers, and that the campus is “richly landscaped much in the style of early Victorian estates.”³

No other buildings on the CCA campus are listed on the National Register of Historic Places.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through several methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

The California Register was created in 1992, therefore Treadwell Mansion (now Macky Hall) and the Carriage House were not automatically listed in the California Register at the time that they were listed in the National Register in July 1977. However, as discussed in the following section, their California Historical Resource Status Code of 1S specifies California Register listing. No other buildings on the CCA campus are listed on the California Register.

CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed or under review by the State of California Office of Historic Preservation (OHP) are assigned a California Historical Resource Status Code (Status Code) of “1” to “7” to establish their historical significance in relation to the National Register of Historic Places (National Register or

² The two sequoia trees were removed on July 24-26, 2019, with approved Tree Removal Permit Waivers (Permit Request #1024788, approved Oakland Public Works, June 14, 2019).

³ Harry X. Ford, preparer, “National Register of Historic Places Inventory—Nomination Form, Treadwell Mansion and Carriage House,” August 25, 1976 (NPS-77000286, listed July 15, 1977), pages 7-2 and 8-2.

NR) or California Register (California Register or CR). Properties with a Status Code of “1” or “2” are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of “3” or “4” appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of “5” have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of “6” are not eligible for listing in either register. Finally, a Status Code of “7” means that the resource has not been evaluated for the National Register or the California Register, or needs reevaluation.

Macky Hall (the former Treadwell Mansion) and Carriage House have each been assigned the status code of “1S,” indicating that they are listed in the National Register of Historic Places as individual properties (rather than part of a district or a multi-resource property) and listed in the California Register.

None of the other buildings on the campus are listed in the database with a California Historical Resource Status Code, which means that the buildings have not been formally evaluated using the status codes in reports submitted to a California Historical Resource Information System (CHRIS) information center.

OAKLAND CULTURAL HERITAGE SURVEY

The Oakland Cultural Heritage Survey (OCHS) was established in 1981. The categories, ratings, and guidelines for interpretation that are used by the OCHS closely parallel those presented in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, Section IV, “How to Identify the Type of Significance of a Property;” and Section V, “How to Determine if a Property has Integrity.”⁴

The system uses letters A to F to rate individual properties. In general, A and B ratings indicate outstanding or especially fine landmark-quality buildings, C ratings are given to superior or visually important examples, D ratings are for buildings of minor importance, E ratings indicate that the building is of no particular interest, and F or * ratings are for buildings that are less than 45 years old or that have been modernized. Individual properties can have dual (“existing” and “contingency”) ratings if they have been remodeled. Contingency ratings are noted in lowercase letters.

District status is indicated by number: 1 indicates that the building is in an Area of Primary Importance (API) or National Register quality district, 2 indicates that the building is in an Area of Secondary Importance (ASI) or district of local interest, and 3 indicates that the property is not located in a district. For properties in districts, “+” indicates contributors, “-” indicates noncontributors, and “*” potential contributors.

Any property that has at least a contingency rating of C (“secondary importance”) or contributes or potentially contributes to a primary or secondary district, may “warrant consideration for possible preservation” according to the City of Oakland. All properties meeting these minimum significance thresholds (and have not already been designated) are called Potential Designated Historic Properties (PDHPs). “PDHP” is not a designation, but rather a category based on the OCHS ratings.

1986 Oakland Cultural Heritage Survey – CCA Findings

The parcel containing the twelve CCA buildings evaluated in this report was identified as an API during the OCHS survey in 1986 (**Figure 2**). Individual OCHS building ratings assigned in 1986 were based on a reconnaissance level survey and are listed in **Table 1**.

⁴ National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1997).

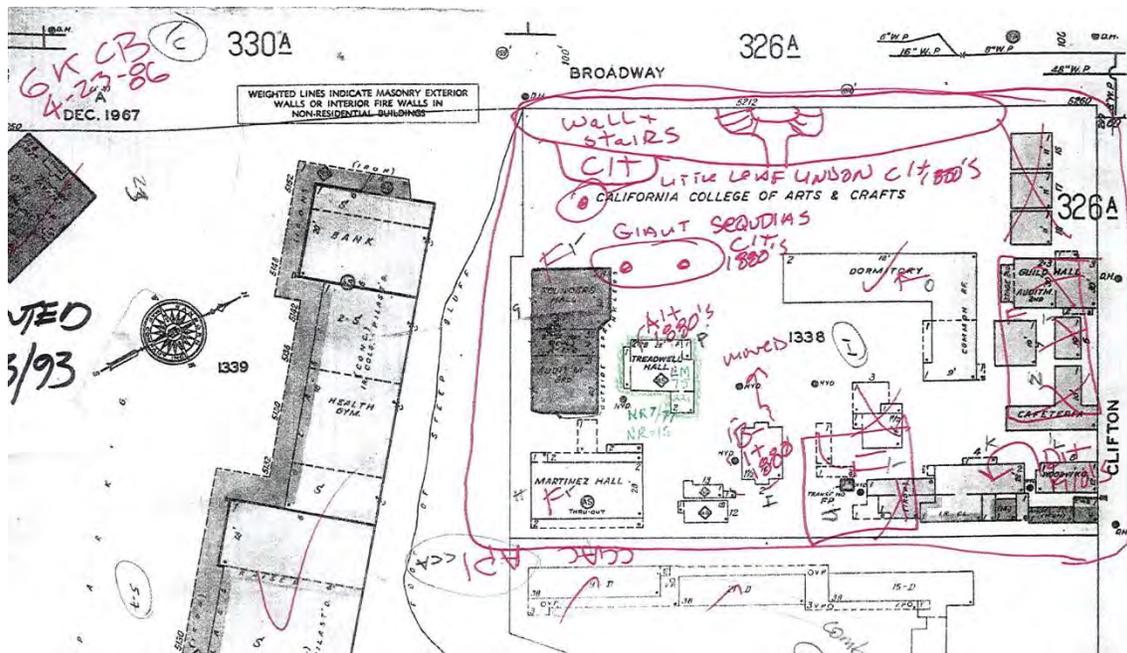


Figure 2. Oakland Cultural Heritage Survey map of CCA campus with handwritten survey ratings, dated April 23, 1986. Source: Oakland Cultural Heritage Survey, Oakland Planning & Building Department.

Table 1. 1986 OCHS Ratings of Buildings within the CCA API

Building/Resource Name	1986 OCHS Rating	Definition
Macky Hall (Treadwell Mansion)	A1+	outstanding district contributor
Carriage House	B1+	especially fine district contributor
Two sequoia trees west of Macky Hall	C1+	visually important district contributor
The Broadway Wall and Stairs	C1+	visually important district contributor
Facilities Building	D1+	minor importance district contributor
B Building	D1+	minor importance district contributor
Founders Hall	F1-	less than 50 years old/potential district contributor
Martinez Hall	F1-	less than 50 years old/potential district contributor
Martinez Hall Annex	Not Evaluated ⁵	Not Evaluated
Noni Eccles Treadwell Ceramics Arts Center	F1-	less than 50 years old/potential district contributor
Shaklee Building	F1-	less than 50 years old/potential district contributor
Irwin Student Center and A-2 Café	F1-	less than 50 years old/potential district contributor
Oliver & Ralls Building	Not Evaluated	Constructed after 1986; not evaluated for the OCHS.
Barclay Simpson Sculpture Studio	Not Evaluated	Constructed after 1986; not evaluated for the OCHS.

It should be noted that the Oakland Cultural Heritage Survey was a reconnaissance level survey, and findings may be updated based on additional information about historic context and integrity found

⁵ The Martinez Hall Annex is not depicted on the map annotated during the 1986 OCHS survey, and does not appear to have been evaluated at this time.

through intensive surveys. A new evaluation of the CCA campus as a district, based on Page & Turnbull's survey and research, is provided in a later section of this report; see **V. Evaluation of CCA Campus Buildings for California Register Eligibility** and **Section VI. Evaluation of CCA Campus Buildings for Eligibility as a City of Oakland Designated Historic Property**.

CITY OF OAKLAND LANDMARKS

City of Oakland Historic Landmarks are the most prominent historic properties in the city. They may be designated for historical, cultural, educational, architectural, aesthetic, or environmental value. They are nominated by their owners, the City, or the public and are designated after public hearings by the Landmarks Board, Planning Commission, and City Council.

Macky Hall (formerly known as Treadwell Hall or the Treadwell Mansion) and the Carriage House were designated together with two sequoia trees and the Broadway Wall staircase as a City of Oakland Historic Landmark in August 1975 (LM 75-221).⁶ The property was found significant for its architecture, its association with the Treadwell family, and its role as the campus of the California College of Arts and Crafts. The Oakland Landmark nomination describes the boundaries of the landmark site as follows:

The property within an area described by a line around the perimeter of the subject structure and carriage house at a distance of fifteen feet from the foundation line and the property within a corridor measuring forty feet on each side of a line running perpendicular to the south-easterly line of Broadway and extending from the center of the main entrance of Treadwell Hall to said southeasterly line of Broadway. The eighty foot corridor is intended to maintain the view of Treadwell Hall from Broadway and College Avenue and to preserve the stairway within the wall running along Broadway and the two large *sequoia gigantea* located in front of Treadwell Hall.⁷

The nomination also notes that the Carriage House was located in a temporary location, and states that at the time the Carriage House was placed in its permanent location, its new site would be included in the historic nomination. Both buildings are included in the City of Oakland Landmark listing.

No other buildings on the CCA campus are listed as City of Oakland Landmarks.

⁶ The two sequoia trees were removed on July 24-26, 2019, with approved Tree Removal Permit Waivers (Permit Request #1024788, approved Oakland Public Works, June 14, 2019).

⁷ Landmarks Preservation Advisory Board, Section 5, Treadwell Hall, Resolution No. 1975-5, Landmarks Designation, June 27, 1975, Case File LM 75-221.

III. PHYSICAL DESCRIPTION AND CONSTRUCTION CHRONOLOGIES

This section provides an overview of the CCA campus site and its periods of development; an exterior description of all twelve buildings on the site, as well as their construction chronologies and documented alterations; and a description of extant landscape features. The building descriptions are ordered chronologically by year of construction.

SITE DESCRIPTION

The CCA campus is located on a rectangular parcel of approximately four acres, bounded on the west by Broadway, on the north by Clifton Street, on the east by multi-unit residential housing, and on the south by the Rockridge Shopping Center. The site is at the terminus of a long gradual rise along both College Avenue and Broadway, and topography to the north and east rises higher to the steep terrain of the Oakland Hills. The site's western border with Broadway is marked by a concrete retaining wall, which includes a double stair and a vehicular entry. The site's northern border includes two vehicular entry points from Clifton Street.

Site Development

The twelve extant campus buildings and associated landscape features relate to four broad periods of campus development between the 1880s and 1990s. The following brief descriptions focus on site development chronology. Additional detailed historical context is presented in **Section IV. Historic Context**.

Early Estate Era, circa 1879 to 1921

Buildings	Landscape Features
<ul style="list-style-type: none">▪ Macky Hall (c. 1879-1891)▪ Carriage House (c. 1879-1891)	<ul style="list-style-type: none">▪ Broadway wall (c.1905)▪ Carnegie bricks (n.d., Treadwell era)▪ Eucalyptus row (n.d.)

Prior to Frederick Meyer's 1922 acquisition of the property for development of the California School of Arts and Crafts, the property was the private estate of the Treadwell Family. The Treadwells' home, known as the Treadwell Mansion (now Macky Hall), was the focal point of the estate which also included a barn, carriage house, and extensive landscaped grounds (**Figure 3**).

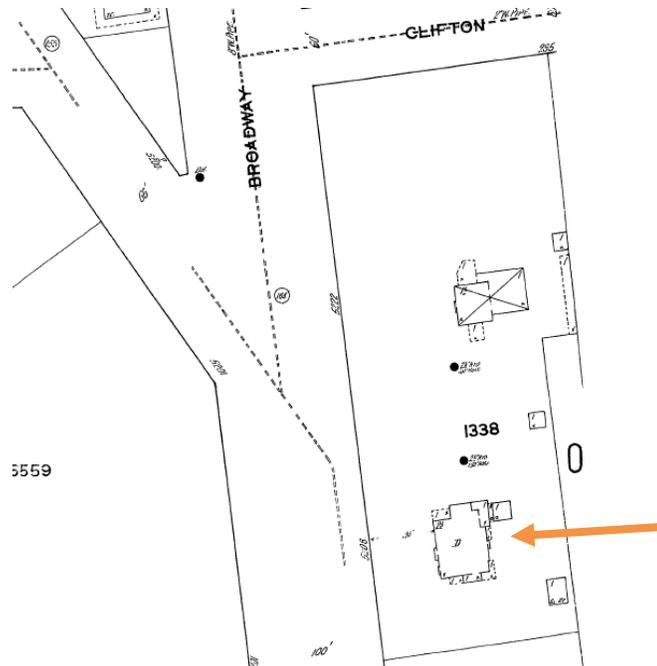


Figure 3. Sanborn Fire Insurance Map, Sheet 308, Volume 3, 1912. Only a portion of the Treadwell lot is included in this volume of the map. The Treadwell Mansion (now Macky Hall) is in the southern portion of the lot, indicated by orange arrow. The barn (since demolished) is located closer to Clifton Street. The Carriage House was located at this time to the east of the area shown on this map.

Early CCAC under Frederick Meyer, 1922 to 1944

Buildings	Landscape Features
<ul style="list-style-type: none"> ▪ Facilities Building (c. 1922-1924) ▪ B Building (1926) 	<ul style="list-style-type: none"> ▪ Faun sculpture (1926) ▪ Sundial (n.d.) ▪ Concrete water fountain (n.d.) ▪ Stairs with ceramic pots (n.d.) ▪ Macky Lawn (n.d.)

After renovating the Treadwell Mansion, the barn, and the Carriage House for residential and classroom use, the first buildings that California School of Arts and Crafts (CCAC) founder Frederick Meyer and the students built were a woodworking shop (now Facilities Building), a small model's house (no longer extant), a tool house and garage (no longer extant), a storage house (no longer extant), and the athletic fields (no longer extant), which were to be used for outdoor meetings until a building could be built with a large assembly hall (**Figure 4 and Figure 5**).

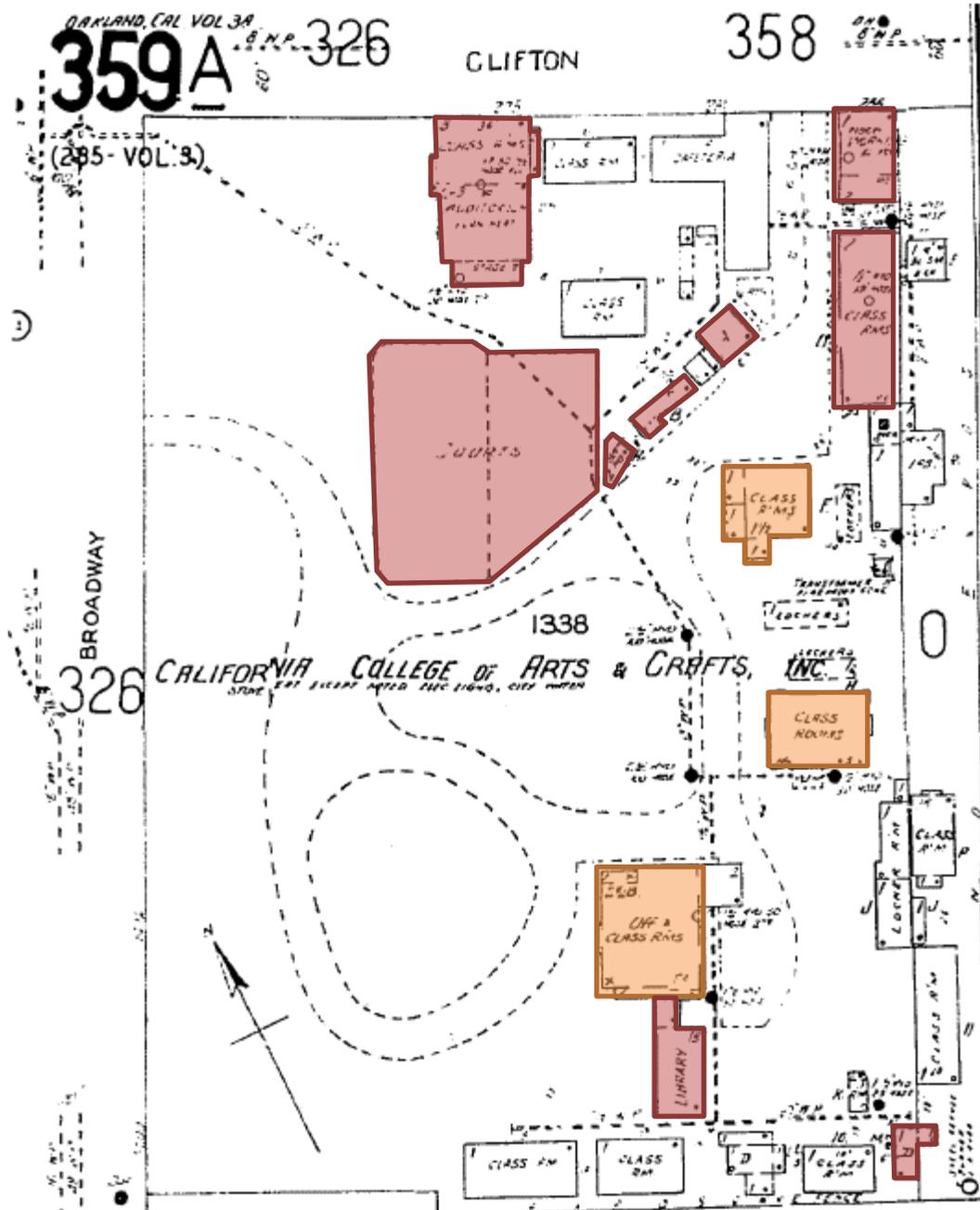


Figure 4. Sanborn Fire Insurance Map, Sheet 359A, Volume 3, 1952, annotated to show 1930 campus configuration. Buildings outlined and shaded in orange are Early Estate Era buildings, including Treadwell Hall (now Macky Hall) furthest south, the Carriage House at center, and the barn furthest north. In red are buildings and features constructed by Meyer and students. Guild Hall and the woodworking studio (Facilities Building) are along Clifton Street. The Craft Building (B Building) is south of the woodworking studio. The athletic courts are at center, with the Shower House and tool storage buildings east of them. Treadwell Hall (now Macky Hall) had a library addition to the south, and a small model's dwelling is at the southeast corner of campus. Of this era of construction, only the Facilities Building and the B Building are extant.

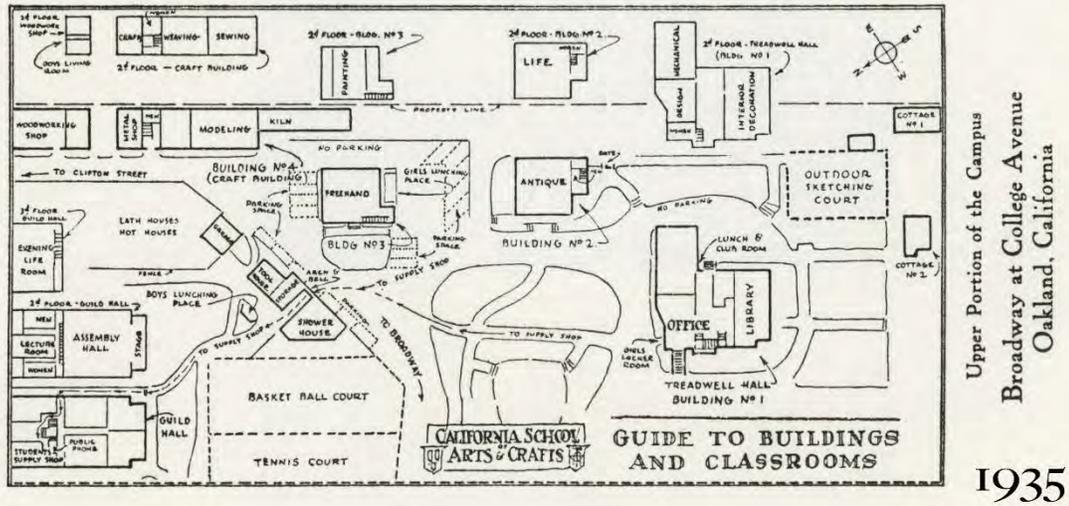


Figure 5. 1935 guide map to the California School of Arts and Crafts Buildings, reflecting the site development under the leadership of Frederick Meyer. Extant buildings include Macky Hall (labeled as Treadwell Hall, Building No. 1), the Facilities Building (labeled as the Woodworking Shop), and Building B (labeled as the Craft Building, Building No. 4). The upper floor diagrams at the margins lend an impression of a more densely developed campus than was present at this time. Source: CCA Libraries Special Collections.

CCAC Post-World War II Growth, 1945 to 1964

Buildings	Landscape Features
<ul style="list-style-type: none"> Irwin Student Center (1959) 	<ul style="list-style-type: none"> <i>Infinite Faith</i> sculpture (1959)

By 1946, to serve the swollen enrollment, faculty had increased to over 40 who were teaching over 80 courses. In order to provide more space for this overall increase, the college acquired several former Women’s Army Corp WAC barracks buildings from the U. S. Government. Formerly located in Berkeley, the buildings were transferred to the CCAC campus at no cost, and were renovated to serve as classrooms, studios, and the campus’s first cafeteria. While none of these post-war buildings remain extant on campus, they appear in historic photographs as one-story rectangular vernacular structures of wood frame construction. The largest was the cafeteria, located at the north side of campus near Clifton Street at the current location of the Shaklee Building. Other smaller classroom buildings were located south and west of the cafeteria and along the campus’s south perimeter. These buildings were removed in a piecemeal fashion to make way for larger buildings constructed during the following decade; however, some of these barracks survived on campus until the 1970s (Figure 6).

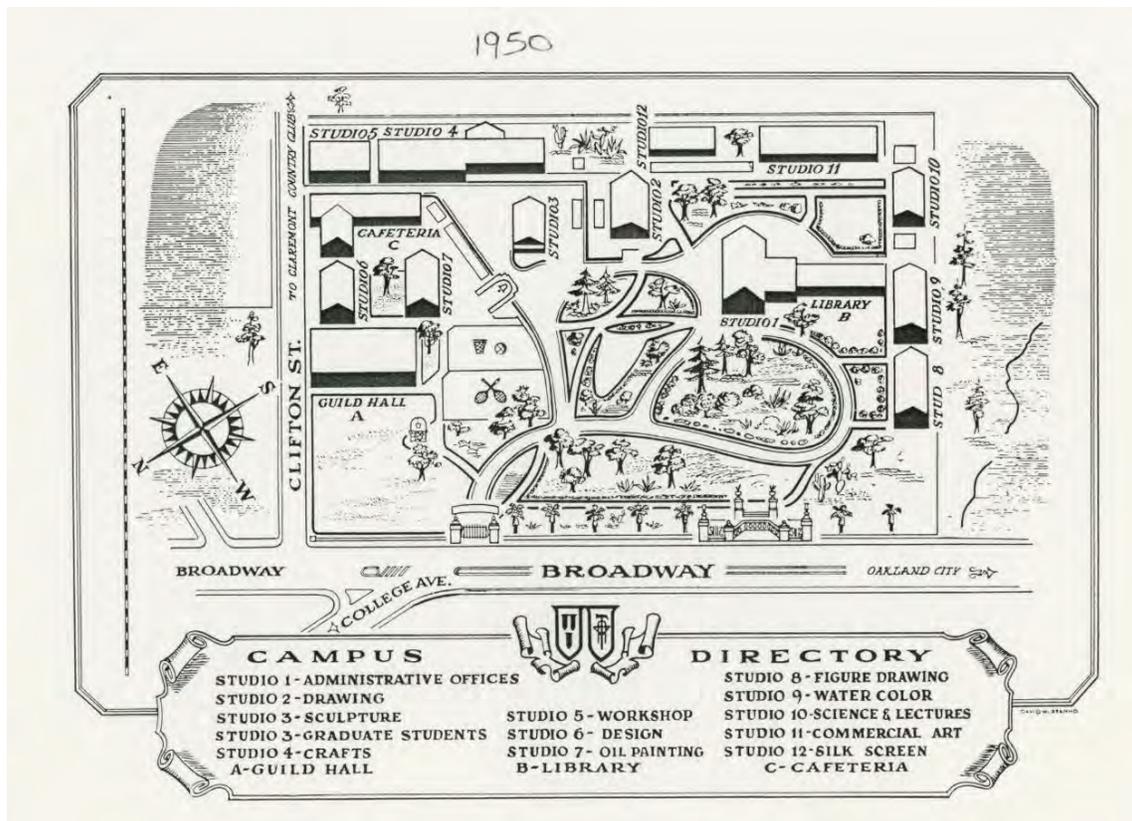


Figure 6. CCAC campus map showing the location and function of various studio buildings, 1950. Landscape features such as Broadway Wall, palm row, and the sequoias near Macky Hall (Studio 1) are also illustrated. Source: CCA Libraries Special Collections.

CCAC/CCA Campus, 1965 to Present

Buildings	Landscape Features
<ul style="list-style-type: none"> ▪ Martinez Hall (1968) ▪ Founders Hall (1968) ▪ Martinez Hall Annex (1970) ▪ Noni Eccles Treadwell Ceramic Arts Center (1973) ▪ A-2 Café (1974) ▪ Shaklee Building (1979) ▪ Oliver & Ralls Building (1989) ▪ Barclay Simpson Sculpture Studio (1992) 	<ul style="list-style-type: none"> ▪ Bell Tower (c. 1959-70) ▪ Celebration Pole (1982)

At the outset of the 1960s, the CCAC campus included a mixture of buildings of varying ages, styles, sizes, and contemporary usefulness. The original Treadwell mansion, known by this time as Macky Hall in honor of the second President of the school, Spencer Macky, had been added to several times.⁸ The other buildings from the Treadwell era, the carriage house and the barn, also had large additions. The woodworking studio (Facilities Building) and the Crafts Building (B Building) had been added to, and Guild Hall was flanked by the barracks buildings that had been installed on the

⁸ Construction and alterations sequences for individual buildings are presented following each building's description.

campus in 1946. Irwin Hall was the largest building on campus. The remainder of the approximately 15 other buildings were smaller barracks buildings or cabins built by Meyer in the 1920s, which were used for lockers or storage (**Figure 7**). Circulation through the campus still reflected a time when the small winding paths needed only to accommodate horse-drawn carriages, as the haphazard placement of smaller buildings constricted the potential for vehicular through-traffic. In response to what were perceived as inefficiencies and a potential impediment to the continued growth of the college, in 1964, CCAC president Harry Ford hired the architecture and planning firm of DeMars and Reay to create a forward-thinking development program for the campus. Martinez Hall and Founders Hall were built as part of the implementation of this plan (**Figure 8**). Less than a decade later, the firm of Wong and Brocchini developed an update to this plan known as Project 73. This plan proposed the construction of three large new classroom and studio buildings, two along the east perimeter of campus and one along the north perimeter, at Clifton Street. Two of these proposed buildings, the Noni Eccles Treadwell Ceramic Arts Center and the Shaklee Building, were constructed by the close of the decade.

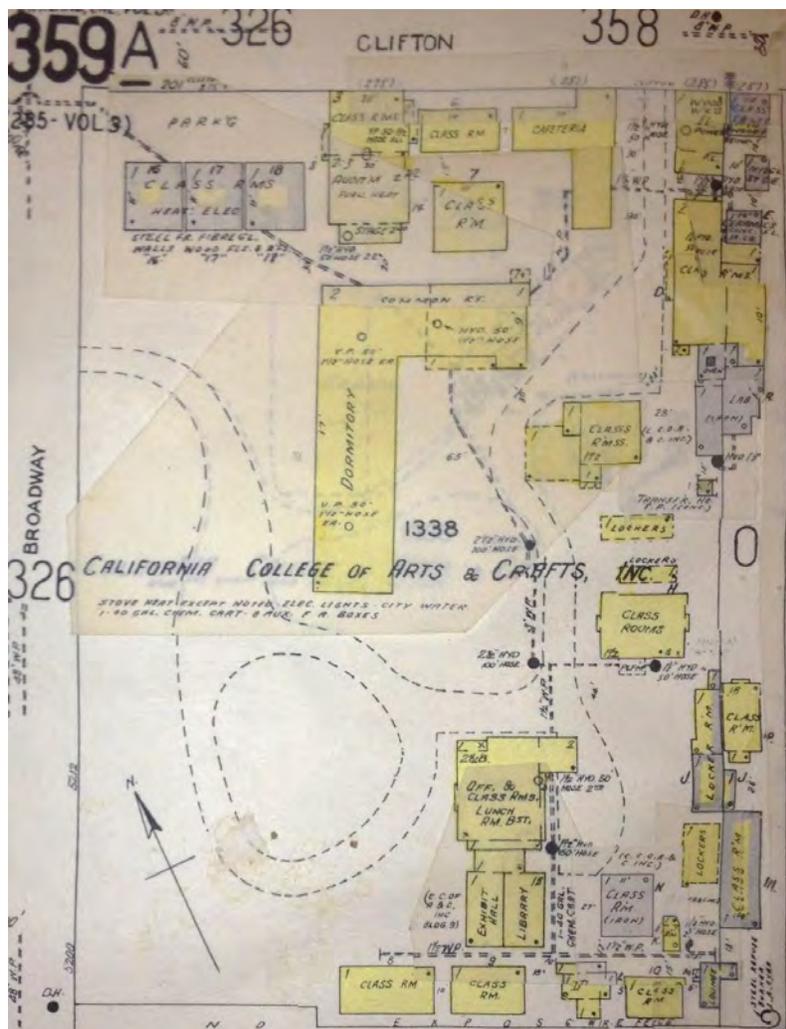


Figure 7. Sanborn Fire Insurance Map, Sheet 359A, Volume 3, drawn 1953, updated to April 1969 (excludes 1968 construction). The CCAC campus includes at this time approximately 23 buildings, including those from the Early Estate Era, those constructed by Meyer and students between 1922 and 1930, World War II-era barracks buildings, Irwin Hall, and several small buildings of unknown construction dates. Source: Oakland Cultural Heritage Survey Office.

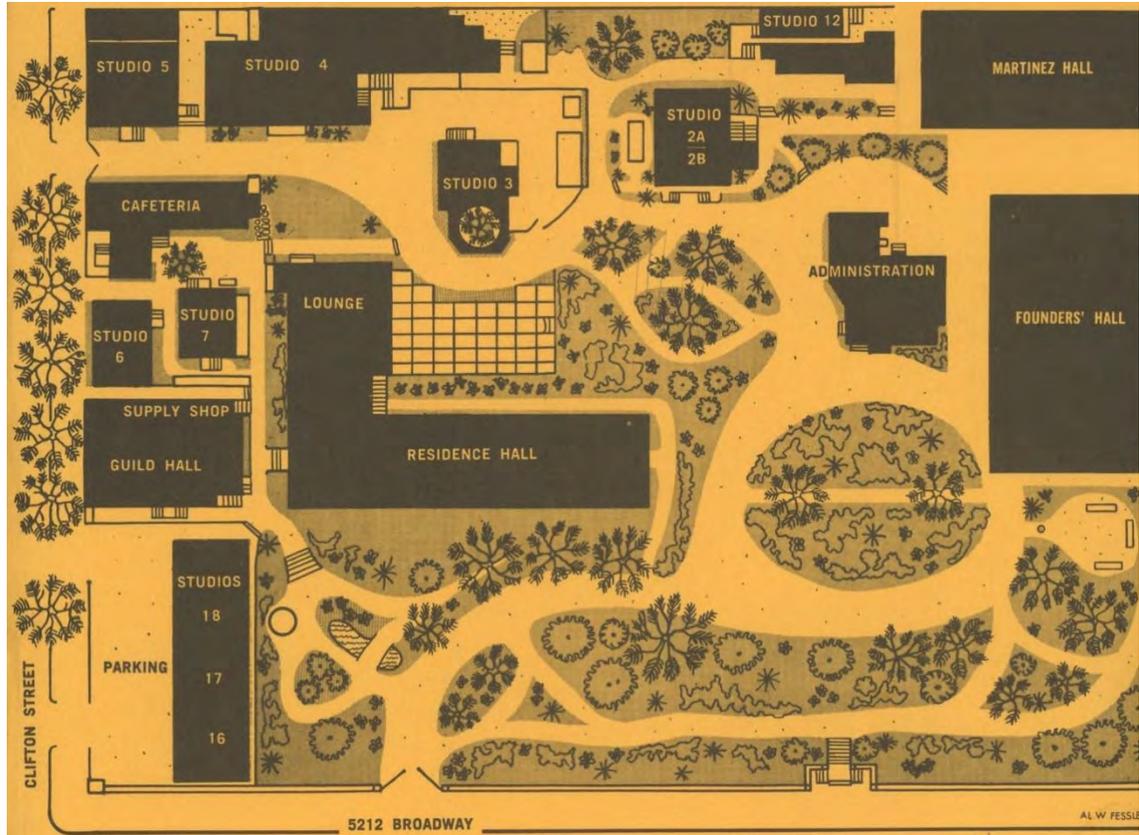
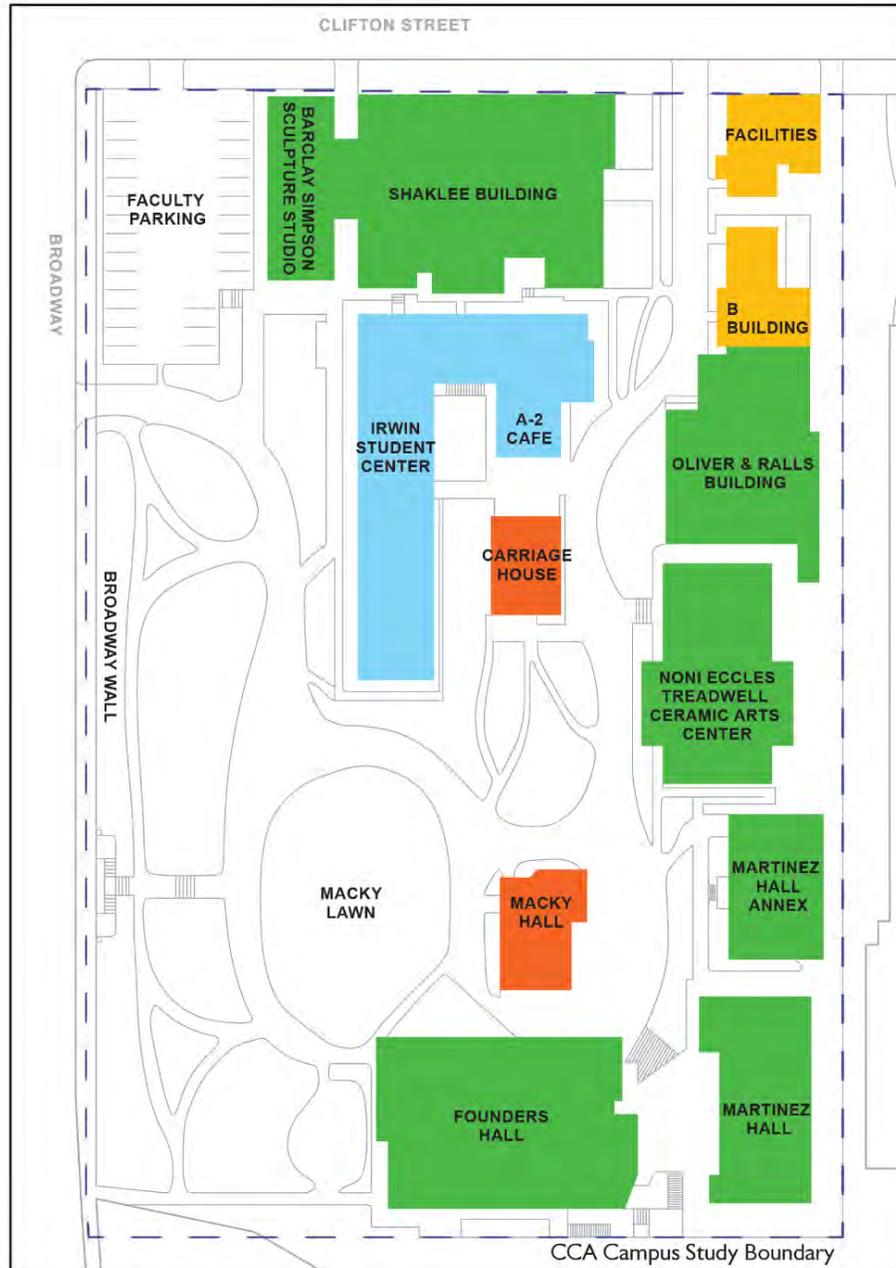


Figure 8. Detail of late 1960s CCA campus map showing completion of Founders Hall and Martinez Hall. Source: CCA Libraries Special Collections, edited by Page & Turnbull.

The following map summarizes the site development of CCA campus, illustrating all extant buildings and their era of construction (**Figure 9**).



California College of the Arts Campus
Eras of Building Construction

- Early Estate Era, c. 1880-1921
- Early CCAC Era, 1922-1944
- Post-WWII CCAC Era, 1945-1964
- CCAC Continued Development, 1965 - 1992

Figure 9. Location and era of construction of buildings on CCA Campus.
Source: Page & Turnbull, using CCA Campus base map.

MACKY HALL (TREADWELL MANSION)

Construction Date: circa 1879-1881

Architect: attributed to Clinton Day

This three-story wood-frame Queen Anne style building with Stick-Eastlake detail is clad with horizontal wood channel drop siding, is fenestrated with double-hung wood-sash windows with ogee lugs and wide wood surrounds (hereafter referred to as typical windows), and features a complex multiple-gabled roofline typical of its style. The primary façade faces west towards lawn and open space; Founders Hall is to the south, Martinez Annex is to the east, and paved open space and the Carriage House are to the north.



Figure 10. Macky Hall, west (primary) façade, facing east.

Primary (West) Façade

At the primary (west) façade, the exposed basement story includes seven typical windows and one wood pedestrian entry door at far right (south) (**Figure 10**). At the first story, the primary entrance, a multi-lite wood door, is located at left, within a recessed entry porch sheltered by a curb roof and supported by turned wood posts. The entry porch also includes a multi-lite wood-sash window, and the porch is accessed via a wood stair with low baluster walls and wrought iron handrails. Above the porch, there is a pointed double hung wood sash window with a sloping roof that extends down from the third story dormer roof. The remainder of the first story is organized into three visual bays. The left visual bay includes four small windows arranged in a rising-repeating pattern that expresses the interior turning staircase. One of these windows is typical while the other three are pointed double hung wood sash. The center bay is a rectangular projecting bay that extends from the basement to the second story. At the first story, this center bay includes five typical windows (three front-facing, one at each side). The right bay includes two typical windows set within a frame of heavy timber.

At the second story, the left bay includes three small typical windows. The central bay includes three typical windows (one front facing and one at each side) and the right bay includes two typical windows; both of these bays have scored wood panels below their windows, and the center bay is topped by a front gabled roof element with bargeboard and brackets. The second story terminates with an eave overhang supported by curved brackets.

The third story dormer includes two small typical windows flanking a central two-lite wood casement window, set behind a small balcony with wood handrail and banisters. The gable peak is clad in scalloped shingle and includes a vent, and the gable terminates with elaborate bargeboard and brackets.

North Façade

At the north façade, the raised basement includes a secondary entrance at the far right (west), consisting of a pair of partially glazed wood panel doors, slightly below grade and sheltered by a shed roof (**Figure 11**). Additional fenestration at the raised basement includes five typical windows and two small fixed wood sash windows. The first story is organized generally into three visual bays. The left bay includes two typical windows, above which an eave overhang is supported by curved brackets. At far left, there is a porch with wood railing and turned banisters, accessed from the east. The center bay includes two typical windows; one at center and one at right on a canted surface, which includes brackets supporting the story above it. The right bay includes the open front porch previously described.

The second story includes, at center, a rectangular bay, with three typical windows (one at each facet of the bay) above a band of scored molding. The front facet of this bay is topped by a long shed eave with curved brackets; two larger brackets frame the window here. The remainder of the second story is stepped back from the main plane of the façade and includes no fenestration. The third story includes a continuation of the second story bay massing, with two small typical windows located in the gable end of a cross gable dormer. The gable end is framed with bargeboard with a T-shaped gable bracket. The west side of the cross-gable dormer includes a shed dormer with a six-lite wood fame window. A stucco-clad chimney stack is visible at the east side of the cross-gable dormer.



Figure 11. Macky Hall, north façade, partial view, facing southwest.

East Façade

At the east façade there is no fenestration at the basement (**Figure 12**). The first story is generally organized into three visual bays. At center, there is a partially glazed wood panel door with a fully glazed transom set within a porch, which is accessed via a straight wood stair with wood handrails and turned balusters. At right, there is an ADA dog-leg ramp with wood handrails and turned banisters, behind which the façade includes four typical windows. At left, the porch continues to the left (south) edge of the building, supported by turned wood posts. The façade within the porch

includes two typical windows and one fixed window at right, next to the central door. There is also a projecting rectangular bay at this area with no fenestration. The first story terminates with an overhanging eave supported by curved brackets.

The second story is roughly organized into four visual bays, each stepped back, from left to right. At left, an enclosed sunroom includes four two over two wood sash windows. Second from right, there is a small typical window. Third from right there are three typical windows. At far right there is a typical window already mentioned in the description of the north façade. Each of these bays terminates with eave overhangs with curved brackets. At the third story, a large cross gable dormer includes three small typical windows, above which the gable is clad in scalloped shingles. The gable peak includes a vent, and the gable roofline terminates with an elaborate bargeboard and brackets. Left of the cross-gable dormer, there is a square surface with crossed molding and modillions, above which there is a stucco-clad chimney stack.



Figure 12. Macky Hall, east (rear) façade, facing west.

South Façade

The south façade is located very close to the north façade of Founders Hall, and views of upper stories are oblique (**Figure 13 and Figure 14**). At the raised basement, there is one typical window at far left (west). At the first story, the east façade porch continues, sheltering two pairs of partially glazed wood panel doors with transoms. At the second story, the left bay is unfenestrated, and at the center, within a large cross gable element, there are three typical windows, separated by grooved wood moldings. The cross-gable element includes projecting eaves supported by curved brackets. At right, there are two two-over-two wood sash windows associated with the enclosed sunroom at the east façade. At the third story, there are three small typical windows, below which is an elaborate shelf molding and above which there are two fixed single pane wood windows; the gable peak is clad in scalloped shingles and terminates with a curved bargeboard supported by curved brackets.



Figure 13. Macky Hall, south façade, partial view, facing north.



Figure 14. Macky Hall, south façade, first story, partial view, facing northwest.

Construction Chronology and Alterations

Macky Hall (previously known as the Hale House, Treadwell Mansion, and Treadwell Hall), the oldest extant building on CCA campus, is attributed to architect Clinton Day and was constructed between 1879 and 1881 for property owner William Hale and his family. The building was used as a single-family residence until 1922, shortly after which it was modified under Frederick Meyer's direction to accommodate combined residential and classroom use. It currently houses administrative offices. Alterations made after 1922 include removal of some exterior incised floral and geometric trim; attachment of an adjacent, one-story storage building to the east and addition of a second story with a balustraded rooftop porch; addition of an exterior three-story fire escape; enclosure of the front porch to provide office space; and replacement of glass conservatory walls on the south side with wood to create a library.

In 1988, Macky Hall was renovated by the firm of Tim Anderson Architects. At this time, the separated one-story storage building at the east was removed, along with the second story addition above it, the third story open porch with balustrade porch, and the three-story exterior stair. The enclosed front porch was reopened, and a wheelchair accessible ramp was constructed at the east façade. Upper stories of the east façade received new double-hung wood sash windows where the façade had previously been adjoined to the addition, and materials replacement at other façades were made with in-kind material.



Figure 15. North facade of Macky Hall, June 1924, showing early roof attachment of rear one-story building. Source: CCA Library Special Collections.



Figure 16. West façade of Macky Hall, constructed circa 1879-1881. Photograph taken May 1927. Source: CCA Library Special Collections, edited by Page & Turnbull.



Figure 17. North façade of Macky Hall with various additions and alterations, prior to restoration, photograph from 1977 National Register nomination documentation.

CARRIAGE HOUSE

Construction Date: circa 1879-1881

Architect: attributed to Clinton Day

The Carriage House was constructed between 1879 and 1881 as an ancillary building to the residence now known as Macky Hall. As such, it is also one of the oldest buildings on campus and is also attributed to Clinton Day. The building is a two-story wood frame former carriage house, which currently contains classrooms and drawing studios.

The primary façade of the building faces south towards green space and Macky Hall. The Ceramic Arts Center is to the east, the A-2 Café and patio is to the north, and the Irwin Student Center is to the west. The building is set on a slope which exposes the foundation at the west façade. The Carriage House was designed in relation to Macky Hall, and includes simplified aspects of the Queen Anne and Stick-Eastlake styles. The building is clad in horizontal wood channel drop siding at the first story and vertical wood board-and-batten siding at the second story. A band of paneling runs between the first and second stories. Typical windows are double hung wood sash with ogee lugs and wide wood surrounds. The building is capped with a front-clipped gable roof, and includes several gable and shed dormers. The roof ridge has a diamond-shaped mount, which historically held a finial, and floral horns at its north and south termini.



Figure 18. Carriage House, partial view of primary (south) façade and east façade, facing north.

Primary (South) Façade

The primary façade faces south and is largely symmetrically organized into three visual bays (**Figure 18**). The primary entrance, a paneled wood door, is located at center and is flanked by typical windows; the right window had a three-lite transom. A large open full-turn wood stair with wood handrails and turned wood banisters is attached to the primary façade and ascends at the center and left of the façade. At the second story, the center bay includes a rectangular projecting bay that includes a paneled wood door, and the left and right bays include typical windows. The second story door is topped by an area of flush wood paneling, above which the shed dormer peak includes vertical venting and is supported by long scrolled brackets. The remainder of the façade terminates with a deep eave overhang supported by curved brackets.

East Façade

The east façade has no fenestration at the first story (**Figure 19**). A full second story is limited to the northern half of the building. At left (south), a front gable dormer in the east roof slope includes two typical windows; the gable is supported by curved brackets and terminates with bargeboard and a gable bracket. At right (north) there is one typical window and the second story terminates with a long eave overhang supported by curved brackets.



Figure 19. Carriage House, east façade, partial view, facing west.

North Façade

The north façade is symmetrically organized into three visual bays (Figure 20). The first story includes three typical windows (center window is narrow), below which there is a wide bulletin board affixed to the façade. The second story includes a projecting rectangular bay at center, supported by curved brackets, with two typical windows. Above the windows, there is vertical venting below the clipped gable that is supported by long scrolled brackets. A large clock hangs from the bay facing the patio to the north. The remainder of the façade terminates with a deep eave overhang supported by curved brackets.



Figure 20. Carriage House, north façade, facing southwest.

West Façade

The west façade includes two vented openings at the left (north) side of the exposed basement (**Figure 21 and Figure 22**). The first story includes seven typical windows (paired at the far left). The center and right (south) portion of the first story terminate with a long eave overhang. The second story is limited to the northern half of the building. At the north end, the second story has one typical window and a deep eave overhang supported by a curved bracket at the far left (north). The west roof slope of the one-story rear portion of the carriage house has a front gable dormer with one typical window. The gable terminates with bargeboard and a gable bracket. The west slope of the roof also includes a wood sash skylight.



Figure 21. Carriage House, north and west façades, facing southeast.



Figure 22. Carriage House, west façade, looking east.

Construction Chronology and Alterations

The Carriage House has been moved and renovated at least three times as space was needed for new campus buildings. After the property was purchased by Frederick Meyer in 1922, the Carriage House was moved and remodeled to accommodate painting and drawing studios. Two sets of exterior fire escape stairs were added, and an original wide door was replaced with a single door. Prior to 1976, the Carriage House was located east of Macky Hall, at the current location of the Martínez Annex, but was moved to a temporary foundation in 1976 and moved again to its current location in the central area of campus by 1978. Through the series of relocations and remodels, the fenestration and circulation patterns of the building were altered. Most notably, three original circular openings at the first story of the north façade were replaced with double-hung windows, an original wide carriage entrance was replaced with a pedestrian entrance, and exterior staircase access to the gable-end bay doors was reconfigured. Through these changes, the overall massing, gable details, and character-defining cladding of the building were retained.



Figure 23. Carriage House, constructed circa 1879-1881. Photograph is undated. Source: CCA Library Special Collections.



Figure 24. West and north facades of the Carriage House raised up on temporary foundation for relocation, 1973. Source: CCA Libraries Special Collections.



Figure 25. North and east facades of Carriage House shortly after it was placed on its current foundation. Source: CCA Libraries Special Collections.

BROADWAY WALL & STAIRS

Construction Date: 1905

Architect: Unknown

The Broadway Wall is located at the west perimeter of the campus site, and spans from the southern perimeter of the site where the site meets the Rockridge Shopping Center north to the intersection of Broadway and Clifton Street (**Figure 26**). The wall was constructed for the Treadwell family in 1905, at a reported cost of \$22,000.⁹ The wall is concrete, scored and rusticated to simulate stone, and sits on a low concrete base. The wall is nearly two stories in height at its southern terminus, reducing in height above grade to less than one story at its northern terminus due to the slope of the site (**Figure 27 to Figure 28**).



Figure 26. Broadway Wall stairs, west of Macky Hall, looking east.



Figure 27. Broadway Wall, northernmost pier, facing southeast.



Figure 28. Broadway Wall, southernmost three piers, facing southeast.

The wall is organized into 14 bays of roughly equal width, separated by horizontally segmented concrete piers with enlarged bases and chamfered corners that rise above the height of the bays. The second furthest right (south) pier and the furthest left (north) pier are topped by a large concrete sphere on a curved base; the furthest right (south) pier appears to have originally included this ornament but it has been removed. The fifth bay from the right (south) includes a two-part triple-

⁹ Landmarks Preservation Advisory Board, Section 5, Treadwell Hall, Resolution No. 1975-5, Landmarks Designation, June 27, 1975, Case File LM 75-221.

turn stair; the two stairs start with two curved steps from Broadway, turning at curved landings, rising six steps to a conjoined landing, and rising up eight stairs to a cobblestone walk, which leads to the front lawn of Macky Hall (**Figure 29 to Figure 30**). At Broadway, this stair configuration is framed on both sides by rusticated concrete piers with enlarged bases and chamfered corners and topped by ornamented faux-urn forms. The stair also features six smaller horizontally segmented concrete piers with enlarged bases that are topped with spheres on curved bases. Four more piers of this configuration are located at the upper portion of the stair. At Broadway, the stair has concrete handrails supported by Corinthian balusters, and the wall surface below the balustrade is paneled and has chamfered corners. The entries to these two stairs from Broadway include leaf wrought iron gates. This stair is included in the nomination of Macky Hall and the Carriage House as a City of Oakland Historic Landmark in 1975.



Figure 29. Broadway Wall, stair entrance, facing southeast.



Figure 30. Broadway Wall, upper interior portion of stair, looking west.

The fourth bay from the left (north) includes a gap in the wall that serves as a vehicular driveway, originally the carriage entrance (**Figure 31 and Figure 32**). On both sides of this opening, there are horizontally segmented concrete piers with enlarged bases and chamfered corners; both have attached plaques that read “CCAC,” and both are topped by contemporary stepped metal posts with glass and metal latticed upper portions, which are conjoined by a metal arch with floral embellishment and a central circular plaque that bears the college’s crest. The vehicular driveway opening includes original two-leaf wrought iron gates. The remainder of the piers along the length of the wall are topped by simple low profile domed forms.



Figure 31. Broadway Wall carriage entrance with plaques and metal arch, looking east.



Figure 32. Original two-leaf wrought iron gates at the carriage entrance of the Broadway Wall, looking east.

Construction Chronology and Documented Alterations

Built in 1905 for the Treadwell Family, the Broadway wall has had only minor alterations during its decades of use by the CCA. These include changes in the signage at the vehicle entrance, and removal of light globes at the staircase near Macky Hall.

The piers flanking the vehicle entrance, designed for carriages, originally matched those along the rest of the wall (**Figure 33**). A wood sign with neon lettering was installed above the vehicle entrance by 1959 (**Figure 34**).¹⁰ The neon lettering was replaced by the 1970s with non-illuminated lettering (**Figure 35**). In 1993, a new metal archway was installed on the Broadway Wall over the former carriage entrance, which now serves as a service vehicle entrance. The circa 1950s wood sign currently hangs in the Facilities Building.

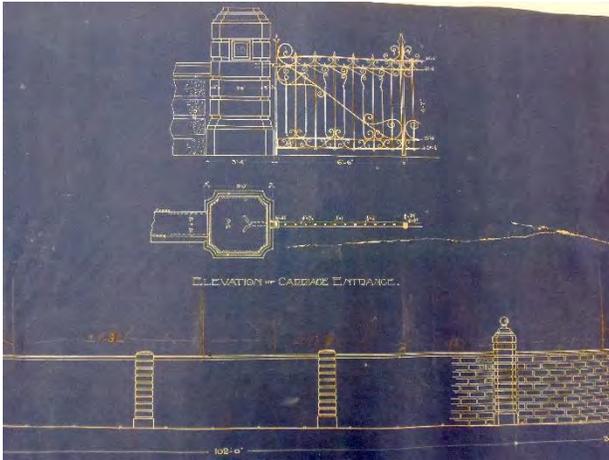


Figure 33. Elevation of the carriage entrance along Broadway from drawings titled "Retaining Wall & Entrance to Mr. Treadwell's Grounds." Source: CCA Libraries Special Collections.



Figure 34: Carriage entrance to the CCAC campus on Broadway featuring a sign with neon lettering, photo taken c. 1950s-1960s. Source: CCA Libraries Special Collections.



Figure 35. View of the vehicle entrance sign, with neon lettering removed, 1973. Source: CCA Libraries Special Collections.

¹⁰ The exact date of installation of the wood sign is unknown, but the earliest available photograph of the sign is dated to 1959; see "CCAC arch at Broadway entrance gate," photograph, 1959, CCA Libraries Special Collections, CCA/C Archive, item 180425001.

Two ornamental globes, likely light fixtures, on the outermost piers flanking the stairs at the Broadway Street level appear in historic photographs of the wall (**Figure 36**). These have been removed.



Figure 36. View of the Broadway Wall and Stairs with Macky Hall visible in the background, n.d.; the globe ornaments on the main piers on Broadway are no longer extant.
Source: CCA Library Special Collections.

THE FACILITIES BUILDING

Construction Date: circa 1922-1924

Architect: Frederick Meyer (designer)

The Facilities Building was designed by Frederick Meyer and constructed by the students of the California School of Arts and Crafts to serve as the school's woodworking studio shortly after Meyer purchased the site in 1922. It is the oldest extant building on the site that was purpose-built for the college, and it currently houses the college's buildings and grounds facilities offices. The building is located at the northeast corner of the campus. The primary façade looks north onto Clifton Street. The eastern perimeter of the campus site is immediately to the east, the B Building is to the south, and a vehicular driveway and the Shaklee building are to the west. The building is of wood-frame construction with a rectangular plan. It is one story over a raised basement with a second story at its south portion. The building is clad in stucco, and typical windows are wood sash in varied configurations. The building is capped with a flat roof.

Primary (North) Façade

The primary (north) façade is organized visually into three bays (**Figure 37**). The primary entrance, a partially-glazed wood door with four lites and a three-lite transom, is located at right (west) and is accessed via a wood ramp that rises along the façade from left to right. At center there is a twelve-lite fixed window, and at left there is a nine-lite fixed window. At the upper portion of the façade, there are two round low-relief ceramic tiles depicting artists at work, and a rectangular ceramic tile sign that reads "California School of Arts and Crafts" (**Figure 38**). These three tile pieces are all edged with a raised stucco molding. The façade terminates with a stepped parapet with stucco coping.



Figure 37. Facilities Building, primary (north) façade, facing south.



Figure 38. Facilities Building, primary (north) façade, detail, facing south.

West Façade

The west façade is visually organized into four bays, described here from left to right (**Figure 39**). The basement at this façade is partially exposed and includes horizontally-oriented two-lite awning windows at the first, second and fourth bays. At the first story, the first and second bays both include four-lite double-hung windows. The third bay includes a partially glazed wood door, accessed by short wood stairs with a wood handrail that runs along the façade rising from right to left; this secondary entrance is sheltered by a decorative stucco canopy with a glazed ceramic tile sign reading “Facilities Department.” The fourth bay, which is two stories in height, includes a two-lite double hung window at the first story and a single lite fixed window at the second story. The façade terminates with a stepped parapet with stucco coping.



Figure 39. Facilities Building, west façade, facing east.

South Façade

The south façade is two stories in height. The second story overhangs the first slightly and is supported by simple stuccoed brackets (**Figure 40**). A wood quarter-turn stair with wood banisters is affixed to the south façade; beginning at the left (west), it accesses a secondary entrance at the left of the first story and rises from left to right to access an additional entrance at the right side of the second story. The first story entrance is sheltered by a shed roof supported by square wood posts. Additional fenestration at the first story includes, at center, a small casement window and, at right, two two-over-two double hung windows; at the second story, there is a small casement window at center flanked by two two-over-two double hung windows. The façade terminates with a stepped parapet with stucco coping. Aerial views of the building indicate that there are windows at the north side of the two-story section of the building that are not visible from ground level.



Figure 40. Facilities Building, south façade, partial view, facing northeast.

East Façade

The east façade includes a shed roof addition at the right (northern) portion of the façade, and, at left (south), two-over-two double hung windows at the first and second story. This façade abuts the eastern property line and is largely obscured from view.



Figure 41. Non-original shed roof addition which abuts the east façade of the Facilities Building, visible at the primary (north) façade, looking south.

Construction Chronology and Alterations

Although no original design plans have been recovered, a review of available historic photographs of the building indicate that the design has undergone few changes since the building's construction (Figure 42). Minor changes include the reconfiguration of the approach to the door at the north and west façades; the primary entrance is accessed via a ramp, and the entrance at the west is accessed via a rising stair rather than its historic straight stair. At the south façade, an entrance door has been added at the second story, and an exterior wood stair has been added to access this door. There is a shed-roof addition at the east façade. The shed-roof addition at the east facade does not affect integrity of design because it is obscured from view and appears to be removable. The second-story door at the south façade also appears to be non-original.



Figure 42. Students and other laborers clearing land for the construction of the craft building (B Building), south of the completed woodworking studio (Facilities Building), 1925. Frederick Meyer is visible at the lower left of the photograph. Source: CCA Libraries Special Collections.

THE B BUILDING

Construction Date: circa 1926

Architect: Frederick Meyer (designer)

The B Building was designed by Frederick Meyer and constructed by the students of the California School of Arts and Crafts in approximately 1926 to serve as a metal shop and craft classrooms. It is the second-oldest building on the site that was purpose-built for the college and serves currently as classroom space. The building is located at the northeast portion of the campus.

The primary façade faces west towards a vehicular driveway, Shaklee Hall and the A-2 Café; the campus property line is to the east, the Facilities Building is to the north, and the southern façade of the building is flush with the Oliver Art Center and Ralls Painting Studio (Oliver & Ralls Building). The building is rectangular in plan and has two stories over a raised basement. The building is clad in stucco, and typical windows are contemporary two-over-two double hung metal-sash with slim wood surrounds. The building is capped with a flat roof.

Primary (West) Façade

The primary (west) façade is largely symmetrically organized (**Figure 43**). The partially exposed basement includes several small rectangular ventilation grates. At the center of the first story, there is a tiled water fountain attached to the façade, with “Here’s to you in water” inscribed above the fountain (**Figure 44**). Flanking the water fountain, two short concrete staircases with metal handrails rise along the façade in opposite directions to partially glazed paneled wood doors. Each door is within its own partially enclosed entry porch, which feature fixed picture windows below tripartite transoms with colored glass on two sides. Each semi-enclosed porch is topped with a parapet with corner merlons. The semi-enclosed porches are connected by a wood, shed awning with skylight panels. Between the two stairways are three typical windows. Additional fenestration at the first story includes six typical windows; the two windows closest to the entry alcoves are smaller in size, and two square recessed panels are located between the windows at left and right. A concrete accessibility ramp with steel tube railings ascends the right (south) portion of the façade and provides access to an entrance at the adjacent Oliver & Ralls Building.

At the second story, twelve windows of varying sizes are evenly spaced across the façade. At the left and right bays, a small two-lite fixed window is located above a small recessed panel and flanked by two typical hung windows. At the center of the center bay are two typical hung windows below a slim, rectangular recessed panel (which may have historically included ceramic tile lettering similar to the Facilities Building). Flanking the center windows, to each the left and right, is small four-lite square window over a typical window. The façade terminates with a central stepped parapet with stepped corner merlons and stucco coping.



Figure 43. The B Building, west façade, facing northeast.



Figure 44. The B Building, west façade detail, primary entrances and tile fountain, facing east.

North Façade

The north façade includes two tripartite window groups, which include a one-over-one window flanked by two-over-two windows (**Figure 45**). This fenestration pattern repeats at the second story. The façade terminates with stepped corner merlons and stucco coping.

East Façade

The east façade of the building faces the property line and is partially obscured from view by foliage (**Figure 46**). At the first story, a one-story flat-roof addition includes a typical window at its north façade and a continuous band of wood frame fixed windows with awning transoms at its east façade. The second story includes twelve windows, of which eight are of the typical type and four are two-lite fixed windows. The façade terminates with a central stepped parapet with stepped corner merlons and stucco coping.

South Façade

The south façade of the building is flush with the Oliver & Ralls Building and includes no fenestration.



Figure 45. The B Building north and west façades, partial view, facing southeast.



Figure 46: The B Building east façade, facing north.

Construction Chronology and Alterations

A one-story addition was constructed at the rear (east) façade at an unknown date, and the Oliver & Ralls Building, which is attached to the south façade of the B Building, was constructed in 1989. Before the Oliver & Ralls building was constructed, the original south façade entrances and multiple accumulated additions to the B Building were removed, with the exception of the one-story addition at the east façade (**Figure 47 through Figure 49**). The building's windows have been modernized with metal-sash windows, but replicate the historic appearance of the windows in terms of size, location, operability, and pattern of divided lites.



Figure 47. The B Building (originally the Craft Building), constructed between 1925 and 1930, photograph dated 1930. Source: CCA Libraries Special Collections.



Figure 48. South façade of B Building during site clearing and construction of the Noni Eccles Treadwell Ceramic Arts Center, 1973. Source: CCA Libraries Special Collections.



Figure 49. South façade of B Building , showing additions that were removed in renovation, no date, before 1975. Source: CCA Libraries Special Collections.

IRWIN STUDENT CENTER (IRWIN HALL) & A-2 CAFÉ

Construction Date: 1959; A-2 Café addition in 1974

Architect: Original construction attributed to Blanchard and Maher; A-2 Café addition by Wong and Brocchini

Irwin Hall was constructed in 1959 to serve as the campus's first residential dormitory, housing 39 men and 39 women; it now serves as a residential hall at the first story and a student service center at the second story. Irwin Student Center is located at the north central portion of the campus. Shaklee Hall is located to the north, the Carriage House is to the south, the B Building is to the east, and open space is to the west. The building has an L-shaped plan, with a long two-story north-south wing and a shorter east-west wing that becomes one story due to the slope of the site. The one-story A-2 Café addition, constructed in 1974, is located on the south side of the east-west wing of Irwin Student Center. The building is clad in stucco and rustic vertical board-and-batten siding, and typical windows are aluminum-frame two-part awning-over-fixed sash. The north-south axis of the wing is capped by a low-pitch gable roof with hipped ends; the east-west axis of the wing is capped with a low-pitch gable roof, and the A-2 Café is capped by a flat roof.

East Façade

The building has several entrances. The primary entrance is located at the second story of the east façade of the north-south wing of the building (**Figure 50**). The primary entrance is a partially glazed aluminum door with a two-lite sidelight, accessed via a concrete and metal footbridge with metal handrails. The entrance is flanked on both sides by two aluminum sash awning windows, while the remainder of the ten additional windows at the second story of this façade are typical (**Figure 51**). The first story of this façade includes 14 typical windows, either single or double; the first story windows have a vertical metal safety bar at their lower edge. The left (south) portion of the façade projects slightly at both stories and is clad in rustic vertical wood siding.



Figure 50. Bridge to the primary entrance of Irwin Student Center on the second floor, looking south.



Figure 51. Irwin Student Center, south portion of east façade, partial view, facing southwest.

The east façade of the east-west wing is clad in vertical wood siding, and includes three typical windows at the left, and is recessed at the right with a metal entry door accessed via a concrete step (Figure 52). An exterior utility structure is located at the north end of the façade, and partially wraps around the northeast corner of the building. The exterior utility structure is a low, single-story structure clad in wood board and batten siding, capped by a sloped corrugated fiberglass roof.



Figure 52. Irwin Student Center, east façade of the east-west ell, facing west.

West Façade

The west façade of the north-south wing of Irwin Student Center includes a partially exposed basement punctuated by several metal vents (Figure 53). The first and second stories of the west façade are both characterized by near continuous bands of typical windows, both single and double, as well as several single-pane aluminum sash awning windows. The first story windows have vertical metal safety bars at their lower edges. The right (south) portion of the façade includes a vertically-oriented five-lite aluminum sash window that extends the height of both stories; this portion of the façade projects slightly at both stories and is clad in rustic vertical wood siding.



Figure 53. Irwin Student Center, west façade, partial view facing southeast.

North Façade

The north façade of the east-west wing includes an entrance at the first story at right (west), a glazed metal door located within a recessed area, accessed via a short concrete stair and small porch with wood handrails, sheltered by a slatted flat roof supported by metal brackets (**Figure 54**). Additional fenestration at the first story includes a metal utility door with a vented transom and two typical windows with security bars (**Figure 55**). Fenestration at the second story of this façade includes several single pane aluminum sash windows with flat security bars, as well as four blinded window openings. Wood and concrete planting containers abut the façade as the site slopes upward to the east.



Figure 54. Irwin Student Center, north façade, partial view with secondary entrance, looking southwest.



Figure 55. Partial view of the east end of the north façade of Irwin Student Center, looking southeast.

South Façade

The south façade of the north-south wing of the building is clad in this same rustic vertical wood siding (**Figure 58**). At the center of this façade, there is a two-story recess in the façade, which houses a glazed metal entry door at the first story and a balcony at the second story with a multi-lite aluminum sash fixed window group. The south façade of the east-west wing includes the A-2 Café addition, which is described below. West (right) of the A-2 Café addition on the south façade of the east-west wing is one partially glazed metal entry door at the first story and two sets of paired typical

window and one partially glazed metal entry door at the second story (**Figure 57**). A concrete exterior stair leads from the first story to second story door, along this portion of the façade. East of the A-2 Café, the south façade of the east-west wing includes one typical window and one metal entry door.



Figure 56. Irwin Student Center, south façade of the north-south wing, looking northwest.



Figure 57. South façade of the east-west wing of Irwin Student Center (center) and A-2 Café addition (left), looking north.

A-2 Café

The A-2 Café is located on the south side of the east-west wing of Irwin Student Center. The east façade of the A-2 Café includes four awning-over-fixed metal sash windows (**Figure 59**). The south façade includes the café entrance with two fully glazed metal doors with a transom, which are flanked at each side by three awning-over-fixed metal sash windows. The west façade of the A-2 Café has no fenestration (**Figure 58**). All three façades are clad in rustic vertical board-and-batten siding and include projecting slatted wood awnings, above which the A-2 Café terminates with a flat roofline. A patio is located south of the A-2 Café, surrounded by the café, the Carriage House, and, at west, the footbridge to the second story of Irwin Student Center.



Figure 58. A-2 Cafe, south and east façades, facing northwest.



Figure 59. A-2 Cafe, west and south façades, facing northeast.

Construction Chronology and Alterations

The firm of Blanchard & Maher designed a modern two-story L-plan building, sited at the interior of campus, which was arranged in response to steep topography to include a two-story residence hall and a one-story cafeteria area (**Figure 60 through Figure 62**). When completed, the building housed 39 male students and 39 female students, and it was reported to be the first on-campus

dormitory at an art college west of the Mississippi River.¹¹ An experienced “house-mother” managed the building and its residents.¹²

Although original construction plans or permits have not been located, published preliminary sketches of the building in the *Oakland Tribune* in 1957 attribute the design to the firm of Blanchard and Maher.¹³ A 1974 addition designed by Wong and Brocchini served as the campus cafeteria and is now called the A-2 Café. As a result of the A-2 Café addition, the original student lounge of the Irwin Hall, which included large south-facing windows and a porch that faced onto the patio at the southeast corner of the building, was removed, and nine windows and a pair of doors at the north façade were obscured. The adaptation of the second story of Irwin Hall to serve as a student center also included the alteration of the fenestration patterns at the second story of the east façade to include a door and five square single-pane fixed windows, and the addition of a concrete and metal footbridge to access the second story entrance. Historic metal sash windows have also been replaced with aluminum sash windows.



Figure 60. Irwin Hall under construction, 1958.
Source: CCA Libraries Special Collections.



Figure 61. Irwin Hall under construction, 1958.
Source: CCA Libraries Special Collections



Figure 62. Blanchard and Maher rendering of Irwin Hall, facing northeast, no date, estimated 1958.
Source: CCA Libraries Special Collections.

¹¹ “Of Art and Artists,” *The Oakland Tribune*, August 9, 1959.

¹² “CCAC Housemother,” *The Oakland Tribune*, September 7, 1959.

¹³ “\$400,000 Residence Hall For Arts and Crafts College,” *Oakland Tribune*, February 10, 1957, 7.

MARTINEZ HALL

Construction Date: 1968

Architect: DeMars & Reay

Martinez Hall was designed by Vernon DeMars and Donald Reay and was constructed in 1967 to serve as the school's painting and printmaking studios, a role it continues to serve. The rectangular-plan two-story building is located at the southeast corner of the campus and faces Founders Hall to the west, Martinez Annex to the north, the eastern perimeter of the campus and private residential property to the east, and the southern perimeter of the campus site at the south (with steep rocky cliff and the Rockridge Shopping Center beyond).

Martinez Hall is designed in a Third Bay Tradition style, and includes the box-like volume, rustic wood surfaces, shed roof forms, flush windows and minimal eaves that characterize that style (**Figure 63**). The building is clad in vertical flush rustic wood siding unless otherwise noted, and typical windows are metal frame in varying configurations. The building is capped with a sawtooth roof with four massive sawtooth elements that run east-west and include continuous wood frame fixed windows across the entirety of their vertical north faces. A second-story balcony wraps the perimeter of the building; it is capped by a shed roof on the west, south, and east facades and the vertical plane of the sawtooth roof on the north.



Figure 63. Martinez Hall, west (primary) façade and partial view of north façade, facing southeast.

Primary (West) Façade

The primary (west) façade of Martinez Hall faces Founders Hall. The two buildings were designed and constructed at the same time and share a courtyard which is accessed by a concrete staircase with metal handrails that rises from the south of the building (**Figure 64**). A rubble stone retaining wall is located north of the stairs and west of Martinez Hall. The shared courtyard patio is characterized by irregular, polychromatic flagstone and pebble paving (**Figure 65**). The building includes multiple entrances at the primary façade. The first story includes two pairs of glazed metal entry doors at center and right, a glazed entry door at far right within a projecting mass at the east portion of the façade, and four additional metal entry doors at the left (**Figure 66**). Fenestration at this story is concentrated at the right side of the façade, and includes five fixed windows with vertical metal bars

above corrugated metal spandrel panels. At the left, a projecting two story mass encloses mechanical service rooms and, at left (north), an elevator lift; this enclosure is clad in plywood and is the site of an evolving mural installation. At center, an open tread concrete stair with wood-clad handrails rises from left to right to access the second story (**Figure 67**).

The second story includes three entry recesses, each including two tall, narrow metal doors (**Figure 68** and **Figure 69**). Left of center, the slope of the shed roof extends to form a canopy that projects into the courtyard between Martinez Hall and Founders Hall (**Figure 70**). This canopy is supported by wood posts and features a single white globe light fixture (**Figure 71**). At the roof, wood vents are visible at each of the four sawtooth elements.



Figure 64. Martinez Hall (left) and Founders Hall (right) accessed by concrete stairs, with rock retaining wall, looking south.



Figure 65. Irregular, polychromatic flagstone and pebble patio between Martinez Hall and Founders Hall, looking south.



Figure 66. Martinez Hall, primary façade first story detail, facing southeast.



Figure 67. Martinez Hall, primary façade detail, south portion of the first and second stories, facing southeast.

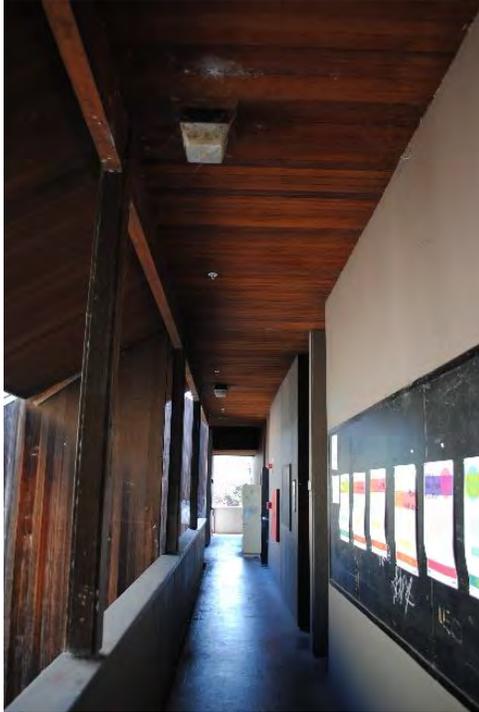


Figure 68. View of exterior hallway along primary façade second story, looking north.



Figure 69. Typical recessed entrance with two tall metal doors, located on the second story primary façade.

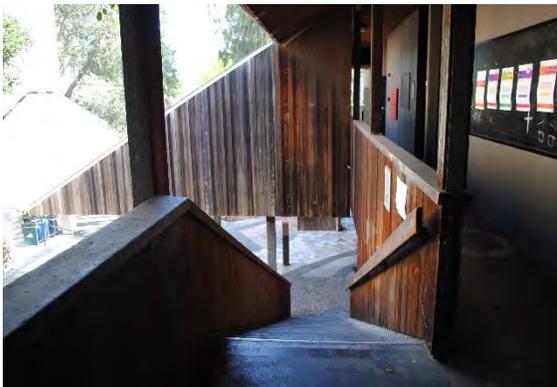


Figure 70. South side of the projecting canopy on the primary façade, looking north from the top of the stairs.



Figure 71. Projecting canopy at primary façade, supported by wood post with one hanging, white globe light fixture, looking southeast.

South Façade

The first story of the south façade includes three large fixed windows that are currently partially obscured by metal lockers, which span most of the length of the façade (Figure 72). The second story includes a central entry recess with two hollow core wood doors.



Figure 72. Martinez Hall, south façade, partial view, looking east.

East Façade

The first story of the east façade includes continuous metal sash sliding windows alternating with double hollow core wood doors (**Figure 73 and Figure 74**). The second story mirrors the second story of the primary façade, and includes three entry recesses, each including two hollow core wood doors.



Figure 73. Martinez Hall, east façade, first story, looking north.



Figure 74. Martinez Hall, east façade, second story, looking north.

North Façade

The first story of the north façade includes one metal entry door at far right (west) (**Figure 75- Figure 77**). The second story includes a central entry recess with two hollow core wood doors. At the northeast corner of the second story, the balcony extends to the north and connects the building to Martinez Annex via a walkway. The walkway includes a concrete stair with wood clad handrails that descends to ground level between Martinez Hall and Martinez Annex.



Figure 75. Martinez Hall, north façade first story, and shared stair with Martinez Annex, looking east.



Figure 76. Martinez Hall, north façade second story, looking west.



Figure 77. Clerestory windows of the sawtooth roof at the north façade, looking southeast.

Construction Chronology and Alterations

Martinez Hall, named in honor of famed artist and long-time, much-loved teacher Xavier Martinez, was built to serve as painting and printmaking studios. It was designed in the Third Bay Tradition style, clad in flush rustic wood cladding with four massive sawtooth roof elements that captured the northern light (**Figure 78 and Figure 79**). The design included a mural wall, which faces the campus and has hosted a rotating display of student mural art since it was constructed.

Minor alterations to Martinez Hall since its construction have facilitated mobility and access to the building. At the primary (west) façade, a wheelchair lift was added to the northwest corner of the building, alongside the two-story mechanical services area and its associated mural wall. When Martinez Hall Annex was constructed in 1970, the second story balcony of Martinez Hall was extended to include a walkway to the Martinez Annex and a stairway to the ground level.



Figure 78. Martinez Hall under construction, 1967-1968. Source: CCA Libraries Special Collections.



Figure 79. Martinez Hall completed, 1968, blank mural wall visible at left. Source: CCA Libraries Special Collections.

FOUNDERS HALL

Construction Date: 1968; addition circa 1978

Architect: DeMars & Reay; addition architect unknown

Founders Hall was designed by Vernon DeMars and Donald Reay and constructed in 1967 to serve as the school's library and auditorium. It continues to house the Meyer Library and the Perham Nahl Auditorium, as well as the animation studio and several other studio classrooms.

The building is two tall stories in height. Its masses step down to the west in response to the sloped topography of the site, with an exposed basement at the west façade. The building includes various sets of concrete stairs along its north and south perimeter connecting the entrances to the different parts of the building. The primary façade of the building faces east toward Martinez Hall; Macky Hall is directly to the north; the southern perimeter of the site is to the south (with steep rocky cliff and the Rockridge Shopping Center beyond) and lawn and foliage is at the west. Founders Hall is designed in a Brutalist style and includes the massive cubic forms, concrete material, recessed windows that read as voids, geometric patterns, and exposed joinery that characterize that style. The building is steel frame and clad in concrete; typical windows are of varying configuration, with anodized metal frame. The building is capped with a three-part flat sloping roof.

Primary (East) Façade

The primary (east) façade faces Martinez Hall and a shared courtyard, paved with irregular polychromatic flagstone and pebbles, which is accessed by a concrete staircase with metal handrails that rises to and turns around the northeast corner of the building. The primary entrance features fully glazed metal frame two-leaf doors, and is located at right within a recessed area of the east façade, at the northeast corner of the building. It is surrounded by large fixed Cor-Ten steel-frame picture windows (**Figure 80**). The façade above the entry area rises from its base at an angle and is supported by two concrete posts. The entry area is shaded by a large glass and metal awning, which meets a similar awning from Martinez Hall to form the shared courtyard (**Figure 81**).



Figure 80. Primary entrance of Founders Hall at the northeast corner of the building, looking southwest.



Figure 81. Recessed entry of Founders Hall, covered by a projecting glass canopy which meets the wood canopy of Martinez Hall, looking west.

Additional fenestration at the primary façade includes double metal doors at the center of the first and second stories, which are accessed and connected by a dog-leg concrete stair with metal handrails; the second story landing of this stair includes metal panels, and is supported by metal brackets (**Figure 82**). The staircase provides access to an auditorium space known as Nahl Hall, within the Founders Hall building. A sliding sash window is located at the south portion of the first story, with a wrought iron security grill. The remainder of the east façade includes no fenestration and terminates with a flush roofline with a sloped shape that rises at the north. A concrete stair located at the southeast corner of the building accesses the south façade of the building (**Figure 83**).



Figure 82. Concrete and metal staircase accessing Nahl Hall within the Founders Hall Building on the east façade, looking south west.



Figure 83. Concrete stairs at the southeast corner of Founders Hall, accessing the south side of the building.

North Façade

The north façade is generally organized into three bays, which step down in massing from left to right (east to west) in response to the slope of the site (**Figure 84**). The first story of the left (east) bay includes a continuation of the glass awning that wraps from the primary (east) façade, five large

plate glass windows, and a rectangular fixed window with a three-sided vertically oriented painted concrete awning. The slope of the lot exposes the basement at this bay, which includes two flat concrete projecting awnings, a slim horizontally-oriented plate glass window, and the entrance to the Meyer Library, which is composed of two glazed metal doors surrounded by plate glass windows (**Figure 87**). The second story includes one square fixed window with three-sided vertically oriented painted concrete awning, located at far right.

The center bay includes two two-part casement windows at the first story, one with a three-sided vertically oriented painted concrete awning, and two windows at the second story, one vertically oriented fixed-over-awning and one horizontally-oriented three-part fixed and sliding (**Figure 85**). The slope of the lot exposes the basement at this bay, which includes, at far right, a glazed metal door with transom and sidelight, and a flat concrete awning between the basement and the first story.

The right (west) bay projects at an angle from the main mass of the building. The first story includes no fenestration, and the second story includes ten continuous full height plate glass windows separated by vertical metal I-beam ribs that extend beyond the height of the windows into the concrete façade (**Figure 86**). The slope of the lot exposes the basement at this bay, which includes, at left, a row of plate glass and sliding windows, and at right, metal lockers affixed to the façade. The first story overhangs the basement.



Figure 84. Founders Hall, north façade, facing southwest.



Figure 85. Founders Hall, north façade, second story detail, facing south.

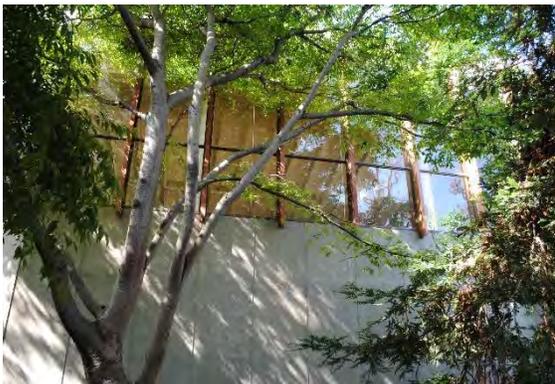


Figure 86. Founders Hall, north façade, second story detail, facing southwest.



Figure 87. Founders Hall, north façade Meyer Library entrance detail, facing south.

West Façade

The west façade has a fully exposed basement, which includes a band of plate glass windows at left and center, and, at right, a recessed entry to an exterior stairwell at the southwest corner of the building (**Figure 88**). A stylized concrete rainspout projects from the façade at the right between the basement and the first story. At the first story, there is a two-part plate glass window at left and at the recessed stairwell at right (south). At the second story there is a painted concrete projecting shed-roof vent at the left and the open stairwell and two large fixed metal sash windows at the right (south). The far right of the second story as originally constructed included an open patio, which was enclosed in the circa 1978 alteration. The façade terminates with a flush roofline that slopes up towards the north.



Figure 88. Founders Hall, west façade, facing southeast.

South Façade

The south façade is generally organized into three bays, which step down in massing from right to left (east to west) in response to the slope of the site. Concrete stairs access the exposed basement and sub-basement at this façade (**Figure 89**). The left (west) bay is only one story in height and has a continuous band of plate glass windows which wrap the southwest corner of the building (**Figure 90**). The basement at this bay includes no fenestration while the sub-basement includes two fixed plate glass and sliding window groups and two metal entry doors. The southwest corner of the building includes an exterior concrete stair with balcony which projects beyond the main mass of the building. This portion of the building is capped with a flat roof. The right (east) bay includes no fenestration at the first or second stories; the basement includes two fixed and sliding window groups, and the sub-basement includes a fixed louvered door. A concrete chimney stack with curved vertical southern edges rises above the roofline at the left side of the right bay. The center bay is two stories in height and has no fenestration at the first or second stories, two plate glass windows at the basement, and both plate glass and sliding windows at the sub-basement.



Figure 89. Founders Hall, south façade basement level, facing east.



Figure 90. Founders Hall south façade, including 1978 addition, facing northeast.

Construction Chronology and Alterations

Founders Hall, named in honor of Frederick and Laetitia Meyer, Isabelle Percy West, and Perham Nahl, was built to house the campus library, classroom and studio space, and a large lecture hall (**Figure 91**). It was designed in the Brutalist style, constructed of exposed concrete with large geometric forms and minimal ornament. The building included three structural sections in response to the sloped topography of the site. The building presented a severe façade to the south which when constructed included a student sundeck at its western portion (this sundeck was enclosed during alterations made to the building in the 1980s). The building presented much more playful façades toward the interior of the campus, including painted window frames, a broad glass awning, and large windows at the library reading room (**Figure 92**). The courtyard that was formed by the facing arrangement of Martinez Hall and Founders Hall was richly mosaicked by faculty member Hugh Wiley and his students at the time the buildings were completed.

An addition was constructed by an unknown architect around 1978, which includes an enclosed space at the third story of the southwest portion of the building. As originally designed and constructed, this portion of the building included an open patio, and the west exposed wall of the third story of the center part of the building included slim, vertically-oriented windows (**Figure 93**). The southwest corner of the building, which is not easily visible from the campus but is visible off campus from the south, now includes a continuous band of windows. Anecdotal explanations for this design change indicate that students were stealing materials from the library by tossing them off of the former balcony, and the design change had the effect of creating more classroom space, which now houses the animation department.

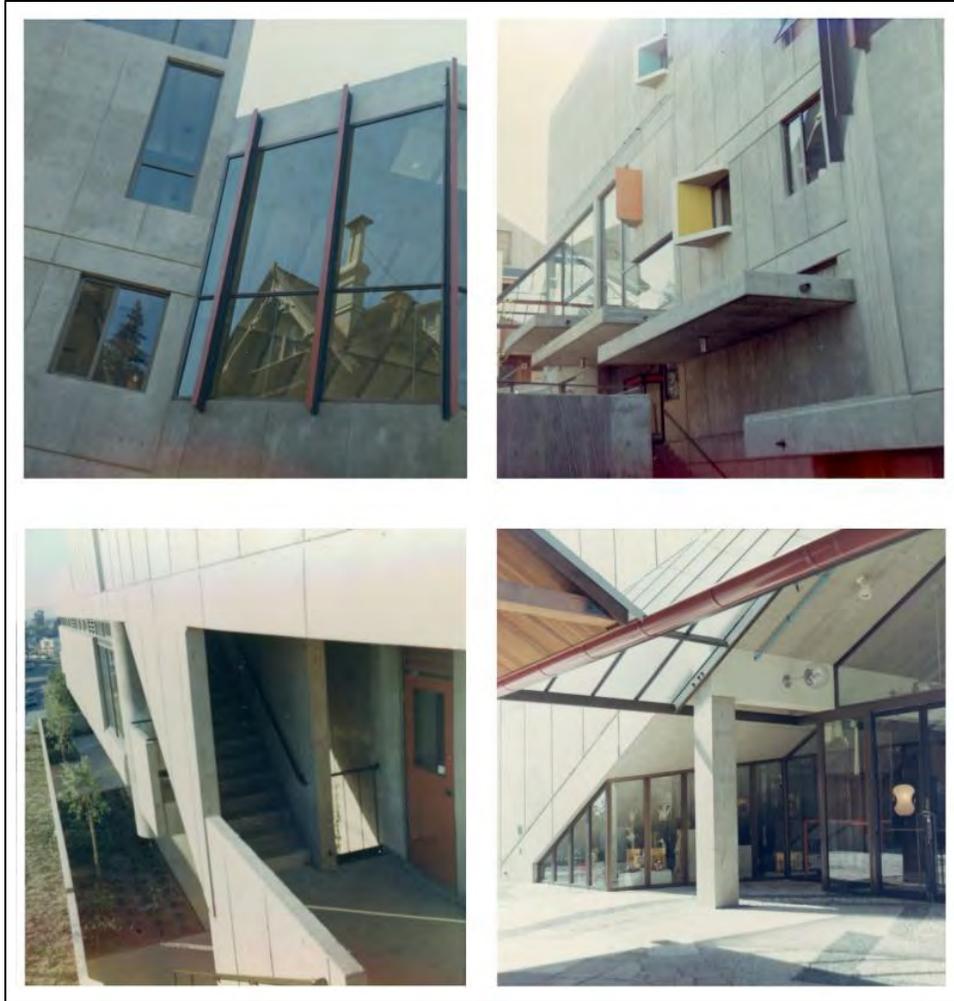


Figure 91. Four views of Founders Hall, including library reading room windows, painted window frames, glass awning, and descending stairwells, 1968. Source: CCA Libraries Special Collections.



Figure 92. Meyer Library, inside Founders Hall, 1976. Source: CCA Special Libraries Collection.



Figure 93. Founders Hall, south façade, at completion in June 1968, prior to circa 1978 addition. Source: CCA Special Libraries Collection.

MARTINEZ HALL ANNEX

Construction Date: 1970
Architect: Not Documented
Builder: CSB Construction

The Martinez Hall Annex is a rectangular-plan building located at the southeastern portion of the campus, south of the Noni Eccles Treadwell Ceramic Arts Center and north of Martinez Hall, to which it is connected by an exterior stair. Built in 1970 by CSB Construction, the building does not have an identified architect. While Martinez Hall Annex has some elements of the Third Bay Tradition style, it was executed with more modest, utilitarian materials. The building houses classrooms and the photography department. The building is located on a rise and accessed via a short brick staircase at left and a paved walkway. Martinez Hall Annex is two stories in height, sits on a partially exposed concrete foundation, and is clad in standing-seam metal siding. All façades terminate with metal channel gutters. The building is capped by two shed roof elements which face in opposite directions. The lower shed roof element faces south, and the upper shed roof is peaked at the north and includes continuous metal sash windows at its northern vertical surface.

Primary (West) Façade

The primary façade faces west toward Macky Hall and is organized into three bays (**Figure 94**). The first floor of the central bay includes the primary entrance, a glazed aluminum frame door surrounded set in a glazed curtain wall. This entrance is accessed by a short concrete staircase and a small patio with metal banister. The second floor of the central bay is recessed to create a porch with a metal banister, which contains a glazed metal door with sidelight. The remainder of the porch is clad in smooth metal panels. The roof of the central bay is flat and projects slightly. There is no fenestration at the left or right bays of the primary façade. The left bay shelters a partially enclosed stairwell, accessed via a short concrete stair at far left. The left and right bays of the primary façade terminate with sloping rooflines.



Figure 94. Martinez Hall Annex, primary (west) façade, facing east.

North Façade

The north façade includes a band of aluminum sash windows at the first story, and two flush metal doors, one with transom, accessed via a short concrete stair with a metal tube railing and banisters (**Figure 95**). A concrete open-riser stair with a metal handrail and banisters leads to a flush metal door at the second story.



Figure 95. North façade of Martinez Hall Annex, looking southwest.

South Façade

The south façade includes bands of windows that are currently boarded-up by aluminum panels (**Figure 96**). A concrete staircase with wood walls and metal handrails rises between the Annex and Martinez Hall, which provides access to a flush metal door at the second story of the south façade.

East Façade

The east façade includes no fenestration (**Figure 97**). Large-scale metal ductwork is present.



Figure 96. South façade of Martinez Hall Annex, looking east.



Figure 97. Partial view of the east façade of Martinez Hall Annex, looking south.

Primary (West) Façade

The primary entrance is located left of center at the first story, within a recess that functionally divides the building into two volumes (**Figure 99 and Figure 100**). The primary entrance is a fully glazed metal frame door with a transom and sidelight (**Figure 101**). Within the recessed area, additional fenestration at the first story includes a fully-glazed two-part window wall, facing west, which houses a display area for ceramic works, and a fully glazed window wall at the chamfered southwest corner of the north volume of the building (**Figure 102**). The concrete belt course between the first and second stories bridges the recess and includes the name of the building in affixed letters. The second story of the recess includes large windows at right and center. The recessed area is sheltered by a slatted wood trellis.



Figure 99. Ceramic Arts Center, primary (west) façade, facing southeast.



Figure 100. Ceramic Arts Center, recessed entry accessed via concrete steps at the primary (west) façade, facing east.

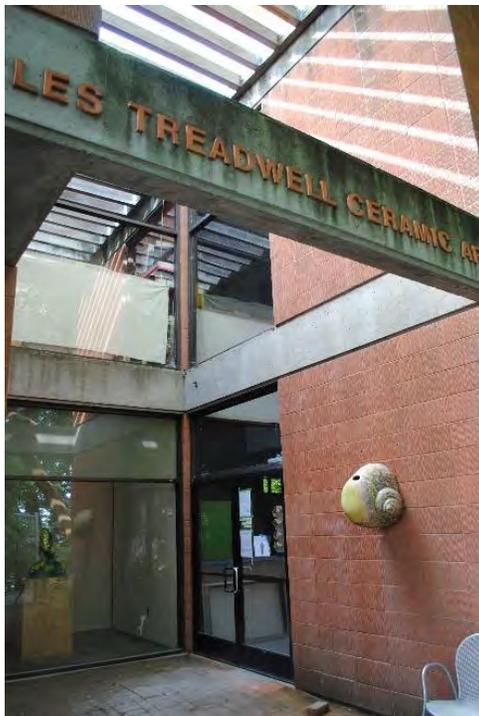


Figure 101. Recessed primary entrance to the Ceramic Arts Center, looking southeast.



Figure 102. Chamfered corner of the first story of the north volume of the Ceramic Arts Center, featuring a fully glazed window wall with views to the kiln area, looking northeast.

The portion of the building that is left (north) of the recessed area houses the building's kilns, and includes no fenestration at the first or second stories of the west, north or east façades, except for a large vented opening at the first story of the north façade. The second story overhangs the first story slightly at the north façade.

The portion of the building that is right (south) of the recessed area includes ceramics classrooms and studios and is characterized by near-continuous fenestration at the west, south, and east façades. At the west façade, directly right of the building's entry recess, the façade includes two-lite fixed windows at the first and second stories. South of this, the mass of the building projects and includes alternating awning-over-fixed windows and large fixed windows, arranged into two bays, at the first and second stories (**Figure 103**). The stories are separated by a concrete belt course, and the belt course and the concrete cornice have slatted wood trellises affixed to the façade with metal brackets. The projecting mass is capped with a shed roof which rises to the east and includes alternating awning over fixed windows and large fixed windows at its vertical edge. At far right (south) at the main mass of the building, the first story includes a metal entry door and the second story includes a full story height two-part window.



Figure 103. Ceramic Arts Center, south portion of primary (west) façade, facing east.

South Façade

Fenestration at the south façade is arranged identically to that of the south end of the primary (west) façade—continuous alternating windows, trellises, and shed roof—although it is three rather than two bays in width. The volume of the building projects out at the south façade and includes alternating awning-over-fixed windows and large fixed windows, arranged into three bays, at both the first and second stories (**Figure 104**). The second story of the south façade projects out over the first story (**Figure 105**). The stories are separated by a concrete belt course, and the belt course and the concrete cornice have slatted wood trellises affixed to the façade with metal brackets. The projecting mass is capped with a shed roof which rises to the north and includes alternating awning over fixed windows and large fixed clerestory windows at its vertical, north edge.



Figure 104. Ceramic Arts Center, portion of south façade with trellis detail, looking northeast.



Figure 105. Projecting second story of the south façade, including belt course, wood trellis, and shed roof form, looking northwest.

East Façade

The same massing and fenestration pattern at the west and south façades are repeated at a projecting shed roof volume at the south end of the rear (east) façade, two bays in width (**Figure 106**). The projecting volume includes alternating awning-over-fixed windows and large fixed windows, arranged into two bays, at both the first and second stories (**Figure 107**). The second story of the south façade projects out over the first story. The stories are separated by a concrete belt course, and the belt course and the concrete cornice have slatted wood trellises affixed to the façade with metal brackets. The projecting mass is capped with a shed roof which rises to the north and includes alternating awning over fixed windows and large fixed clerestory windows at its vertical, north edge.

The area of the rear (east) façade that corresponds to the recessed area of the west (primary) façade is also recessed, and includes metal entry doors at both the first and second stories (**Figure 108**). A concrete stair rises along the north portion of the east façade to access a projecting porch at the second story with a metal and wood handrail. The yard at the east of the building is terraced and has become a display of eclectic ceramic pottery and sculpture (**Figure 109**).



Figure 106. Projecting shed roof volume at the south end of the rear façade, looking northwest.



Figure 107. Ceramic Arts Center, portion of east façade with shed roof, looking southeast.



Figure 108. Ceramic Arts Center, portion of east façade with concrete balcony and stair, looking northwest.



Figure 109. Terraced yard east of the rear (east) façade of the Ceramic Arts Center, looking north.

North Façade

The north façade of the building includes no fenestration except for a metal vent at the center of the first story (**Figure 110**). The second story overhangs the first story by approximately two feet. The north façade of the building is separated from the south façade of the Oliver & Ralls Building by approximately six feet.



Figure 110. North façade of the Ceramic Arts Center (left), several feet from the Oliver & Ralls Building (right), looking west.

Construction Chronology and Alterations

In clearing the site for construction of this building, the Carriage House was moved from its foundation to a temporary location before being moved to its current, permanent location. Original models and photographs from the period of its construction show that few alterations have been made to the building (**Figure 111 through Figure 113**).

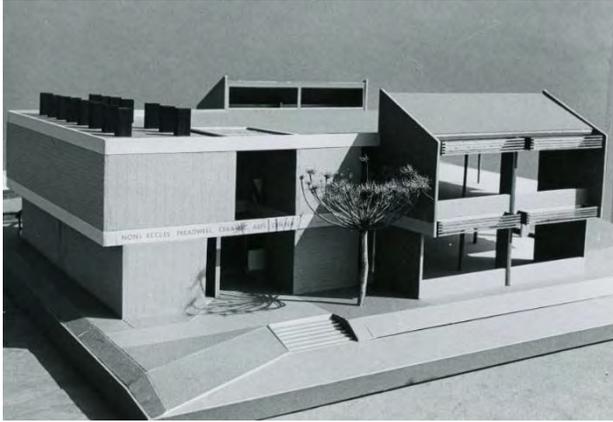


Figure 111. Model of the Noni Eccles Treadwell Ceramic Arts Center by architects Wong and Brocchini, 1973. Source: CCA Libraries Special Collections.



Figure 112. Site clearing and construction of the Noni Eccles Treadwell Ceramic Arts Center, 1973. Source: CCA Libraries Special Collections.



Figure 113. Noni Eccles Treadwell Ceramic Arts Center illustrating the spatial and massing arrangement of the individual studio spaces around the central teaching space, April 1976. Source: CCA Libraries Special Collections.

RALEIGH & CLAIRE SHAKLEE BUILDING

Construction Date: 1979

Architect: Wong & Brocchini

The Raleigh & Clare Shaklee Building (Shaklee Building) was constructed in 1979 to serve as the campus's sculpture, glass, and metal arts studio, and it continues to serve that purpose (**Figure 114**). The building was designed by Worley Wong and Ronald Brocchini's firm, Wong & Brocchini, and includes façade mosaic work designed by CCA faculty and students. The building is located at the northern perimeter of the campus; the primary façade faces east toward the Facilities Building. Clifton Street is to the north, Irwin Student Center and the A-2 Café are to the south, and the Barclay Simpson Sculpture Studio is attached to the building at the west. The Barclay Simpson Sculpture Studio was constructed in 1992, and is connected to the Shaklee building by a narrow hyphen volume with roll-up doors, into which metal slab doors have been inserted.

The Shaklee Building is two stories in height with an exposed basement at the west, largely constructed in concrete block. It is clad in stucco, and all windows are metal sash of varying configurations. The building is composed of three main volumes; the north volume of building has a shed roof; the south volume has a primarily flat roof with a shed roof clerestory volume with ribbon windows at the center; and the west volume is a rectangular volume with a flat roof and twelve skylights (**Figure 115**).



Figure 114. Shaklee Building, oblique view of primary (east) and north facades, looking southwest. North shed roof volume is visible.



Figure 115. Bird's-eye view of the Shaklee Building. A = north volume with shed roof; B = south volume with flat roof and central shed roof clerestory; C = west volume with flat roof. Source: Google Maps. Edited by Page & Turnbull.

Primary (East) Façade

The primary façade faces east (**Figure 116**). The primary entrance is located at the center of the second story and features a pair of fully glazed metal doors with a transom accessed via a straight concrete stair with concrete handrails. A second entrance, a pair of fully glazed metal doors with a double jalousie transom, is located at the first story, immediately right of the stairs to the primary entrance. This entrance is slightly below grade and accessed via a straight concrete stair. Above this second entrance there is a large fixed window, and the perpendicular wall to the right (north) of the stair includes tile mosaic (**Figure 117**). The left (south) portion of the primary façade includes continuous conservatory windows over continuous awning windows at the first story, and continuous alternating fixed picture windows and vertically oriented two-lite hopper windows (**Figure 118**). This portion of the façade terminates with a flat roof. The right (north) portion of the primary façade includes conservatory windows over continuous awning windows at the first story, wrapping around to the north façade, and no fenestration at the second story (**Figure 119**). This portion of the façade terminates with the upslope of the shed roof.



Figure 116. Shaklee Building east façade, center and north portion, facing northwest.

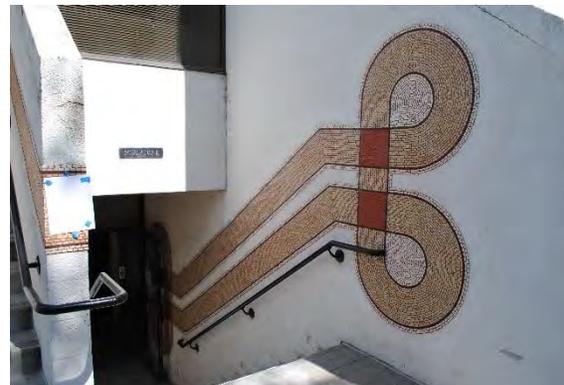


Figure 117. Mosaic at primary entrance on east façade, looking north.



Figure 118. Shaklee Building, east façade, south portion, with primary entrance at right, facing west. Shed roof clerestory volume is partially visible.



Figure 119. Conservatory windows at the north portion of the primary façade.

North Façade

The north façade includes continuous conservatory windows over continuous awning windows at the first story, and a two-lite fixed window at the center of the first story below this continuous window band (**Figure 120 to Figure 121**). There are continuous alternating fixed picture windows and vertically oriented two-lite hopper windows at the second story. At the right (west) portion of the north façade, the first story extends further west than the second story; the exposed basement and the first story here include a vertically oriented five-part awning and vent window group. At far right the façade steps back and includes a connector to the Barclay Simpson Studio; this connector includes a metal entrance door within a metal roll-up door, accessed via a concrete stair.



Figure 120. Shaklee Building, north façade, east portion, facing southwest.



Figure 121. Shaklee Building, north façade, west portion, facing southeast.

West Façade

The west façade is one story in height and includes two large vented openings at the north portion, and a large metal roll-up door at its south portion (**Figure 122 and Figure 123**). The remainder of the west façade is conjoined with the Barclay Simpson Building.



Figure 122. Two large vented openings at the north end of the west façade of Shaklee Building (left), looking south. A hyphen addition attaches to Barclay Simpson Sculpture Studio (right).



Figure 123. Large metal roll-up door at the south end of the west façade of Shaklee Building (right), looking south. A hyphen addition attaches to Barclay Simpson Sculpture Studio (left).

South Façade

The south façade of the Shaklee Building is adjacent to Irwin Student Center, includes little fenestration, and terminates in a flat roofline. The left (west) the façade is primarily un-fenestrated, except for a narrow recessed area which includes a pair of fully glazed doors set in a storefront window wall (**Figure 124 and Figure 125**). The center portion of the south façade includes a two-story recess; at the first story there are three vented metal entry doors and a metal roll-up door, all sheltered by a shed roof made of corrugated fiberglass, and the second story there are six fixed and double hung windows, and a large aluminum duct (**Figure 126**). The right (east) portion of the south façade includes no fenestration (**Figure 127**).



Figure 124. Un-fenestrated west portion of the south façade of the Shaklee Building, looking northwest.



Figure 125. Aluminum storefront window wall with double doors on the south façade of the Shaklee Building, looking north.



Figure 126. Shaklee Building, two-story recess with entrance on south façade, facing north.



Figure 127. Un-fenestrated east portion of the south façade of the Shaklee Building, looking northwest.

Construction Chronology and Alterations

Historic drawings and photographs of the Shaklee Building suggest that the building has undergone few changes since its construction (**Figure 128 through Figure 130**). Barclay Simpson Sculpture Studio, constructed in 1992, is accessible through the Shaklee Building via a one-story hyphen connector volume on the west façade of the Shaklee Building.

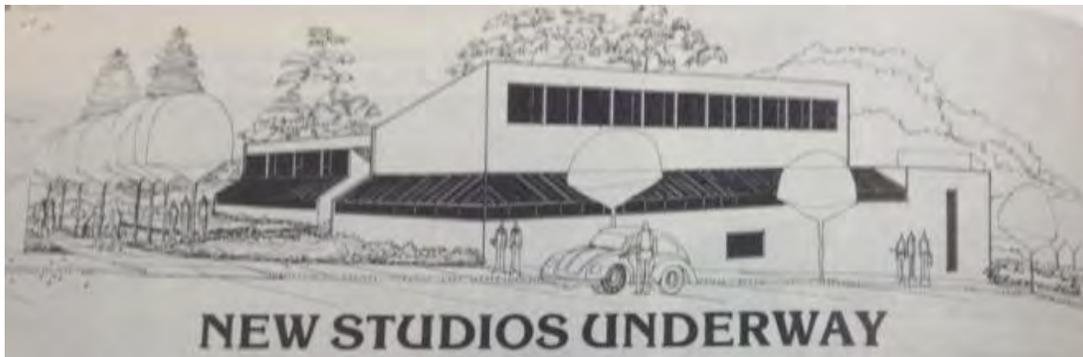


Figure 128. CCAC Campus Magazine, Spring 1978. Source: Oakland Library History Room.



Figure 129. Instructor Franklin Nebel (center) and students Emil Keller (left) and Michael Imperio (right) working on Shaklee Building mosaic, no date. Source: CCA Libraries Special Collections.



Figure 130. Shaklee Building, north and east façades, no date, estimated 1980. Source: CCA Libraries Special Collections.

OLIVER ART CENTER & RALLS PAINTING STUDIO (OLIVER & RALLS BUILDING)

Construction Date: 1989

Architect: George Miers & Associates

The Oliver Art Center and Ralls Painting Studio (Oliver & Ralls Building) is an irregular-plan building located at the eastern portion of the campus and includes classroom and gallery space. The building is located directly north of the Ceramic Arts Center and abuts the southern façade of the B Building. The wood frame building is two stories in height, set on a concrete foundation, and clad in textured stucco. The flat roof is concealed behind a low parapet, and mechanical equipment and five skylights are located on top of the roof.

North (Primary) Façade

The primary façade of the Oliver & Ralls Building faces north (**Figure 131**). A fully-glazed aluminum sash vestibule with a flat roof is located at the northwest corner of the otherwise two-story building, and includes a pair of flush metal double doors at the north wall that serve as the building's primary entrance. The glazed vestibule is one-story but with high ceilings, and is accessed via two concrete steps and a small concrete patio. The vestibule has three horizontal bands of glazing: the top band is transparent, the middle band is semi-opaque with etched lettering, and the lower band has a tinted lite to the east (left) of the primary doors.



Figure 131. Primary (north) façade of the Oliver & Ralls Building, looking south.

West Façade

The west façade of the Oliver & Ralls Building includes a hyphen volume which abuts the B Building (Figure 132). The hyphen volume includes a secondary entrance allows wheelchair accessibility via concrete ramp which leads up along the façade of the B Building, through glazed metal double doors with a transom. The west side of the fully-glazed aluminum-sash vestibule at the northwest corner of the building is the only other fenestration on the west façade. The primary stucco-clad volume is unfenestrated and has a square recessed bay (Figure 133). A tiered lawn surrounded by a concrete retaining wall is located in front of the west façade of the Oliver & Ralls Building.



Figure 132. Hyphen volume with ADA-accessible entrance at the north end of the west façade of the Oliver & Ralls Building, abutting the B Building (left), looking east.



Figure 133. West façade of the primary volume of the Oliver & Ralls Building and entrance vestibule, looking east.

South Façade

The south façade of the Oliver & Ralls Building is set back only a few feet from the adjacent Noni Eccles Treadwell Ceramic Arts Center, and does not have any fenestration. At the southeast corner of the building is an exterior stair tower with stucco-clad walls enclosing the west and south sides of the stairs. The stairs access metal slab doors at the first and second floors.



Figure 134. South façade of the Oliver & Ralls Building (left), looking east.



Figure 135. Exterior stair tower at the southeast corner of the Oliver & Ralls Building, accessing doors on the south façade, looking northwest.

East Façade

The east façade has a recessed, unfenestrated bay, similar to the one the west façade of the Oliver & Ralls Building (**Figure 136**). A paired, two-lite, steel-sash casement window with wired glass is located at the second floor, north end of the east façade.



Figure 136. Partial view of the east façade of the Oliver & Ralls Building, facing west.

Construction Chronology and Alterations

The Oliver & Ralls Building was completed in 1989 and does not appear to have any documented, significant exterior alterations. The dark tinting in one portion of the entry vestibule on the north façade may be an alteration. No historic photographs or drawings of the Oliver & Ralls Building were uncovered during the course of research for this report.

BARCLAY SIMPSON SCULPTURE STUDIO

Construction Date: 1992

Architect: Jim Jennings

The Barclay Simpson Sculpture Studio is a rectangular-plan building located at the northern perimeter of campus. Completed in 1992 and opened in January 1993, the building was designed in 1990 by architect Jim Jennings, a CCA faculty member at the time. The building's north façade faces Clifton Street, its west façade faces a surface parking lot, its south façade faces Irwin Student Center and campus open space, and its east façade faces the Shaklee building, to which it is partially joined by a hyphen volume. The building houses the school's large-scale glass and sculpture studio.

The Barclay Simpson Sculpture Studio is a one-story, double-height building that sits on a polished concrete base that wraps around the entire building. The tie-holes of the concrete form work remain exposed, and create a grid pattern in the concrete. The north, west, and south walls of the building are composed of glass block, generally organized at both stories into square bays by white steel ribs, with nine bays at the east and west façades and three bays at the north and south façades. The seam between the glass block walls and the concrete base is articulated with louvered galvanized steel vents. The Barclay Simpson Sculpture Studio terminates with a flush roofline and is topped with a flat roof.

The building does not have a primary exterior entrance, but rather, it is primarily accessed from inside the Shaklee Building. Two secondary entrances are located at the hyphen volume between the two buildings.

West Façade

The west façade of the Barclay Simpson Sculpture Studio functions as the primary façade of the building, despite the lack of a primary exterior entrance, as it is the most publicly visible (**Figure 140**). The west façade features a polished concrete base with incised, silver-painted letters that span the full length of the façade reading "Barclay Simpson Sculpture Studio" (**Figure 138**). The steel frame of the west façade creates a two-by-nine grid of glass block panels. The grid of glass block is separated from the concrete base by a row of galvanized steel louvers (**Figure 139**). A concrete ramp with no railing runs along the west façade, up to a concrete loading dock area at the south façade.



Figure 137. West façade of the Barclay Simpson Sculpture Studio, looking east.



Figure 138. Polished concrete base with exposed concrete formwork tie-holes and incised, silver-painted lettering, looking southeast.



Figure 139. Galvanized metal louvers above the concrete base, within the steel grid frame, looking northeast.

North Façade

The north façade is organized in three bays (**Figure 140**). The outer bays each contain two steel-framed panels of glass block set on a polished concrete base, separated by operable louvers. The central bay is recessed and features a round, unfinished metal chimney pipe which extends above the roofline. The steel frame structure is carried across the central bay, in front of the chimney pipe, and the walls surrounding the chimney are fiber-reinforced concrete board, attached by a grid of screws.



Figure 140. North façade of the Barclay Simpson Sculpture Studio, looking south.

East Façade

Above the polished concrete base, the east façade is organized in a two-by-nine steel frame grid of fiber-reinforced concrete boards (Figure 141). Three boards are located within each grid of the steel frame, and are fastened by a grid of 21 screws (Figure 142). A one-story hyphen volume occupies the central portion of the east façade, connecting Barclay Simpson Sculpture Studio to the Shaklee Building. The north and south sides of the hyphen volume are primarily taken up by metal roll-up doors, which each have an inset metal slab door, and are surrounded by fiber-reinforced concrete board cladding (Figure 143 and Figure 144). The north roll-up door is accessed via concrete stairs, and the south roll-up door is accessed via a concrete ramp. Metal vents are located on the east façade of the Barclay Simpson Sculpture Studio, above the hyphen connecting volume.



Figure 141. East and north facades of the Barclay Simpson Sculpture Studio, looking southwest. The Shaklee Building (left) is attached by the central hyphen volume.



Figure 142. Steel grid structure with fiber-reinforced concrete boards fastened by screws on the east façade, looking west. Metal vents are visible above the central hyphen volume.



Figure 143. Metal roll-up door accessed via concrete steps on the north side of the hyphen between Barclay Simpson Sculpture Studio (right) and the Shaklee Building (left).



Figure 144. Metal roll-up door accessed via a concrete ramp on the north side of the hyphen between Barclay Simpson Sculpture Studio (left) and the Shaklee Building (right).

South Façade

Like the north façade, the south façade is organized into three bays, and the outer bays each contain two steel-framed panels of glass block set on a concrete base, separated operable louvers (**Figure 145**). The central bay at the south façade includes a full-bay-width utility door and fiber-reinforced concrete boards above. The concrete base, original polished concrete, has since been painted grey.



Figure 145. South façade of the Barclay Simpson Sculpture Studio, facing northeast.

Construction Chronology and Alterations

Designed by Jim Jennings in 1990, the Barclay Simpson Sculpture Studio was completed in 1992 and opened in January 1993 (**Figure 146** and **Figure 147**). The building has remained largely unaltered at the exterior. The polished concrete base on the south façade has been painted grey, likely to address vandalism or maintenance concerns. The parking spaces along the west side of the building, which

originally were labeled by department (such as “sculpture,” “ceramics,” “textiles,” “metal arts,” and “painting,” **Figure 146**), have been painted over and relabeled by numbers.

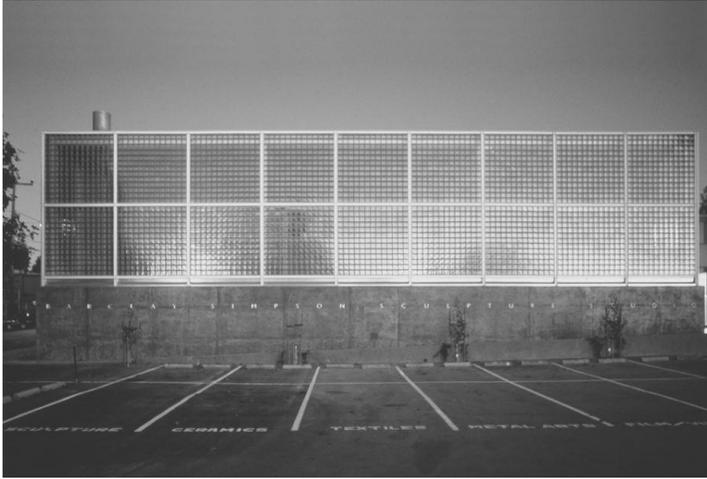


Figure 146. Barclay Simpson Sculpture Studio designed by Jim Jennings, no date, circa 1993. Source: Jim Jennings Architecture.

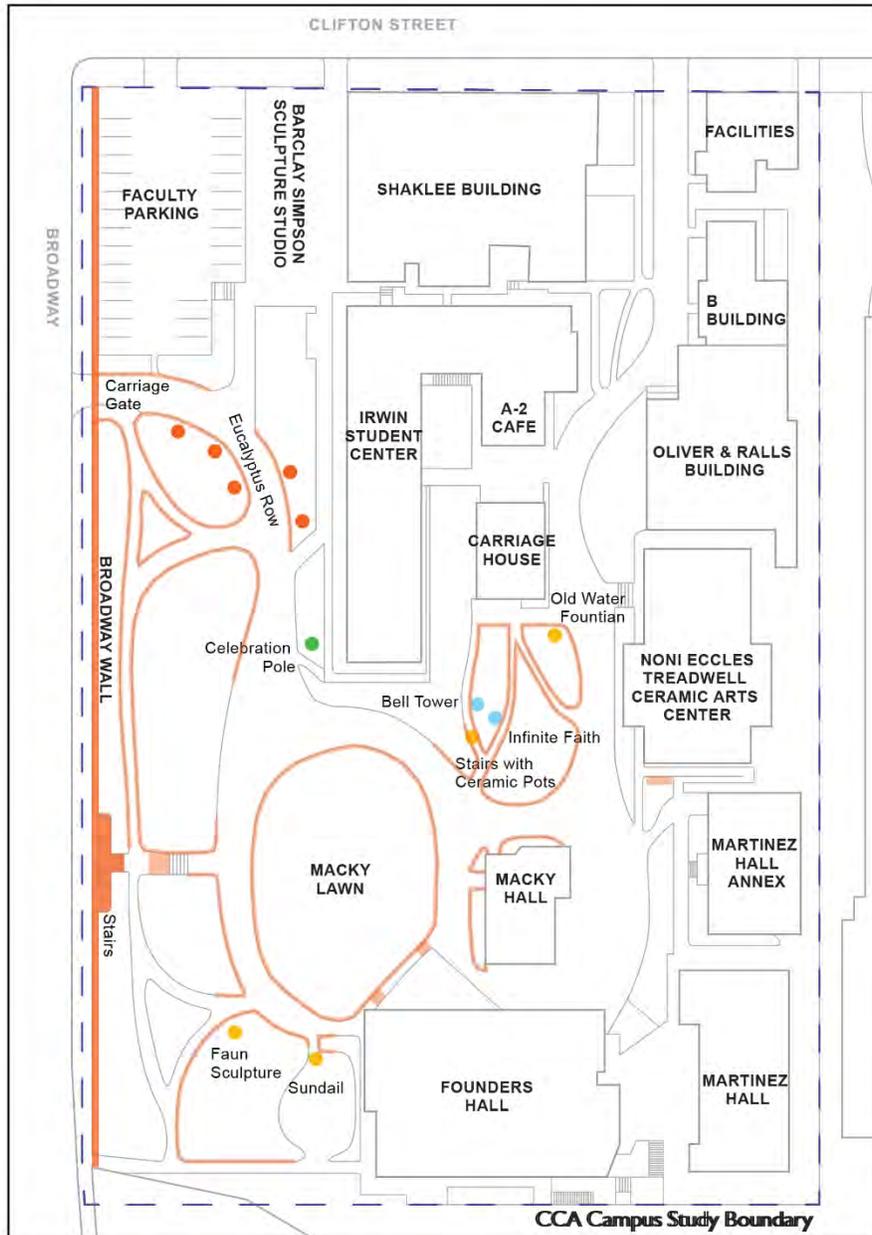


Figure 147. North façade of Barclay Simpson Studio, 1993. Source: Photographer, Alan Weintraub, “Barclay Simpson Sculpture Studio,” *Progressive Architecture* 74:8 (August 1993), 87.

CAMPUS LANDSCAPE FEATURES

The campus includes a variety of landscape features that are discussed on the following pages.¹⁵ Research has not revealed the provenance of all of these landscape features, but all relevant known information has been provided. The locations of landscape features are also mapped (**Figure 148**).

¹⁵ The Broadway Wall & Stairs are described in detail earlier in this chapter; see **Section III. Architectural Descriptions – Broadway Wall & Stairs**.



California College of the Arts Campus
Landscape Features

- Early Estate Era, c. 1880-1921
- Early CCAC Era, 1922-1944
- Post-WWII CCAC Era, 1945-1964
- CCAC Continued Development, 1965 - 1992
- Broadway Wall (Early Estate Era, c. 1905)
- Carnegie Bricks (Early Estate Era)

Figure 148. Location of landscape features on CCA campus.
Source: Page & Turnbull, using CCA Campus base map.

Eucalyptus Row

Location: edge of vehicular path from Broadway towards Macky Hall

Creator: Treadwell family

Date: estimated circa 1900

A row of mature eucalyptus trees follows the vehicular path from the Broadway entrance towards Macky Hall. Eucalyptus plantings were one of the site improvements attributed to James Treadwell when he lived at this site. Other plantings, including a palm row along Broadway and a second eucalyptus row along Clifton Street, are no longer extant.

Eucalyptus Row was planted to line a carriage road that lead from Broadway, through the carriage entrance of the Broadway Wall, and up to Macky Hall. The road has since been paved but is still extant and used as a service vehicle road. Several eucalyptus trees appear to have been removed since the early CCAC era, as documented in a circa 1922-1935 photograph, but five remain (**Figure 149 and Figure 150**).



Figure 149. Eucalyptus row, along the road from Broadway up to Macky Hall, circa 1922-1935. Source: CCA Libraries Special Collections.



Figure 150. Eucalyptus row, looking toward Macky Hall and Founders Hall, 2019.

Carnegie Bricks

Location: Throughout southern and western portions of campus, near Macky Hall.

Creator: Carnegie Brickworks, owned by Treadwell family.

Date: estimated between 1903 and 1905

The Carnegie bricks feature a stamp that reads “CARNEGIE” on one side (**Figure 151**). The bricks are found lining roads and paths, as well as in and around benches, steps, and other landscape features, on the southern portion of CCA campus in the vicinity of Macky Hall (**Figure 152**). Often the side that has the Carnegie stamp is facing up, but not in all cases.

John and James Treadwell established the Carnegie Brick and Pottery Company in 1903, after excavation for their Tesla coal mine uncovered adjacent rich clay deposits. Several of the curved pedestrian paths and vehicular (formerly carriage) drives on the CCA campus are edged with these Carnegie bricks. During the site improvements of the 1920s, under the direction of Meyer, it appears that Carnegie bricks associated with the Treadwell estate were, in some cases, retained as edging for vehicle and pedestrian paths, and, in other cases, reused for various landscaping features throughout the southern portion of campus.

Despite the fact that some have been moved, the Carnegie brick still retain their association with the Treadwell family.



Figure 151. Bricks stamped with Carnegie name lining paths and drives on CCA campus.



Figure 152. Carnegie bricks used to pave portion of steps near the west end of Founders Hall.

Macky Lawn

Location: West of Macky Hall

Creator: Unknown

Date: Unknown

Macky Lawn is an oval shaped grass lawn west of Macky Hall, which includes several coast redwoods. **The two sequoia trees, originally located within Macky Lawn framing Macky Hall, were removed in July 2019.** The perimeter of the lawn is lined with Carnegie bricks. No evidence has confirmed if the lawn existed during the Treadwell era. An oval lawn is indicated in the first 1922 “Imagined Campus Plan” for CCAC, but includes an auditorium building at the middle (**Figure 153**). The building was never constructed, and maps from 1950, 1960, and the late 1960s indicate an oval landscaped area. The 1950 map indicates that there may have been other shrubs and plantings, in addition to the sequoia and redwood trees, rather than an open lawn (**Figure 154**). However, the map is an artistic rendering, and not necessarily a completely accurate planting plan.

Photographs indicate that at least by the 1980s, the area was landscaped as a mostly open grass lawn, with trees and some smaller plantings and bushes at the edges (**Figure 155**). The lawn is accessed from Macky Hall via a concrete patio and steps which were installed in 1988, when Macky Hall was remodeled (**Figure 156**).

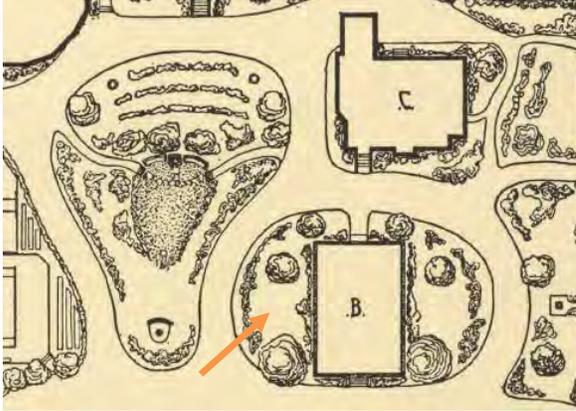


Figure 153. Detail view of “Imagined Campus Plan,” 1922. Orange arrow indicates Macky Lawn with proposed auditorium building.



Figure 154. Detail view of “Campus Directory,” 1950. Orange arrow indicates Macky Lawn. Source: CCA Libraries Special Collections.



Figure 155. Macky Lawn, 1984. Source: CCA Libraries Special Collections.



Figure 156. View of Macky Lawn from Macky Hall, looking west. The sequoia tree, surrounded by temporary orange plastic fencing, was removed in July 2019, after this photograph was taken.

Sundial

Location: West of Founders Hall

Creator: unknown

Date: prior to 1926

The sundial is currently located in the open space west of Founders Hall, at, or very close to, its 1920s location based on the 1926 “Airplane View” map and a 1929 photo (**Figure 157 and Figure 158**). The sundial features a stone pedestal with a round top; however, the sundial is missing its metal dial. The round stone column features a simple geometric articulated pattern and stands on a square concrete footing. The sundial is located on a larger square concrete base with irregular masonry paving, edged with Carnegie bricks.

In the late 1920s, the path and landscaping around the sundial, which may have been installed by the Treadwells or CCAC, was updated. The sundial is accessed via a path that is edged with Carnegie bricks, implying that it may either have an historic association with the Treadwell Estate and Macky Hall, or be associated with the earliest period of CCAC’s history on the site. Under the direction of founder Frederick Meyer, the site was re-landscaped in the 1920s to accommodate the new use as an

educational campus, and many Carnegie bricks were left in place or reused for newer landscape elements.

The loss of the metal sundial has greatly diminished the integrity of the sundial as it can no longer serve its intended purpose (**Figure 159**). The setting around the sundial has also become rather overgrown and shaded. An outdoor setting with strong daylighting is important to a contextual understanding of the sundial.



Figure 157. Excerpt of "Airplane View," projected plan for the California School of Arts and Crafts, published in *The Oakland Tribune*, April 4, 1926; orange arrow indicates location of the sundial. Source: CCA Libraries Special Collections. Edited by Page & Turnbull.



Figure 158. Sundial in southwest corner of campus, September 6, 1929. Source: CCA Libraries Special Collections.



Figure 159. Sundial, missing its metal dial, in an overgrown and shaded area (2019).

Faun Sculpture

Location: West of Founders Hall

Creator: Hazel Z. Weller

Date: 1926

The faun sculpture features the bust of a half human-half goat male, rendered in stone. The bust sits on a square tapered stone pedestal with a leaf motif at the cornice. The sculpture is located amongst informal landscaping. The faun sculpture was created by Hazel Z. Weller in 1926 for Nova Bartlett's class, according to a notation on the back of a 1926 photograph of the sculpture (**Figure 160**).¹⁶ A faun is a half human-half goat in Greek mythology. Weller, after being a student at the school, would also later teach at CCAC.¹⁷

The faun sculpture was originally installed in a bamboo grove that created a solid backdrop. The bamboo has since been removed, and the sculpture may also have been moved from its original location which is unknown. The sculpture is currently in an open area surrounded by ivy ground covering (**Figure 161**). The faun sculpture has been damaged, and is partly missing its nose. The faun sculpture has been permanently installed in the CCAC campus landscape, and is associated with the arts education conducted at the school.



Figure 160. Faun sculpture by Hazel Z. Weller, 1926. Source: CCA Libraries Special Collections.



Figure 161. Faun sculpture in area surrounded by ivy.

Water Fountain

Location: South of the Carriage House

Creator: Unknown

Date: Unknown, likely Early CCAC era

The four-sided concrete structure appears to be a former water fountain. Not currently connected to a plumbing system, a water valve is located at the back. The water fountain is missing the drinking spigot and would have likely had tile or some other decorative element in the square inset. The origin of the water fountain is unknown. Based on the concrete construction and design, the water fountain was likely installed during the Early CCAC era.

¹⁶ "Garden Sculpture: by Hazel Z. Weller in Nova Bartlette's Class 1926," CCA Libraries Special Collections, CCA/C Archives, photograph, accessed June 27, 2019, <https://vault.cca.edu/items/67fabe57-69ba-4965-b57f-4c9ead7a1217/1/>; additionally, the names "Zoah - Weller" is stamped on the back of the faun.

¹⁷ 1928 Oakland City Directory, accessed via Ancestry.com.

The water fountain is currently located in a patch of ivy, too far from a path for use as a water fountain (**Figure 162**). Because the water fountain is not connected to a water supply and is not located where it could be easily used by pedestrians, it has likely been removed from its original location. The water fountain does not appear to have a strong association with the Treadwells or the Early CCAC era, and lacks integrity as it is no longer functional and missing critical features, such as spigot.



Figure 162. Concrete water fountain south of the Carriage House (2019).

Stairs with Ceramic Pots

Location: South of the Carriage House

Creator: Unknown

Date: Unknown, likely Early CCAC era

A set of stairs paved with Carnegie bricks leads from the road by Macky Hall down toward the Carriage House. Masonry retaining walls flank either side of the stairs. Round insets are located along the stepped retaining wall. Two ceramic pots are located in the insets, but others are missing.

The origin of the stairs is unknown, but the style of construction suggests that the stairs were constructed during the Early CCAC era. Additionally, in campus maps and master plans dating to 1935, 1950, 1960, and late 1960s all indicate a path in the general vicinity (**Figure 163 and Figure 164**). Based on historic maps of the campus, the stairs were likely part of a broader circulation network. Since the Early CCAC era, the Carriage House has been moved and the Irwin Student Center constructed. As a result of the changing circulation patterns, the stairs appear to be very little used (**Figure 165 and Figure 166**).

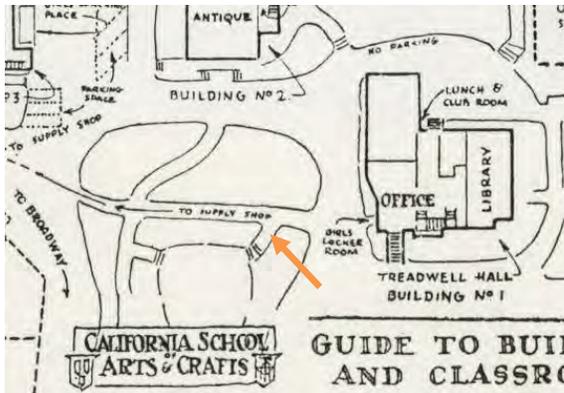


Figure 163. Detail view of “California School of Arts & Crafts – Guide to Buildings and Classrooms,” 1935. Orange arrow indicates path and stairs in the approximate location of the stairs with ceramic pots. Source: CCA Libraries Special Collections.

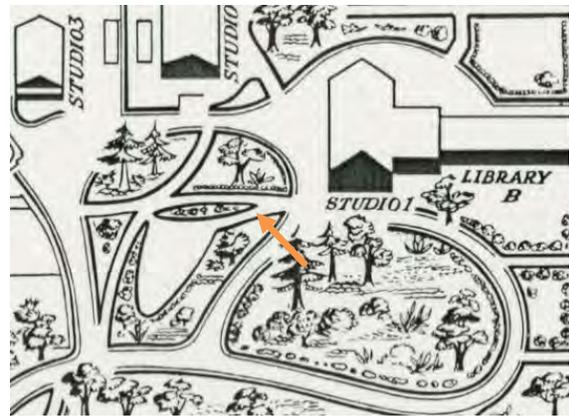


Figure 164. Detail view of “Campus Directory,” 1950. Orange arrow indicates path and stairs in the approximate location of the stairs with ceramic pots. Source: CCA Libraries Special Collections



Figure 165. Staircase paved with Carnegie bricks, flanked by masonry retaining walls with ceramic pots.



Figure 166. Staircase paved with Carnegie bricks, flanked by masonry retaining walls with ceramic pots.

Infinite Faith

Location: East of Irwin Student Center

Creator: Tsutomu Hiroi

Date: 1959

Infinite Faith is a minimalist, monolithic curved sculpture consisting of one piece of stone set into the earth, with two convex vertical edges and a flat top. A narrow wedge is cut from the top edge. Near the center of the primary face of the sculpture is a C-shaped recession.

Tsutomu Hiroi was a summer guest teacher at CCAC in 1959 on leave from Tokyo Gakugei University. At that time, he was an associate of famed Japanese American sculptor and designer Isamu Noguchi. Hiroi taught a class at CCAC on experimental materials, and gifted this sculpture to the college to celebrate the opening of the Irwin Hall in September 1959.¹⁸ Originally sited on the patio south of the dining hall of that building (eastern portion of the building), the sculpture now sits in heavy foliage south of the southern part of Irwin Student Center. The sculpture was likely moved when the Carriage House was moved to its current location by 1978.

¹⁸ “CCAC and Japan,” *Oakland Tribune*, April 26, 1959; and “CCAC Gift,” *Oakland Tribune*, August 23, 1959.

Despite being moved once, *Infinite Faith* has been permanently installed in the CCAC campus landscape, and is associated with an important visiting artist and teacher at the institution.



Figure 167. *Infinite Faith* by Tsutomu Hiroi outside of Irwin Hall, gifted to celebrate the opening of the residence hall, September 1959. Source: CCA Libraries Special Collections.



Figure 168. *Infinite Faith* in its current location.

Bell Tower

Location: South of Irwin Student Center

Creator: unknown

Date: estimated between 1959 and 1970

The bell tower is constructed of weathered wood and features four irregular sides included one curved side; the tower has a wide base and tapers toward the top. A bronze bell is housed in a rectangular cutout with metal flashing. The bell is operated with a long synthetic cord. The sides of the tower are constructed with narrow, untreated wood boards. The bell tower is set into a sloped hillside; no base is visible. The location and setting of the bell tower among redwood trees next to Irwin Student Center does not appear have a specific association with the function or creation of the bell tower.

According to the recollection of Charles Gill, emeritus faculty of CCA, the bell in this tower historically hung in an archway that was located between two athletic buildings dating from the campus's 1920s-era of construction; the approximate original location has been confirmed by a 1950 CCA campus map. These buildings were demolished in advance of construction of the Irwin Student Center in 1959, and the bell was retained (**Figure 169**). The bell tower appears to have been constructed in the 1960s, shortly after Irwin Student Center was completed. Although the expressionist wood bell tower was built around the 1960s, the bell itself was salvaged from an archway dating to the earliest period of CCAC construction in the 1920s; the archway was located near the athletic fields and was demolished prior to the construction of Irwin Hall. Except for the pull cord, which may have been replaced, the bell tower appears to be unaltered since its construction (**Figure 170**).



Figure 169. Detail view of “Campus Directory,” 1950. Orange arrow indicates the original location of the bell at the north end of campus near the basketball court. Source: CCA Libraries Special Collections.



Figure 170. Circa 1960s redwood bell tower with circa 1920s bell (2019).

Celebration Pole

Location: West of Irwin Student Center

Creator: Georganna Malloff, directing artist

Date: 1982

The *Celebration Pole* is a 33-foot unpainted redwood carving. The pole features interwoven hand-carved reliefs with symbolic imagery running the entire length of the pole, and is set on a steel base that is anchored into the ground. The *Celebration Pole* is located between Irwin Student Center and the service vehicle road that leads from Broadway to Macky Hall.

In honor of the college’s 75th anniversary, CCAC commissioned master carver Georganna Malloff to create and direct the execution of a 33-foot tall redwood carving. The 15-ton redwood was supplied and delivered by Georgia-Pacific Corporation; Eandi Metal Works of Oakland and Kaiser Sand and Gravel provided the steel and cement for the base; and Exxon Company USA of Walnut Creek provided the mineral oil for the preservation of the wood. Malloff directed a group of local and international CCAC students in the four-month project of creating the *Celebration Pole*. The pole was raised and installed at its current site on campus in October 1982 at a CCAC open house event (**Figure 171**).¹⁹ The totem pole includes imagery reminiscent of the college’s history, including bas-relief portraits of the college founders, elements of the college seal, and other vignettes in the college’s history (**Figure 172**).

As a sculptural work associated with an important master wood carver, the 75th anniversary of CCA, and the CCA student body, the *Celebration Pole* is associated with the development of the campus and

¹⁹ “Celebration Pole Raised During Open House,” CCAC News Release, October 12, 1982; and “The One and Only CCAC Commemorative Woodcarving Project,” CCAC Inter-Office Memo, n.d.

the arts education conducted on the campus. The *Celebration Pole* does not appear to have been altered since its construction (**Figure 173**).



Figure 171. Installation of the Celebration Pole, 1982.
Source: CCA Libraries Special Collections.



Figure 172. Detail view of the Celebration Pole, showing a rendering of CCA founder, Frederick Meyer.



Figure 173. Celebration Pole, looking southeast.

Non-Permanent Sculptural Objects

In addition to the landscape features discussed above, a number of non-permanent sculptural objects have been placed throughout the campus. These artworks have likely been created by students over the years, and are indicative of the site's use as an art educational institution. However, these non-permanent sculptural works do not represent an organized or designed campus landscape planning effort, nor are they part of any organized public art program. Because of the number of non-permanent sculptural objects on campus and the lack of information about their creators, they were not comprehensively documented. Examples include a sculptural wall near the bike racks east of Shaklee Hall, a collection of ceramic and metal objects in front of the Ceramic Arts Center, and innumerable sculptural objects on the terraced hillside south and east of the Ceramic Arts Center (**Figure 174-Figure 176**).

A concrete wall with a horizontal slot and inserted concrete cylinder is located at the northeast corner of the Shaklee Building and appears to be a more permanent installation, but the artist and date of construction were not uncovered during the course of research for this report (**Figure 177**). A brick-lined concrete patio with a metal plaque and two arced benches, set on spheres, are located west of Macky Hall, overlooking Macky Lawn, and were installed in 1988 to commemorate the renovation of Macky Hall (**Figure 178**). A wood and metal shade structure is located on a gravel terrace west of Eucalyptus Row, and appears to have been constructed in the twenty-first century (**Figure 179**).



Figure 174. Non-permanent concrete sculptural object east of the Shaklee Building.



Figure 175. Various non-permanent sculptural objects in front of the Ceramic Arts Center.



Figure 176. Numerous sculptural objects south of the Ceramic Arts Center.



Figure 177. Sculptural concrete wall of unknown origin at the northeast corner of the Shaklee Building.



Figure 178. Brick-lined concrete patio with two benches and metal plaque commemorating the renovation of Macky Hall, overlooking Macky Lawn.



Figure 179. Wood and metal shade structure west of Eucalyptus Row, built at an unknown date.

IV. HISTORIC CONTEXT

HISTORY OF OAKLAND

Native Americans' settlement in Oakland predates the arrival of Spanish explorers in the eighteenth century by more than one thousand years. Huchiuin and Jalquin tribes of Ohlone Indians lived in settlements along the banks of local creeks dating from at least the sixteenth century, including the areas now occupied by the Holy Names College campus and in Indian Gulch, now known as Trestle Glen. Between these two former villages, Dimond Canyon contains Sausal Creek.²⁰

In 1772, a small exploration party from the Spanish garrison at Monterey, led by Don Pedro Fages, paused in their travels on a high hill overlooking the site of the future city.²¹ Despite Father Juan Crespi's description recorded in his journal of the beauty of this place, the exploration party opted to travel on, and the area went untouched by Europeans for nearly 50 years. In 1820, the Spanish government granted 44,000 acres to Luis Maria Peralta upon his retirement from the military.²² Peralta's grant extended from the shore of San Francisco Bay to the crest of the Oakland hills, and from San Leandro Creek to "El Cerrito," or the little hill (most likely Albany Hill). Peralta used the land as a cattle ranch, which he sub-divided and bequeathed to his four sons in 1842. The area around Dimond Canyon was within the portion of *Rancho San Antonio* granted to Antonio Maria Peralta.²³

The 1849 Gold Rush that dramatically influenced San Francisco's development also brought fortune-seekers to Oakland. Miners, lumbermen, businessmen, bankers, speculators, and opportunists settled across the bay in what was then known as Contra Costa, or "the other coast." In 1850, three East Coast men arrived in Contra Costa: Horace W. Carpentier, Edson Adams, and Andrew J. Moon. Each man leased 160 acres of land from Vicente Peralta and opened the area to squatters. The town of Oakland was incorporated on March 25, 1852. Oakland saw rapid growth and improvement after transportation connections were established with other communities. Ferry service to San Francisco began in 1854, and the small settlements of San Antonio and Clinton east of Lake Merritt were connected with Oakland by a bridge built in 1856. Commercial and industrial businesses were established near the wharves, and the Central Pacific Railroad ran through downtown Oakland by 1863.

In 1868, Oakland was chosen as the western terminus for the Transcontinental Railroad. Beginning in 1869, the train brought tourists and workers to California and made Oakland a major port city and manufacturing center.²⁴ West Oakland became a shipping hub for western U.S. factories and a processing and manufacturing center for raw commodities such as agricultural products and lumber.

As Oakland became an increasingly popular industrial core, residential and commercial communities expanded within the city limits. In 1873, Oakland became the county seat of Alameda County.²⁵ By 1880, the city's population rose to 34,555, more than 20 times what it had been in 1860.²⁶ Many of the new residents were San Francisco commuters drawn by Oakland's relatively low density and the ferry service across the bay. Promotional materials advertised Oakland's "world-renowned" climate,

²⁰ Eleanor Dunn, "A Short History of Diamond Canyon and Sausal Creek," *The Montclarion*, March 24, 1998, accessed June 25, 2019, <https://fruitvaleoakland.wordpress.com/category/history/>.

²¹ Annalee Allen, "House on a Hill: The Hale-Treadwell House at CCAC" *Oakland Heritage Alliance News*, Fall 1987, p. 1.

²² Mae Chan Frey, Julie Harris, Kate Madden Yee, and Jeff Norman, *Temescal Album: History of a Neighborhood* (Oakland, CA: Shared Ground, 1998), 6.

²³ Frey, et al., *Temescal Album: History of a Neighborhood*, 6.

²⁴ Lois Rather, *Oakland's Image: A History of Oakland, California* (Oakland, CA: The Rather Press, 1972), 53-54.

²⁵ City of Oakland Historic Preservation Element, 1-5.

²⁶ Beth Bagwell, *Oakland, The Story of a City* (Oakland, CA: Oakland Heritage Alliance, 1982), 59.

the prosperity of its citizens, its paved streets, and extensive streetcar lines.²⁷ It was home to several colleges, including the College of California (the precursor of the University of California, Berkeley), Mills Seminary (later Mills College), and St. Mary's College, located at 30th and Broadway.

The city expanded by annexing existing settlements and developing new districts.²⁸ Clinton, San Antonio, and the small town of Lynn (or Brooklyn) were annexed in 1872, pushing Oakland's eastern city limits out to 36th Street.²⁹ The small Temescal community, located in north Oakland, expanded in the 1860s with the installation of a telegraph line down present-day Telegraph Avenue and the establishment of a streetcar line to the University of California, Berkeley. Neighborhoods north of Lake Merritt were annexed in 1891, and Temescal, Golden Gate, and other north Oakland neighborhoods were annexed in 1897.³⁰ By 1900, Oakland's population numbered almost 67,000.

The 1906 earthquake and fire displaced thousands of San Francisco residents to the East Bay for temporary and permanent housing. Oakland continued to grow geographically, increasing to nearly its present size by 1909, with the annexation of the hills area, Fruitvale, Melrose, Elmhurst, and the area south to San Leandro. With those additions, the city's area increased from 22.9 to 60.25 square miles. The city experienced a surge of commercial and civic development in the downtown area after the earthquake as well, including construction of a new city hall, which was the first in the United States designed as a skyscraper. In 1910, the City of Oakland assumed control of its waterfront, which previously had been held by private entities. The change of ownership prompted the expansion of the Port of Oakland.³¹ During World War I, Oakland's shipyards provided a "fleet of steel and concrete ships that...within the short space of a year put the Oakland estuary in the national limelight."³² By 1918, at least 50,000 people were employed by the shipyards.

The 1920s saw continuing prosperity in Oakland.³³ Civic works abounded, including the installation of a new lighting system and procurement of land for an airport. Development slowed during the Great Depression, but Oakland grew into a major shipbuilding center during World War II.³⁴ The city's population expanded with wartime workers, including many African Americans who migrated from the southern states seeking employment. The Bay Bridge, which opened in 1936, eased the commute between Oakland and San Francisco. In 1945, the city's population was 405,301.

The post-World War II emphasis on the automobile led to increased suburban development and new freeways to reach outlying areas.³⁵ While freeway construction and redevelopment enticed some businesses and residents away from the city center, in many cases businesses and residents were forced to relocate as the historic commercial and residential fabric of downtown and West Oakland was replaced and disconnected by growing freeway systems. Increased economic and racial segregation were byproducts of this transportation and suburban development pattern, and through the 1960s and 1970s Oakland experienced infrastructure decline associated with entrenched poverty, deindustrialization, and a weak urban tax base.³⁶

²⁷ Rather, *Oakland's Image: A History of Oakland, California*, 63.

²⁸ Bagwell, *Oakland, The Story of a City*, 59.

²⁹ City of Oakland Historic Preservation Element, Oakland General Plan (Oakland: Oakland City Council, 1993), 1-5.

³⁰ *Ibid.*, 1-7.

³¹ *Ibid.*

³² Florence B. Crocker, *Who Made Oakland?* (Oakland, CA: Clyde Dalton, 1925), quoted in Rather, *Oakland's Image: A History of Oakland, California*, 87.

³³ Rather, *Oakland's Image: A History of Oakland, California*, 89.

³⁴ City of Oakland Historic Preservation Element, 1-9.

³⁵ *Ibid.*

³⁶ Robert O. Self, *American Babylon: Race and the Struggle for Postwar Oakland* (Princeton, NJ: Princeton University Press, 2003).

A tight real estate market in San Francisco in the early 1980s sparked new development and preservation projects in Oakland, especially downtown.³⁷ Homebuyers began seriously considering Oakland neighborhoods, many of which retained strong local character.³⁸ The 1989 Loma Prieta earthquake damaged many of Oakland's older building stock, but the city's population has remained relatively steady throughout the 1990s and 2000s and was estimated to be approximately 429,000 in 2018.³⁹

ROCKRIDGE NEIGHBORHOOD HISTORY

Native Americans settlement in Oakland predates the arrival of Spanish explorers in the eighteenth century by more than one thousand years; a prehistoric Ohlone village is thought to have existed on the banks of Temescal Creek, around 51st Street and Telegraph Avenue.⁴⁰ The neighborhood of Rockridge may be named for the outcroppings of rock at the northern end of the long shutter ridge formed by the Hayward Fault, which encloses the linear valley in which the upper portion of Broadway and the campus of CCA are situated.⁴¹

In 1772, a small exploration party from the Spanish garrison at Monterey, led by Don Pedro Fages, paused in their travels on a high hill, believed to have been the current site of the CCA campus.⁴² Despite Father Juan Crespi's description recorded in his journal of the beauty of this site, the exploration party opted to travel on, and the area went untouched by Europeans for another 50 years. In 1820, Luis Maria Peralta received a land grant of 44,000 acres in the East Bay from the Mexican government.⁴³ Peralta later divided the ranch among his four sons, with future Central and North Oakland, Emeryville, Rockridge, and Piedmont falling to Vicente Peralta.⁴⁴ The 1849 gold rush brought opportunistic settlers to the East Bay as well as to San Francisco, and by 1853, Vicente Peralta had sold or surrendered most of his land to squatters.⁴⁵

Early Rockridge was generally a working-class community of carpenters, farmers, and laborers.⁴⁶ One of the area's largest employers was the Oakland Paving Company's quarry, which opened in 1870 at the site of the current Rockridge Shopping Center at Broadway and Pleasant Valley Avenue. The rock was a metamorphosed sandstone with seams of lime carbonate, called "blue rock" in the trade. It was used for macadam, concrete, and gutter rock. The Oakland Paving Company was the largest quarry in Alameda County, and during this time Pleasant Valley Avenue was known as MacAdam Road, as a play on the word "macadam." By 1906, the quarry was operated by the Blake and Bilger Co. (**Figure 180**). From 60 to 80 quarrymen were employed, many of them recently arrived Italian immigrants who lived in the Rockridge and Temescal neighborhoods.⁴⁷ The quarry operated well into the 1950s, after which time the western portion of the quarry was filled and developed at the Rockridge Shopping Center, and the east portion was turned into a reservoir for the Claremont Country Club.

³⁷ Bagwell, *Oakland, The Story of a City*, 260-262.

³⁸ *Ibid.*, 263.

³⁹ United States Census Bureau, accessed July 18, 2019, <https://www.census.gov/quickfacts/oaklandcitycalifornia>.

⁴⁰ City of Oakland Historic Preservation Element, 1-3.

⁴¹ Robin and Tom Wolf, *Rockridge* (Charleston, SC: Arcadia Publishing, 2007).

⁴² Annalee Allen, "House on a Hill: The Hale-Treadwell House at CCAC" *Oakland Heritage Alliance News*, Fall 1987, 1.

⁴³ *Temescal Album: History of a Neighborhood* (Oakland: Temescal History Project, 1998), 6.

⁴⁴ Diane Reinbolt Judd, "Early Days in Temescal," term paper at Laney College (June 1980), 2.

⁴⁵ Judd, 3.

⁴⁶ Judd, 7.

⁴⁷ "Bilger Quarry," Oakland Wiki, accessed June 25, 2019, http://oaklandwiki.org/Bilger_Quarry.



Figure 180. Blake & Bilger Quarry (formerly Oakland Paving Co.), circa 1906. Source: OaklandWiki.

Perhaps due in part to this heavy industrial activity, the Rockridge neighborhood was still somewhat residentially undeveloped when the Sanborn Fire Insurance Company produced maps of the area in 1911. Adding to the reasons for slow development, the Key Route System, which provided rail service between Oakland and San Francisco via a railcar ferry starting in 1903 and was a motivating factor in residential development in other areas of Oakland, skirted the perimeters of Rockridge. The neighborhood nearest the former quarry began to develop in earnest through the 1920s, as interurban electric railways such as the Sacramento Northern Railway provided this neighborhood a convenient connection to ferry terminals with service to San Francisco (Figure 181).



Figure 181. Rockridge district of Oakland, looking west towards College Avenue from CCA site, 1923. Source: CCA Library Special Collections.

In 1958, transportation authorities approved plans for a freeway, called the Grove-Shafter Freeway or State Route 24, intended to connect Contra Costa County with I-880.⁴⁸ The community fought

⁴⁸ Mellana, quoted in Jeff Norman, *Temescal Legacies: Narratives of Change from a North Oakland Neighborhood* (Oakland: Shared Ground, 2006), 76.

against the plans, which required the demolition of many residential blocks in Temescal and Rockridge and disrupted commercial districts on Grove Street (now Martin Luther King Jr. Way), Telegraph Avenue, and College Avenue. However, the first phase of the Grove-Shafter Freeway opened in 1969.⁴⁹ The construction of the Grove-Shafter Freeway altered the scale and the layout of many streets in Rockridge. Residents living in the area, once known as “Little Italy” because of the large number of Italian immigrants, saw the decline of the neighborhood’s human scale into the 1970s due to the separation of the neighborhood caused by the freeway. In the mid- to late-1970s, some storefronts on College Avenue were boarded up. In more recent decades, proximity to the BART station, opened in 1973, and economic growth across the Bay Area have bolstered Rockridge as a thriving residential and commercial area.

EARLY ESTATE PERIOD: 1879-1922

William Hale Estate

The current site of the CCA campus was part of Vicente Peralta’s vast land holdings. In 1879, he sold the five-acre site to William Elmer Hale for a reported cost of \$500.⁵⁰ William Hale (1842-1900) was a native of New Hampshire, descendent of Revolutionary War hero Nathan Hale and Senator John Parker Hale, and a noted opponent of slavery who was instrumental in the formation of the Republican Party. William Hale came to the West Coast to seek fortune in mining. He became sheriff of Alameda County and warden of San Quentin prison, and ran unsuccessfully for governor. When Hale bought his five acres of land from Peralta, he joined other notable land buyers in the area, including Horatio G. Livermore, who bought the site of the Claremont Country Club; San Francisco’s first elected sheriff John C. Hayes; and travel writer and lecturer J. Ross Browne, who built a sprawling mansion known as Pagoda House nearby on Chabot Road.

Hale’s property was outside of the boundaries of Oakland at the time, and records for the construction of a house at this site are not available. It is known that Hale received a loan in 1879 from William Defremery for \$6,600, which may have gone towards both the purchase of land and construction of a house.⁵¹ The 1880 Block Book records the site with improvements totaling \$6,000, providing further evidence to support this theory. Hale was listed in the 1880-1881 Oakland City Directory as residing at “Clifton and New Broadway,” strongly indicating that Hale’s house was constructed at some point between 1879 and 1881.

Although original drawings or permits for the property have not been recovered, research suggests that William Hale contracted architect Clinton Day to design and build his home, which was originally known as the Hale House, later the Treadwell Mansion, and currently as Macky Hall. Clinton Day (1846-1916) was born in New York but came to California as a child and graduated from the College of California (predecessor to the University of California, Berkeley) in 1868. In 1874 he received his master’s degree, and by the mid-1870s he was living on the same street as William Hale.⁵² Day was an active residential designer through the 1880s and is the known designer of estates including the Ella Nichols Park residence (now the Falkirke Cultural Center) in San Rafael. Anecdotal reference to Day as the builder of Macky Hall was corroborated in a 1988 interview with Letitia Meyer, daughter of CCA founder Frederick Meyer, in which she confirmed that Day was known to her family to have been the architect of the building, and that she and her father had been

⁴⁹ Norman, *Temescal Legacies*, 68.

⁵⁰ Annalee Allen, “House on a Hill: The Hale-Treadwell House at CCAC,” 2.

⁵¹ Oakland Cultural Heritage Survey, unpublished research for CCAC Campus, 1986, provided by Oakland Planning & Building Department.

⁵² Ibid.

guests of Day's at his home when she was young.⁵³ Original drawings for the property may have been lost in the fire that followed the 1906 earthquake in San Francisco. According to the recollections of Day's daughter, Clinton Day lost 30 years of records relating to his architectural practice in the fire.⁵⁴ More comprehensive information about Clinton Day is included in a later section of this report.

In addition to the house at the site, a large carriage house and a barn were also constructed. For unknown reasons, Hale did not live in his new home for very long; by 1884 the property was owned by Ross E. Browne. Ownership changed quickly several times over the following five years; brief owners during this time included John and Edward Coleman, Kate. C. Salisbury, and George Beckwith. Beckwith furnished the home lavishly, but reportedly his poor health prohibited him from living there for very long.

Treadwell Estate

The April 24, 1889 edition of *The Oakland Enquirer* included the following announcement:

“A Big Sale. A Beautiful Home in this City Changes Hands. James Treadwell, Esq., half owner and treasurer of the celebrated Bradford Quicksilver mine in Lake County, has purchased of Mr. George C. Beckwith his elegant home, situated on New Broadway, for the sum of \$35,000 in cash, taking the place as it is, the house furnished throughout, together with all of the accessories of the well-appointed stable... This is the place known as the Hale property and was sold about two years ago to Mr. Beckwith for \$20,000.”⁵⁵

James Treadwell (1848-1916) was a native of New Brunswick, Canada. He moved to California with his two brothers when he was young, in order to pursue a fortune in mining. After spending time in San Francisco and Nevada with little luck, James Treadwell and his brother John were part of a small group of prospectors that discovered gold on Douglas Island near Juneau, Alaska around 1880. The Treadwells sold their stake in their Alaska mine for \$1.5 million in 1889 and returned to the Bay Area, where they both settled into the former Hale House. The occupants consisted of James with his wife Louisa and their four children, and John with his wife Fredericka. Louisa and Fredericka were themselves sisters.

The Treadwells turned next to coal mining in a remote eastern area of Alameda County, 12 miles southeast of Livermore (**Figure 182**). Naming their new endeavor the Tesla Coal Mine, after inventor Nikola Tesla, the Treadwells poured money into developing infrastructure to move the area's coal to the city of Stockton, where it was transferred to barges and shipped all over the Bay Area. Beginning in 1892, the Tesla Coal Mine produced over 80,000 tons of coal per year, making it the leading coal producer in California in the last decade of the nineteenth century.⁵⁶ In 1897, the Treadwells built the first successful coal briquetting plant in the United States in Stockton, which increased the convenience of coal as a household heating and cooking fuel.

Rich related deposits of clay and sand were located both in and around the Treadwells' coal fields, and the Treadwells established several subsidiary companies to process these resources. The Carnegie Brick and Pottery Company fired brick and architectural terra cotta, and the Pacific Window Glass Company produced hand blown glass as well as glazes for the pottery operation. Both of these subsidiaries were located in Stockton.⁵⁷

⁵³ Unpublished memo from Annalee Allen to Gary Knecht, dated March 28, 1988, describing interview with Letitia Meyer on March 26, 1988.

⁵⁴ “House on a Hill: The Hale-Treadwell House at CCAC”, 3.

⁵⁵ “House on a Hill: The Hale-Treadwell House at CCAC,” 4.

⁵⁶ Dan E. Mosier, “Tesla,” 2003, accessed June 25, 2019, www.teslacoalmines.org/Tesla.html.

⁵⁷ Dan E. Mosier, “Tesla,” 2003, accessed June 25, 2019, www.teslacoalmines.org/Tesla.html.



Figure 182. Tesla mining complex, Alameda County, circa 1900. Source: Livermore Heritage Guild, accessed online, <http://www.livermorehistory.com/Index.html>.

During this time, the Treadwells used some of their fortune to improve the grounds of their estate. Extant landscaping from this era includes the pathways around the large lot, lined with Carnegie bricks. In 1905, the family constructed a concrete wall along Broadway, scored to look like stone, with a stairway and cast iron gate aligned with the front porch of the home, and a second entrance further north for the carriage. Landscaping, including a palm row (no longer extant) (**Figure 183**), eucalyptus row (partially extant) and other tree plantings, occurred during this time, creating the groundwork for a lushly forested lot in future years.⁵⁸

The years between 1903 and 1909 brought a series of financial changes that substantially depleted the Treadwell fortune. In 1903 they sold the rail line that connected their Tesla and Carnegie mines to the port of Stockton to the Western Pacific Company.⁵⁹ In 1904, the pottery plant burned. In 1909, James Treadwell became partners with capitalist Newman Andrew Fuller of San Francisco; after this time, Fuller held a mortgage on the Treadwell home. Also in 1909, James Treadwell was granted a declaration of bankruptcy in United States District court, attributed to the failure of a San Francisco bank. Although John Treadwell was by this time living in New York, it does not appear that James Treadwell lost the family's home in his bankruptcy case. He was still listed at the house, by now with the proper Oakland address of 5212 Broadway, in the City Directory in 1915, a year before his death.

After James Treadwell died in 1916, his son George, a mechanic, and George's wife, Dorothy, continued to live at 5212 Broadway until 1922.⁶⁰ James Treadwell's former partner Newman Fuller arranged for the sale of the property. After consideration from the Shriner's Hospital for Crippled Children, the Peralta Hospital Association, and the Oakland Unified School District, a sale was

⁵⁸ "House on a Hill: The Hale-Treadwell House at CCAC," 4.

⁵⁹ "Campus Ghosts," *CCAC World*, November 4, 1987, 2.

⁶⁰ Ancestry.com.

arranged to Frederick H. Meyer, who acquired the property for \$60,000 with the intention of using the site as the new home for the California School of Arts and Crafts.⁶¹



Figure 183. The Palm Row ran above the Broadway Wall and was an early landscape feature associated with the Early Estate Era, but is no longer extant, n.d. Source: CCA Library Special Collections.

CALIFORNIA COLLEGE OF THE ARTS (CCA)

Introduction and Ideological Origins

The California College of the Arts was founded in 1907 by German-born craftsman and educator Frederick H. Meyer. Initially called the School of the California Guild of Arts and Crafts, the name was changed in 1908 to the California School of Arts and Crafts, again in 1936 to the California College of Arts and Crafts, and again in 2003 to the California College of the Arts. The school is one of the oldest continuously operating art schools on the West Coast, and at the time it was established, it was the first on the West Coast to offer an arts education grounded in the ideology of the Arts and Crafts movement.

The Arts and Crafts movement emerged during the late Victorian period in England, the most industrialized country in the world at that time. Anxieties about industrial life fueled a renewed appreciation of handcraftsmanship and pre-capitalist forms of cultural expression. Arts and Crafts designers sought to revive an old tradition of decorative design, believed to have been debased by mechanization, and to create environments in which beautiful and fine workmanship governed. The Arts and Crafts movement did not promote a particular style, but at its British roots it did advocate a critique of industrial labor. As modern machines replaced workers, Arts and Crafts proponents called for an end to the division of labor and advanced the designer as craftsman.⁶²

⁶¹ "House on a Hill: The Hale-Treadwell House at CCAC," 6.

⁶² Monica Obniski, "The Arts and Crafts Movement in America," Heilbrunn Timeline of Art History, The Metropolitan Museum of Art (June 2008), accessed June 25, 2019, http://www.metmuseum.org/toah/hd/acam/hd_acam.htm.

The British movement derived its philosophical underpinnings from two important sources: first, the designer A. W. N. Pugin (1812–1852), whose early writings promoting the Gothic Revival presaged English apprehension about industrialization, and second, theorist and art critic John Ruskin (1819–1900), who advocated medieval architecture as a model for honest craftsmanship and quality materials.⁶³ Ruskin’s persuasive rhetoric influenced the movement’s figurehead William Morris (1834–1896), who believed that industrialization alienated labor and created a dehumanizing distance between the designer and manufacturer. Morris strove to unite all the arts within the decoration of the home, emphasizing nature and simplicity of form.

The American Arts and Crafts movement was inextricably linked to the British movement: British ideals were disseminated in America through journal and newspaper writing, as well as through societies that sponsored lectures and programs. The U.S. movement was multicentered and quickly became nationwide. Boston, historically linked to English culture, is credited as the first city to feature an organized Society of Arts and Crafts, founded in June 1897, although a nascent guild of Arts and Crafts artisans existed in San Francisco as early as 1894.⁶⁴ Chicago’s Arts and Crafts Society began at Hull House, one of the first American settlement houses for social reform, in October 1897. Numerous societies followed in cities such as Minneapolis and New York, with West Coast chapters established in Berkeley in 1899, Pasadena in 1903, and Los Angeles in 1905.⁶⁵ In some instances, these societies resulted in the establishment of formal schools of secondary education, including the College for Creative Studies (established in Detroit as the Society of Arts and Crafts in 1906), Oregon College of Art and Craft (established in Portland in 1907 as the Arts and Crafts Society) and Otis College of Art and Design (established in Los Angeles in 1918 as the Otis Art Institute).

Unlike in England, the undercurrent of socialism of the Arts and Crafts movement in the United States did not spread much beyond the formation of a few Utopian communities, which were primarily located on the East Coast. These communities included workshops where handicraft including furnishings, pottery, metalwork, and bookbinding were produced and often sold to support operations. In urban centers, socialist experiments were undertaken on a community level, frequently in the form of educating young women. Schools and training programs taught quality design, a cornerstone of the Arts and Crafts movement. Skills in making pottery, jewelry, textiles, china, painting, and metalsmithing were stressed, providing a generation of women a path to careers as art makers and teachers.

Diversity persevered within the Arts and Crafts movement, and regional differences arose in the geographical distribution from the East Coast to the Midwest to California because craftsmen used a wide range of local source materials to produce hand-wrought objects.⁶⁶ However, national publications including *The Craftsman*, *House Beautiful*, and *Ladies Home Journal* disseminated this variety of ideas about design and interiors. The architectural expression of the Arts and Crafts movement resulted in homes that had open-planned interiors shaped by a color palette that reflected the natural environment. Interior ornament and furniture were integral to this expression, including the use of colors, type of furniture, decorative accessories such as rugs and pottery, and lighting, with the use of stained glass around newly emerging electric lighting options. Architects including Frank Lloyd Wright (1867–1959), working initially in Chicago, and Charles Sumner Greene (1868–1957) and Henry Mather Greene (1870–1954), working primarily in Southern California, approached residential interiors as total works of art, incorporating design, finishes, and furnishings. The plans for these

⁶³ Monica Obniski, “The Arts and Crafts Movement in America,” Heilbrunn Timeline of Art History, The Metropolitan Museum of Art (June 2008), accessed June 25, 2019, http://www.metmuseum.org/toah/hd/acam/hd_acam.htm.

⁶⁴ “Organizations of the Arts & Crafts Movement,” The Arts & Crafts Society, accessed June 25, 2019, <http://www.arts-crafts.com/archive/societies>.

⁶⁵ “Organizations of the Arts & Crafts Movement,” The Arts & Crafts Society, accessed June 25, 2019, <http://www.arts-crafts.com/archive/societies>.

⁶⁶ Monica Obniski, “The Arts and Crafts Movement in America.”

homes reached a zenith with the bungalow, the quintessential Arts and Crafts architectural form, characterized by broad overhanging eaves, articulated woodwork, and an open plan. The bungalow plan became standardized and was the dominant style for smaller houses throughout the country during the period from about 1905 to the early 1920s.

Increased urbanization and ongoing advances in technology combined to diminish the potency of the Arts and Crafts movement. By the 1920s, the search for nature and an idealist medieval era was no longer a valid approach to living, and machine-age modernity and the pursuit of a national identity had captured the attention of designers and consumers. The arts education model that had arisen with the Arts and Crafts movement's societies and guilds was also soon supplanted ideologically by the emergence of the Bauhaus, which sought to strip design of its ornament and simplify objects for industrial production. The Bauhaus education movement, which began in Germany around 1915, influenced art and architecture education in the United States from the 1920s through the 1950s, as German instructors emigrated in the face of increasing oppression in Germany. Bauhaus ideologies contributed to the rise of later art movements such as Abstract Expressionism and Op-Art, and architectural styles including Modernism and Internationalism.⁶⁷ These changes in artistic movements influenced CCA's teachers and students, with many prominent faculty and alumni such as sculptor and jewelry designer, Florence Resnikoff and conceptual artist David Ireland embodying new approaches to craft and artistic expression in their work.

Frederick H. Meyer

Frederick Heinrich Wilhelm Meyer was born in 1872 near Hamelin, Germany (**Figure 184**).⁶⁸ His father was a forest warden, and one of his uncles was a skilled furniture maker. Meyer learned the art of cabinet making from this uncle and was a proficient woodworker by the age of fifteen. In 1888, Meyer traveled to visit another uncle in Fresno, California and stayed in the United States, becoming a naturalized citizen in 1893.

Meyer traveled around the United States during the course of his education, due in combination to ill health and the search for instruction in art.⁶⁹ He enrolled first at San Jose Normal School, but this school did not offer much art education, so he transferred to the Cincinnati Technical School. Ill health caused him to leave Cincinnati, and he transferred again to the Pennsylvania Museum and School of Industrial Art (known today as the University of the Arts and the Philadelphia Museum of Art). With continuing health problems, Meyer returned to Germany, where he enrolled in the Royal Art School. After graduation in 1896, he returned to the United States, where he completed his program at the Pennsylvania Museum and School of Industrial Art and graduated in 1897.⁷⁰

After graduation, Meyer returned to California, where he briefly worked in the office of an architect in San Jose. He then moved to San Francisco, where he taught at the Lick School and contributed illustrations to the *San Francisco Chronicle*. In 1898, he moved to Stockton where he became art supervisor for the Stockton Public School system. There he met and married Laetitia Summerville, a fellow teacher, in 1902 (**Figure 185**).⁷¹

⁶⁷ Alexandra Griffith Winton, "The Bauhaus, 1919-1933," Heilbrunn Timeline of Art History, The Metropolitan Museum of Art (June 2008), accessed June 25, 2019, http://www.metmuseum.org/toah/hd/acam/hd_acam.htm.

⁶⁸ Ed Herney, Shelley Rideout, and Katie Wadell, *Berkeley Bohemia: Artists and Visionaries of the Early 20th Century*, (Santa Barbara, CA: Gibbs Smith Publishers, 2008), 118.

⁶⁹ Herney, Rideout, Wadell, *Berkeley Bohemia*, 118.

⁷⁰ Herney, Rideout, Wadell, *Berkeley Bohemia*, 118.

⁷¹ Herney, Rideout, Wadell, *Berkeley Bohemia*, 119.



Figure 184. Frederick H. Meyer, circa 1903.
Source: CCA Libraries Special Collections.



Figure 185. Laetitia Summerville Meyer, circa 1895.
Source: CCA Libraries Special Collections.

In 1903, the couple moved to San Francisco and Frederick opened a cabinet chop, where he designed and built his own furniture.⁷² A bookcase settee by Meyer from this era of his career is in the permanent collection of the De Young Museum in San Francisco (**Figure 186**). Meyer began teaching again at the University of California, Berkeley and at the Mark Hopkins Institute of Art in San Francisco. At Berkeley, Meyer taught cabinetmaking to other professors, who then built the furniture for the campus's Men's Faculty Club (furniture removed). Instruction at the Mark Hopkins Institute was limited to fine arts including drawing, painting, and sculpture. During this time, Meyer also became president of the California Guild of Arts and Crafts, where he continued to advance his interest in crafts and the decorative arts.



Figure 186. Bookcase settee, Frederick H. Meyer, circa 1904.
Source: American Decorative Art Collection, De Young Museum, San Francisco.

⁷² Herry, Rideout, Wadell, *Berkeley Bohemia*, 119.

The Mark Hopkins Institute was destroyed in the 1906 earthquake and fire, which left a void in art education in the Bay Area. While employed as a furniture maker in the shop of San Francisco artist Arthur Matthews, Meyer began to conceive of a new art school for the Bay Area, one which would be aligned with the Arts and Crafts movement. He began to speak of these plans publicly, and response was positive. He later recalled,

After the San Francisco fire, I attended a dinner at the Arts and Crafts society of the California Guild of Arts and Crafts, of which I was president. We were asked to speak for five minutes on what we would like to be doing instead of what we were doing. I spoke about my idea of a practical art school, one whose graduates would earn a comfortable living and instead of teaching only and instead of teaching only subjects like figure and landscape painting, sculpture, etc., to teach design, mechanical drawing, commercial art, and the crafts, as well as teacher training. Unknown to me, a newspaper feature writer from the *Call* was present, and wrote up these ideas in the paper, ending the story, "This is the idea of an Art School by F. H. Meyer."⁷³

Over the course of the following twelve months, Meyer assembled a small team of people to join him in the establishment of his new art school. In addition to his wife Laetitia, who would serve as the school's administrator and secretary, Meyer was joined by Perham Nahl and Isabelle Percy West, both of whom were friends from the Mark Hopkins Institute, artists, and well-traveled teachers (founding faculty are discussed in a later section). Meyer opened the School of the California Guild of Arts and Crafts in Berkeley in the fall of 1907.⁷⁴ The school was soon renamed the California School of Arts and Crafts in 1908 (**Figure 187**).



Figure 187. California School of Arts and Crafts Sign, Frederick H. Meyer, c. 1910.
Source: American Decorative Art Collection, de Young Museum, San Francisco.

Over the following decades, Meyer dedicated his life to the continued success of his school. He oversaw the expansion of the student body, hiring more teachers and relocating the school several times before purchasing a permanent campus on Broadway in Oakland in 1922. Meyer, along with his wife Laetitia and their daughter, also named Laetitia but often called Babs, lived and breathed the life of art educators. Meyer directed the school until his retirement in 1944, and the Meyer family lived on campus from the time the school was located in Berkeley through its move to the Broadway campus.

After retiring as president of the California College of Arts and Crafts, Meyer remained on campus. Continuing to live on the top floor of the former Treadwell mansion, Meyer's title was President Emeritus while his wife was the school's head administrator and their daughter worked as a secretary on campus. Frederick Meyer died on January 6, 1961.⁷⁵

⁷³ Herny, Rideout, Wadell, *Berkeley Bohemia*, 118.

⁷⁴ "CCAC Enrollment Report, 1907-1988," unpublished report, courtesy of CCA Library staff.

⁷⁵ "History," CCA, accessed June 25, 2019, <https://www.cca.edu/about/#section-history>.

First Years and Educational Model

Fredrick Meyer opened the School of the California Guild of Arts and Crafts in three rented classrooms in the Studio Building at 2045 Shattuck Avenue in downtown Berkeley. In locating his school in Berkeley, Meyer was expressing a conscious choice to move away from the romantic bohemia—and its associated debauchery—that characterized art education and the artists' lifestyle in San Francisco. Meyer explained, “My experience with students in San Francisco made me think it was better to hold the school in Berkeley where alcoholic beverages were not for sale.”⁷⁶ But there were practical reasons, as well: the location on Shattuck was adjacent to the terminus of the local and interurban street cars, with service to the ferry to San Francisco, too. And, at one block from the campus of the University of California, Meyer believed this location would allow students to take classes both at the University and at his school.⁷⁷

The first published catalogue of classes for the School of the California Guild of Arts and Crafts indicates that classes began on August 6, 1907. After an introduction to the mission of the school, its location, accommodations, and faculty, the catalogue went on to describe classes including freehand drawing, instrumental drawing, designing, antique class (combination of lecture and drawing from historical ornament), applied design and interior decoration, normal art instruction (teacher training), descriptive geometry (“solving of problems”), wood carving, and book binding (**Figure 188**). Special Saturday and evening classes were offered for workers as well as juveniles. Tuition was listed at \$70 a year for all day classes, \$45 a year for half-day classes, and varying rates for individual semesters, Saturday classes, teacher training classes, and juveniles. Scholarships were awarded on merit.⁷⁸



Figure 188. List of classes offered, School of the California Guild of Arts and Crafts, 1907-1908.
Source: CCA Library Special Collections.

⁷⁶ Herny, Rideout, Wadell, *Berkeley Bohemia*, 129.

⁷⁷ Herny, Rideout, Wadell, *Berkeley Bohemia*, 130.

⁷⁸ “School of the California Guild of Arts and Crafts, Season 1907-1908,” CCA Libraries Special Collections, CCA/C Archives.

After less than a year at the Studio Building, the school moved a block south to the upper story of a pool hall on Center Street (**Figure 189**). In May, the school graduated its first class—five female students who had arrived with credits from years spent at the Mark Hopkins Institute of Art. In 1910, seeking more space for a steadily increasing student body, the school moved again to a building at 2119 Alston Way that had formerly been occupied by Berkeley High School (**Figure 190**). Although this building was leased and not owned, here for the first time the school had its own “home,” using the entire three-story building. Class offerings expanded to include metalwork, jewelry making, leather tooling, pottery, and woodworking, and student services at the Allston location included a library, student supply shop, a tennis court, and a full-service print shop.⁷⁹ By 1916, the school had 17 instructors, 100 full-time students, and 32 part-time students.⁸⁰



Figure 189. Studio Building, Berkeley, first location of the California School of Arts and Crafts, 1906.

Source: Berkeley Architectural Heritage Association.



Figure 190. 2119 Allston Way, Berkeley, home of the California School of Arts and Crafts from 1910 to 1926, n.d. Source: CCA Library Special Collections.

Source: CCA Library Special Collections.

Although never exclusively a women’s school, during the first decades of the school’s existence, the student body was overwhelmingly female in composition. They were also mostly of local provenance; graduates in 1911 included three students from Oakland, two from Berkeley, and one from Pasadena. The male graduates were from slightly further afield, including one from Monrovia and one from Pomona.⁸¹ In 1916, there were 18 male students and 114 female students. The number of male students dipped during World War I, when 35 students and instructors were serving either in the Army or the Navy.⁸² The gender ratio began to shift steadily after 1922, but it was not until after World War II that gender ratio became equal.⁸³

Instruction during this time continued to reflect Frederick Meyer’s principles, seeking to instruct “earnest students,” adhering strictly to teaching the fundamentals of art and craft hand-working skills for the purpose of shaping students for careers in the arts. The practicality of the mission of the school was expressed well in an editorial in the school’s tenth anniversary issue of *Arts and Crafts Magazine* authored by instructor Katherine Gibbs:

⁷⁹ “California School of Arts and Crafts, Catalogue 1915-1916,” CCA Libraries Special Collections.

⁸⁰ “CCAC Enrollment Report, 1907-1988,” unpublished report, courtesy of CCA Library staff.

⁸¹ “Art Students Given Their Diploma” *San Francisco Call*, May 19, 1911.

⁸² “Our Roll of Honor,” *Arts and Crafts Magazine*, May 1918.

⁸³ “CCAC Enrollment Report, 1907-1988,” unpublished report, courtesy of CCA Library staff.

The traditional art student is a person of moods, altogether quite a superfluous element in this busy world. He supplies an interesting figure at an afternoon tea or lends a picturesque touch of the bizarre to a popular novel. The *real* art student is an entirely different person and is one who is striving for a purposeful end. This end is to fill a certain definite place in society and moreover to fulfill it capably whether it be that of designer, illustrator, interior decorator, teacher of arts and crafts, or student of the fine arts...all our energy must be directed toward producing something having character and originality and such as will convince the business world that the trained art student is a necessity.⁸⁴

Placing art and artists into the world was part of the curriculum of the school, and many classes took students out of the classroom and into the surrounding community. The work of students was also on display to the surrounding community, ranging to local art shows and open houses to entries in the Panama Pacific International Exposition of 1915, where students from the California School of Arts and Crafts took home more award medals for artwork than any other school that participated. To the objective end of placing artists into professional fields, a review of alumni news speaks to the school's success on that front. By 1920, the school's alumni association listed over 80 graduates working in the arts, in jobs including scientific illustration, gown-making, school teaching, design teacher, reconstruction agent in France, lip-reading for deaf servicemen returning from the war, art program supervisor at the high school level, and postgraduate studies in art, among many others. Reflecting the times, alumni newsletters also included many female former students who devoted themselves to raising their children.⁸⁵



Figure 191. Students painting *en plein air* under instruction of Xavier Martinez, no date.
Source: CCA Libraries Special Collections.

⁸⁴ Katherine Gibbs, "Responsibility of the Art Student", *Arts and Crafts Magazine* (June 1917).

⁸⁵ "Alumni Notes," *Arts and Crafts Magazine* (May 1920), CCA Libraries Special Collections, CCA/C Archives.



Figure 192. Students drawing from a model, Berkeley, no date. Source: CCA Libraries Special Collections.



Figure 193. Winning entry of a model artist's studio at the Panama Pacific International Exposition, 1915. Source: CCA Libraries Special Collections.

Founding Faculty

In addition to Frederick Meyer, that faculty of the California School of Arts and Crafts in 1907 included Meyer's wife Laetitia Summerville Mayer, Perham Nahl, and Isabelle Percy West (**Figure 194**). This group was joined by Xavier Martinez in 1909, and these five are generally referred to as the founding faculty of the school.



Figure 194. Four of the five founding faculty as described in the 1921 catalogue for the California School of Arts and Crafts. Clockwise from top left: Perham W. Nahl, Frederick Meyer, Laetitia S. Meyer, and Isabelle Percy West. Source: CCA Libraries Special Collections.

Laetitia Summerville Meyer (1860-1947)

Laetitia Summerville Meyer was born in Boston, Massachusetts in 1860.⁸⁶ Her father was an Irish blacksmith, and he practiced this trade in Stockton, California after the family relocated there when Laetitia was a child. After losing both of her parents, Laetitia raised her sisters and brothers. She graduated from high school in Stockton in 1879 and worked as a schoolteacher, taking painting classes during the summer. She met Frederick Meyer while they were both teaching in Stockton, and they married in 1902.⁸⁷

Laetitia Meyer was integral to the establishment of her husband's school. She assisted her husband with his personal tasks, including making appointments and organizing his work. Once the school opened, she ordered and handled books, accepted tuition payments and paid salaries, and processed applications and registrations. She was described during these years as a woman of dynamic personality, with a stern surface demeanor that provided a necessary contrast to her husband's warmth and emotional exuberance. She served as the administrator for the college until her death in 1947, after which her daughter, who was also named Laetitia, took over this role.⁸⁸

Perham Nahl (1869-1935)

Perham Nahl was born in San Francisco in 1869 to a family that included several prominent artists; his uncle was Charles Nahl, one of California's greatest Gold Rush era painters, and his father was Arthur Nahl, who among other achievements designed the California State Seal.⁸⁹ Perham trained from a young age in the painting and lithography studios of his family. He attended Mark Hopkins Institute of Art from 1899 to 1906, during which time he also worked as an illustrator at the *San Francisco Chronicle*, which is where he met and befriended Frederick Meyer and Xavier Martinez.⁹⁰ In 1906, Nahl traveled to Europe for continued art studies, and upon his return to the San Francisco Bay Area in May 1907, he joined the faculty of Meyer's new school.

Nahl's greatest skills were in drawing, and it was accordingly his favorite class to teach. He taught free-hand drawing, antique drawing, life drawing, and sketching. He was a popular teacher, perhaps due in part to his permissive attitude towards the telling of risqué stories and bawdy jokes in classes where male students were drawing male models.⁹¹ This spirited approach often caught the consternation of Frederick Meyer, who aimed to run a school without the bohemian attitudes that had characterized the art scene in San Francisco at the Mark Hopkins Institute of Art. Nahl remained on the faculty of Meyer's school while also working as an art instructor at the University of California, Berkeley. Nahl retired from teaching at the School of Arts and Crafts in 1927, right after the school had finished transitioning to the new Oakland campus. He continued to teach fine art at University of California, Berkeley until his death in 1935.

Isabelle Percy West (1883-1976)

Isabelle Percy West was born in Alameda, California in 1883.⁹² Her father was an architect and instructed her in drawing from a young age. After attending school in Maine, she returned to the Bay Area and attended the Mark Hopkins Institute of Art from 1901 to 1905. While there she befriended her instructor Frederick Meyer and socialized with the City's bohemian art crowd. She travelled to Massachusetts in 1905 to study under Arthur Wesley Dow, an influential artist and art educator, who convinced her to enroll in the Teachers College at Columbia University. After completing her

⁸⁶ Herny, Rideout, Wadell, *Berkeley Bohemia*, 119.

⁸⁷ Ibid, 120.

⁸⁸ Ibid, 120.

⁸⁹ Ibid, 120.

⁹⁰ Ibid, 121.

⁹¹ Ibid, 121.

⁹² Ibid, 122.

Masters of the Arts, Isabelle Percy West studied art in Europe for a year and returned to the Bay Area to help co-found the California School of Arts and Crafts with Frederick Meyer. She taught at the school for a year and a half, after which time she lived a peripatetic life, establishing studios in Germany, San Francisco, and eventually New York. With her husband, newspaper editor George P. West, her Greenwich Village apartment became a bohemian center, frequented by John Dos Passos, Sinclair Lewis, H. L. Mencken, Gertrude Stein, and others.⁹³

Isabelle Percy West returned to California in 1920 and designed and built a home in Sausalito. She returned to teaching design courses at the California School of Arts and Crafts, commuting from Sausalito in an electric car with curtain windows. She taught at the school until her retirement in 1941, and continued to paint until her death in 1976.

Xavier Martinez (1869-1943)

Xavier Timoteo Orozco Martinez was born in Guadalajara, Mexico in 1869.⁹⁴ His father owned a bookstore and crafted fine-tooled leather book bindings. With his father's bookstore at hand, Martinez was self-taught at a young age, and was painting and drawing by age ten. After graduating from the art institute Liceo de Varonese in Guadalajara, Martinez travelled to San Francisco under the auspices of the wife of the consul general to Mexico, Rosalia Sebastida de Coney.⁹⁵ He enrolled at the Mark Hopkins Institute of Art, and became the assistant to the director of the school, Arthur Matthews. Martinez travelled to Paris in 1895 to study at the Ecole des Beaux-Arts, and was immersed in the bohemian culture of Paris, where he consorted with Toulouse-Latrec and Cezanne, among others. He returned to San Francisco after showing three paintings in the Paris Exposition of 1900.⁹⁶

Following the 1906 earthquake, Martinez moved to Oakland and then into the hills of Piedmont, where he lived with the family of his future wife, Elsie Whitaker. This change in location contributed to a move towards *plein air* landscape painting and a stylistic turn towards tonalism in Martinez's work (**Figure 195**).

Martinez joined the faculty of the California School of Arts and Crafts in 1909 as the first instructor in the fine arts program. He opened his home and land for painting classes in the summer, and was greatly appreciated by his students, both for his instructional skill and for his dynamic artistic lifestyle, captured by his sartorial appearance—Martinez dressed in the corduroy of the Parisian Left Bank, with a bright red silk tie, wore his thick black hair long, and tied it back with a thin headband (**Figure 196**). Students took pride in being invited to join his advanced classes and the inner circle of his studio. Martinez taught painting at the California School of Arts and Crafts until ill health forced him to retire in 1942. He died in Oakland in 1943, at which time the California State Assembly adjourned “out of respect to the memory of California's great artist.”

⁹³ Ibid, 122.

⁹⁴ Jeffery Morseburg, “Xavier Martinez,” accessed June 25, 2019, xaviertizocmartinez.wordpress.com.

⁹⁵ Ibid.

⁹⁶ Herry, Rideout, Wadell, *Berkeley Bohemia*, 124.



Figure 195. Xavier Martinez, *The Road*, circa 1907.
Source: The Fine Art Museums of San Francisco.



Figure 196. Xavier Martinez, circa 1905. Source: Smithsonian Archives of American Art.

California School of Arts and Crafts Campus, 1922 - 1929

By 1921, the student body of the California School of Arts and Crafts was approaching 250 people, partially due to a surge in enrollment after World War I. The classrooms and studios of the Addison building were filled to capacity, and the building could not accommodate the complex metal and woodworking studios that the curriculum required. Seeking a new campus where he could build all of the school amenities he desired, in 1922 Frederick Meyer purchased the site at Broadway and Clifton Street that would become the permanent home of the California School of Arts and Crafts.⁹⁷ For this site he paid \$60,000 and received four acres of rough, overgrown land and the Treadwell Estate buildings, which included a three-story Queen Anne-style mansion, carriage house, and barn (**Figure 197**).

Possibly in preparation for this expansion, in 1922 the school incorporated under the laws of the State of California with a charter to “own, control and operate an educational institution of collegiate grade, [...] not conducted for profit; to establish a college of learning and for the training of all manner of persons without limitation as to sex creed or race along the lines of industrial, normal and fine arts, [...] to grant such academic and other degrees to pupils as the board of trustees may determine.”⁹⁸ With this action, the California School of Arts and Crafts passed from private ownership and became a non-profit institution with a governing board of trustees. The newly chartered California School of Arts and Crafts was described in a newspaper report as the second accredited art college in the country in 1922, and one of four degree-granting art programs in the country in 1926, the others being located in Boston, Pittsburgh, and Chicago.⁹⁹

By the time the California School of Arts and Crafts had completed its move to the new Oakland campus in 1926, the instruction of applied arts was becoming more common in other colleges and universities. In the Bay Area, the University of California, Berkeley established its Art Practice department in 1923, which included applied art classes such as decorative arts and mapping. At Mills

⁹⁷ “History,” CCA, accessed June 25, 2019, <https://www.cca.edu/about/#section-history>.

⁹⁸ “New Group of Buildings for Arts School,” *The Oakland Tribune*, April 4, 1926.

⁹⁹ “New Group of Buildings for Arts School,” *The Oakland Tribune*, April 4, 1926.

College in Oakland, that school's art department and their public art gallery were reviewed regularly in the Oakland press starting in the 1920s. By the 1930s, the San Francisco Art Institute (formerly the California School of Fine Arts) was training students in the applied arts of fashion photography and photojournalism.

After he purchased the Treadwell Estate, Meyer and his family immediately moved into the third story of the mansion and set about renovating the lower floors of the building to be used for classrooms. Despite a lack of formal architectural training, his woodworking skills, design experience, and time spent in a San Jose architect's office enabled Meyer to plan and execute the renovation of the three buildings on the site, as well as design and construct several new buildings. Supported by the labor of the school's students, who received discounted tuition in exchange for their efforts, Meyer cleared the gnarled site, improving on some existing landscape features while removing others that encroached on his vision for future construction (**Figure 198 and Figure 199**).



Figure 197. Site and barn, 1926.
Source: CCA Libraries Special Collections.



Figure 198. Students participating in clearing land, 1924. Source: CCA Libraries Special Collections.



Figure 199. Students clearing land and planting, with partial view of carriage house at left, 1924. Source: CCA Libraries Special Collections.

In a campus master plan that was likely designed by Meyer around 1926, plans for future construction included a craft building (B Building, extant), a large supply shop along Broadway (not built), and a grandly scaled instructional building, also along Broadway (not built), as well as several other multipurpose buildings and extensive cultivated gardens along Clifton Street (**Figure 200**).

These buildings were designed with an architectural unity, all in a simplified Mission Revival style with smooth stucco cladding, flat roofs, and stepped parapets. Some areas included arched portals and bells, and façades included recessed areas which may have been intended to hold glazed

decorative tiles, similar to those still extant at the Facilities Building. Perhaps reflecting Meyer's limited architectural skills, the larger planned buildings along Broadway were not completed; rather, the campus developed during this first decade as a series of small one- and two-story buildings, the largest of which prior to 1930 was the Craft Building (B Building). Additionally, sculptures such as the faun sculpture by Hazel Z. Weller were installed as decorative landscape features.



Figure 200. "Airplane View," projected plan for the California School of Arts and Crafts, published in *The Oakland Tribune*, April 4, 1926. Notations on the back of the image indicate extant and planned buildings and usage. Macky Hall (labeled "C" in the plan), the Carriage House, eucalyptus row, and two sequoia trees are pictured. Source: CCA Libraries Special Collections.

When the student body shifted en masse from the Berkeley campus to the Oakland campus in January 1926, there were 211 students and 16 instructors. Over 50 different subjects were taught, organized into three professional programs: applied arts, arts education, and fine arts.¹⁰⁰ By summer semester, perhaps in response to the opening of the new campus, enrollment had climbed to over 270 students. The summer class included 218 women and 37 men. These young people took their classes in the renovated Treadwell Estate buildings, created crafts in the woodworking shop and the Craft Building, painted *en plein air* amongst the campus' eucalyptus and redwood trees, and exercised on purpose-built athletic fields. They had no dormitory, no cafeteria, no dedicated library, and no assembly hall in which they could gather together for meetings or performances. These developments came in the following decades.

¹⁰⁰ Robert W. Edwards, "Out of the Ashes: How Frederick Meyer's Bold Vision Was Born," *Glance* (Winter 2007), 15.



Figure 201. Shower House and tool house, constructed between 1925 and 1930 (not extant), photograph dated 1930. Source: CCA Libraries Special Collections.

California School of Arts and Crafts/CCAC Campus, 1930 - 1939

In 1930, student enrollment at the California School of Arts and Crafts had declined slightly from the enthusiastic numbers of 1926; the fall semester welcomed 198 full-time students and 58 part-time students.¹⁰¹ Students came mainly from the Bay Area, but included those from further afield in California, Oregon, Washington, Nevada, Canada, Hawaii, Mexico, and the Philippines.¹⁰² Numbers declined through the decade, likely in response to the general economic hardships of the Great Depression. Enrollment bottomed out at just 139 new students in the fall of 1933, and rose very slowly through the rest of the decade. Although enrollment was up to 200 by the fall of 1939, numbers stayed below those of the late 1920s until after the conclusion of World War II. Women continued to outnumber men through the end of the 1930s by almost two to one.¹⁰³

Increased industrialization in Oakland began to make demands on the school in the 1930s, marking an era where the practical root of the educational model Frederick Meyer espoused would come further and further to the fore. Citing Oakland's virtue as a union between rail and sea transportation, a newspaper report in 1931 described the way that a strong design college added value to the city, attracting to it more and more manufacturing firms.¹⁰⁴ Reflecting the Bauhaus philosophy that had been gaining momentum in Germany in the late 1920s, this report noted that, "today, manufacture without design means little. Probably at no time in the history of the world has there been a greater need for fine design than at the present, because of modern methods of mass production. A good design is often less expensive to produce than a poor one." For this reason, the school's applied arts programs were seen to improve Oakland's ability to compete in the increasingly industrialized economic climate of the era. Classes in design, illustration, commercial design, photography,

¹⁰¹ "CCAC Enrollment Report, 1907-1988," unpublished report, courtesy of CCA Library staff.

¹⁰² "Aids Industrial Growth," *The Oakland Tribune*, December 20, 1931.

¹⁰³ "CCAC Enrollment Report, 1907-1988" unpublished report, courtesy of CCA Library staff.

¹⁰⁴ Ibid.

printmaking, and interior design led students to careers as factory designers, commercial artists, art teachers, and set and costume designers in the emerging motion picture industry in Los Angeles.¹⁰⁵ At the close of 1931, the California School of Arts and Crafts was recognized as one of only eight industrial art schools in the United States, and one which had established a national reputation for its design programs.¹⁰⁶

The handful of buildings that Meyer and the students had constructed when the campus was established served the student body well for several years. However, in 1930, Meyer oversaw the construction of a large new building on campus, planned to hold the school's popular Saturday and evening classes, which enrolled over 125 students, as well as classes for younger students.¹⁰⁷ This building was known as Guild Hall and also contained the school's first auditorium, with facilities for producing plays, and a public exhibit hall in which to display student work. The architectural design of Guild Hall was the most ambitious of any of the campus's purposes-built buildings thus far. While the simplified Mission Revival style of the woodworking studio (Facilities Building) and the Crafts Building (B Building) was continued, Guild Hall was three stories in height, with storefront public gallery spaces at the first story and a large glass awning window at the third story to maximize light in the interior studios (**Figure 202**). The auditorium was at the rear of the building, and two arched portals flanked the building, one with niche and hanging bell details (**Figure 203**). This mixed-use building continued to serve the school for the following 40 years until it was destroyed by fire in 1971. It was also, notably, the last purpose-built building constructed on campus until a residential dormitory, Irwin Hall, was constructed nearly 30 years later.



Figure 202. Guild Hall, no date, estimated 1930. Source: CCA Libraries Special Collections.



Figure 203. Guild Hall auditorium, no date, estimated 1930. Source: CCA Libraries Special Collections.

In 1935, the school announced a roster of new courses, bringing the total course offerings to over 30, taught by a variety of artists and crafts people. This included longstanding “founding” faculty like Frederick Meyer, Xavier Martinez, and Isabelle Percy West, as well as younger faculty like Ethel Abeel, Albert Atwell, Veva Porter, and Glenn Wessels. Wessels was a recent graduate of the school who went on to a long teaching career at Mills College and the University of California.¹⁰⁸

¹⁰⁵ Ibid.

¹⁰⁶ Ibid.

¹⁰⁷ Ibid.

¹⁰⁸ “Arts and Crafts to Offer New Courses,” *Berkeley Daily Gazette* (December 30, 1935); and “Glenn Anthony Wessels Biography,” *The Annex Galleries*, accessed June 25, 2019, <http://www.annexgalleries.com/artists/biography/2511/Wessels/Glenn>.

The reputation of the college by this time allowed Meyer to begin to attract well-known artists and teachers to his campus. In 1932, the campus hosted Japanese artist Yoshida Sekido. Born in Tokyo, Sekido traveled through Canada and the United States teaching and showing his paintings, the style of which hewed closely to his cultural roots.¹⁰⁹ Sekido spent several years in the Bay Area in the 1930s and developed a close relationship with Frederick and Laetitia Meyer (**Figure 204**). In 1936 the campus hosted famed painter Vaclav Vytlacil for the summer instructional session (**Figure 205**).¹¹⁰ Vytlacil was an American-born modern expressionist painter who was educated in New York and at various schools in Europe. During his longer appointments at East Coast colleges, Vytlacil counted Cy Twombly, Robert Rauschenberg, and Louise Bourgeois among his many students.¹¹¹ In 1938, self-taught Austrian painter Emil Rizek joined the faculty for the summer session.¹¹² Rizek had travelled extensively around Europe and Indonesia and was associated with the “School of The Hague” group of Dutch Impressionists. During his time at the school, Rizek concentrated his own work on recording impressions of San Francisco’s Chinatown.¹¹³



Figure 204. Frederick Meyer (third from right) and other faculty at a reception honoring Japanese artist Yoshida Sekido (kneeling, far left), 1932. Source: CCA Libraries Special Collections.



Figure 205. Vaclav Vytlacil teaching, no date. Source: The Art Student League of New York.

Without much fuss or fanfare, in 1936, Frederick Meyer changed the longstanding name of his school from the California School of Arts and Crafts to the California College of Arts and Crafts (CCAC). Announcements of course offerings in 1936 differed little from those in 1935, save the word change in the title. Overall, in a climate of static enrollment and continued leadership by Frederick Meyer, the decade of the 1930s brought generally few changes to the campus. In the following decades, however, the campus and its students would be reshaped by a variety of social and cultural developments.

CCAC Campus, 1940 - 1949

In 1940, the California College of Arts and Crafts opened its spring term with 217 students, twenty-two instructors, and a continued objective of training students for professional careers in the fields of

¹⁰⁹ “Japanese and British Art is on Exhibition,” *The Oakland Tribune*, January 24, 1932.

¹¹⁰ “Noted Artist to Teach at Local School,” *The Berkeley Daily Gazette*, June 6, 1936.

¹¹¹ “Vaclav Vytlacil (1892-1984),” Sullivan Goss American Art Gallery, accessed June 25, 2019, <https://www.sullivangoss.com/artists/vaclav-vytlacil-1892-1984>.

¹¹² “Austrian Artist Will Teach in Oakland,” *The Berkeley Daily Gazette*, March 6, 1938.

¹¹³ “Emil Rizek” Geringer Art Ltd., accessed June 25, 2019, <http://www.geringerart.com/bios/rizek.html>.

applied and fine arts and art education. Described as unique in its offering of a rounded academic training in addition to arts courses, a review in the *Oakland Tribune* in 1940 credited the school for supplying one-third of the active art teachers and supervisors on the public school systems in the state.¹¹⁴

The school continued to attract and recruit well-known guest instructors. In 1940, the school hosted Austrian craftswoman Emmy Zweybruck, and in 1941 welcomed well-known southern California painter Phil Paradise to the faculty.¹¹⁵ Courses offered at the school in 1940 included woodcarving, weaving, life modeling, pottery, ceramics, freehand drawing, design, mechanical drawing, light and shade, life painting, physics for artists, fashion illustration, architecture, physical education for women, and painter's craft, among others. New course offerings in 1941 included those in the newly established advertising design program, as well as art metal work, bookbinding and tooled leather work, and evening classes in costume design and pattern drafting.¹¹⁶

World War II affected enrollment at CCAC almost immediately, with the fall enrollment numbers dropping from 202 students in 1941 to 109 students in 1942. Coursework at CCAC also reflected the new needs of the war. Beginning in 1940, a course in the design and application of industrial camouflage was introduced and became so successful that it was continued and supplemented in the fall of 1941.¹¹⁷ In this course, models were constructed and camouflaged according to the best available military techniques. The course relied heavily on advanced photography skills, for which the college had been well known for many years by this time. The course was taught by the abstract expressionist painter Rupert Turnbull, who joined the school's faculty in 1941. Photography continued to be an important department at the school through this decade, resulting in a relocation of the department from Treadwell Hall to greatly expanded studios in the Craft Building (B Building) in 1949.¹¹⁸

Edward Spencer Macky (commonly called Spencer Macky) succeeded Frederick Meyer as the president of CCAC when Meyer stepped down in 1944. Macky, a painter, muralist, and printmaker, was born in Auckland, New Zealand in 1880.¹¹⁹ He received his art education at the National Gallery School in Melbourne, Australia and the Academie Julian in Paris. He came to the United States in 1911 and in 1913 joined the faculty of the California School of Arts and Crafts. His later experiences as an arts educator included time at the University of California, Berkeley and at the California School of Fine Arts, where he served as the Dean of Faculty and professor of painting and drawing. He also served as the executive director of the San Francisco Art Association. He served as school president at the California College of Arts and Crafts from 1944 to 1954.¹²⁰

Enrollment numbers stayed low through the years of the war, and rebounded dramatically after the close of the war (**Figure 206 and Figure 207**). The fall class of 1946 included 495 full-time students, 677 full-time students in 1947, and 718 full-time students in 1948. In these years, fueled by the GI Bill, the percentage of male students overtook female students for the first time in the school's history, with the student body becoming more than 60 percent male at the end of the decade. During this time, the school had a waiting list of interested applicants, and Spencer Macky instituted a policy in which preference was given to local Bay Area veterans over those applying from out of the state.¹²¹

¹¹⁴ "College of Arts, Crafts Continues to Train Leaders," *The Oakland Tribune*, January 7, 1940.

¹¹⁵ "Art Lecture Open to Public," *The Oakland Tribune*, September 9, 1940; and "New Teacher at College," *The Oakland Tribune*, March 30, 1941.

¹¹⁶ "New Courses Offered at Arts-Crafts," *The Oakland Tribune*, January 12, 1941.

¹¹⁷ "College of Arts Renews Course," *The Oakland Tribune*, December 28, 1941.

¹¹⁸ "Improvements Made at College," *Berkeley Daily Gazette*, December 31, 1949.

¹¹⁹ "Eric Spencer Macky," The Annex Gallery, accessed June 25, 2019,

<http://www.annexgalleries.com/artists/biography/1469/Macky/Eric>.

¹²⁰ Gene Haley, ed. *California Art Research* (San Francisco, WPA Project 2874, 1937), 73.

¹²¹ "GIs Get Preference Here," *The Oakland Tribune*, May 5, 1946.



Figure 206. War-themed student production, no date. Source: CCA Libraries Special Collections.



Figure 207. Graduating class of 1945, 14 women and two men, with Spencer Macky (far right). Source: CCA Libraries Special Collections.

By 1946, to serve the swollen enrollment, faculty had increased to over 40, teaching over 80 courses.¹²² In order to provide more space for this overall increase, the college acquired several former Women's Army Corp (WAC) barracks buildings from the U. S. Government.¹²³ Formerly located in Berkeley, the buildings were transferred to the CCAC campus at no cost, and were renovated to serve as classrooms, studios, and the campus's first cafeteria (**Figure 208**). These buildings were removed in a piecemeal fashion to make way for larger buildings constructed during the following decade; however, some of these barracks survived on campus until the 1970s.



Figure 208. Students in the cafeteria, 1950. Source: CCA Libraries Special Collections.

¹²² "School Ends Forty Years," *The Oakland Tribune*, April 27, 1947.

¹²³ "Art College's Facilities Grow," *The Oakland Tribune*, November 20, 1946.



Figure 209. Barracks buildings on the CCAC campus, erected 1946, photo estimated 1971 (buildings no longer extant). The barracks buildings in these photos were studio buildings located at the northeast portion of campus, now the site of the Shaklee Building, Barclay Simpson Sculpture Studio, and the Irwin Student Center. Source: CCA Libraries Special Collections.

CCAC Campus, 1950 - 1959

Enrollment at CCAC leveled off in the early 1950s, as the surge of World War II GIs completed their education and graduated. During the Korean conflict, veterans were again encouraged to enroll, but did not do so in the same numbers as the earlier generation of veterans.¹²⁴ Through the 1950s, enrollment fluctuated from 540 in 1950, down to 371 in 1953 and 409 in 1956, and then up to 520 in 1959. Gender ratio remained slightly in favor of men, though not as unbalanced as it had been in the years directly after World War II.

In 1950, CCAC lost the service of Alexander Nepote, a well-known artist who had taught at the school for over 15 years.¹²⁵ Nepote and his wife Hanne-Lore, also a well-known artist, were recruited to join the faculty of San Francisco State College, in advance of that school's expansion to their new Lake Merced campus. Coursework at CCAC continued to expand into new artistic mediums, reflecting a broader expansion in the art world. Students debuted the production of the school's first experimental filmmaking class in 1951; called "Marvin Jones," the silent film premiered at Guild Hall and starred students as well as faculty members including Carol Purdie, who taught costume design and dramatic arts at CCAC for over 20 years.¹²⁶ In 1954, the school established its textile program, under the guidance of German-born artist Trude Guermonprez, who continued to expand the field of textile and fiber arts at the school for the following two decades.¹²⁷ Students and faculty in the painting department in the 1950s, including Richard Diebenkorn, Manuel Neri, Nathan Oliveira, and Robert Bechtle were instrumental in the development of the Bay Area Figurative movement. This movement, which moved away from the Abstract Expressionism that had come to dominate American painting, spread as these painters went on to teach at other West Coast colleges, including Mills College in Oakland, Sanford University in Palo Alto, and UCLA.¹²⁸

In 1954, Spencer Macky retired, and Dr. Daniel Defenbacher became the new president of the California College of Arts and Crafts. Defenbacher was an architect by training and had previously served as an administrator of the WPA-era Federal Arts Project (FAP) and the director of the Walker

¹²⁴ "Of Art and Artists," *The Oakland Tribune*, September 9, 1954.

¹²⁵ "Nepote to Join SF College Staff," *The Berkeley Daily Gazette*, August 24, 1950.

¹²⁶ "Art College Produces Full Length Film," *The Berkeley Daily Gazette*, November 1, 1951.

¹²⁷ "Timeline" California College of the Arts Textiles, accessed June 25, 2019,

<http://ccatextilehistory.weebly.com/timeline.html>.

¹²⁸ "Bay Area Figurative Art," Artsy, accessed June 25, 2019, <https://artsy.net/gene/bay-area-figurative-art>.

Art Center in Minneapolis.¹²⁹ After three years, Defenbacher stepped down and was replaced by Joseph Danysh, a modernist painter and successful gallery owner in San Francisco who has also been the director of many of the WPA mural projects in San Francisco, including Coit Tower and the Beach Chalet (**Figure 210**).¹³⁰ Danysh served as president for two years, after which Harry X. Ford was appointed acting president in 1959 and president in 1960, a position which he held for the next 24 years (**Figure 211**).



Figure 210. Daniel Danysh, no date. Source: CCA Libraries Special Collections.



Figure 211. Celeste and Harry Ford, no date. Source: CCA Libraries Special Collections.

Harry X. Ford was born in 1921 in Seymore, Indiana.¹³¹ After graduating high school, Ford spent one year at the John Herron Art Institute in Indianapolis before enlisting in the Air Force in 1942.¹³² During his time of service, Ford was shot down over German territory and spent two years as a prisoner of war. After his liberation in April 1945, Ford returned to the United States and married Celeste C'deBaca y Guerin, whom he had met in Santa Fe, New Mexico while a cadet nearby at Kirtland Field. The couple relocated to Los Angeles, where Ford completed his undergraduate degree in art at the University of California at Los Angeles and received a teaching credential. Ford completed his master's degree in art at Sacramento State College while teaching high school in nearby Placer County. From 1953 to 1958, Ford taught art at the Stuttgart American High School in Stuttgart, Germany. When he returned to the Bay Area in 1958, Ford served as the Chairman of the Teacher Education Department at CCAC, which positioned him to assume the presidency of the college when the job became vacant in 1959. Ford served as president of CCAC until 1984, after which time he and Celeste moved back to Santa Fe. Harry X. Ford died in Las Vegas, Nevada in 2008.

The desire to construct a residential dormitory on campus had first been voiced by Frederick Meyer when he drew a master plan for the campus in the 1920s. This desire had been deferred through the

¹²⁹ Jill Vuchetich, "Shall We Take It? The Walker's Founding Question," Walker (October 8, 2014), accessed June 25, 2019, <https://walkerart.org/magazine/public-art-center-defenbacher>.

¹³⁰ Anthony W. Lee, *Painting on the Left: Diego Rivera, Radical Politics, and San Francisco's Public Murals* (Berkeley, CA: University of California Press, 1999), 162.

¹³¹ "Harry X. Ford," obituary, *Inside Bay Area*, December 31, 2008.

¹³² Harry X. Ford, *Mud, Wings, and Wire: A Memoir* (Pittsburgh, PA: Rose Dog Books, 2009), 50.

Depression and the rapid piecemeal provision of classroom space in the 1940s. Students from outside the Bay Area lived in college-approved apartments and rooming houses in the Rockridge neighborhood.¹³³ By the second half of the 1950s, with a student body hovering around 500 people, the college finally had the money and the undeniable need to construct its first dormitory. The building was named Irwin Hall (later renamed Irwin Student Center) in honor of 1936 alumna Dorothy Irwin and her husband Henry Irwin.

The monolithic sculpture, *Infinite Faith*, was gifted by Tsutomu Hiroi to celebrate the opening of Irwin Hall. This sculpture, originally located in the courtyard southeast of the Irwin Hall, is now located south of the building. Hiroi was a 1959 summer guest teacher and design affiliate of famed Japanese designer Isamu Noguchi, on leave from Tokyo Gakugei University (**Figure 212**). A sculptural bell tower was also constructed near Irwin Hall and Hiroi's sculpture, shortly after the building was completed.



Figure 212. Portrait of Tsutomu Hiroi on CCAC campus, July 1959. Source: CCA Libraries Special Collections

The construction of Irwin Hall was the first action in a projected 10-year plan instigated by Harry Ford to prepare the school for the demands of the anticipated enrollment increase and program expansion at CCAC. The expected rise in enrollment, which did come in the 1960s, was a result of the demographic phenomenon that came to be known generally as the “baby boom.” This plan, which initially included the construction of a second residence hall, a new library, and the replacement of the World War II-era barracks buildings with larger buildings, was enacted, in varying forms and degrees, in the following decade.¹³⁴

CCAC Campus, 1960 - 1969

In the fall of 1960, CCAC president Harry Ford extended the deadline for class registration due to what he described as a 30 percent increase in enrollment from the previous year.¹³⁵ The faculty now included 46 teachers offering classes in six departments. Over the course of the following decade, as the post-war “baby boomers” came of college age, enrollment continuously increased, nearly tripling over the course of the decade to include 1,469 students in the fall semester of 1969.¹³⁶ During this

¹³³ “\$290,000 Loan Ok’d for College Dorm,” *The Oakland Tribune*, April 30, 1958.

¹³⁴ “\$290,000 Loan Ok’d for College Dorm,” *The Oakland Tribune*, April 30, 1958.

¹³⁵ “Art College Deadline Friday,” *The Oakland Tribune*, September 21, 1960.

¹³⁶ “California College of Arts and Crafts College Enrollments, 1907-present,” unpublished research provided by CCA Libraries Special Collections, CCA/C Archive.

decade, female enrollment began to overtake male enrollment again for the first time since the close of World War II; this pattern would continue through the following decades.

In response to what were perceived as inefficiencies and a potential impediment to the continued growth of the college, in 1964, CCAC president Harry Ford hired the architecture and planning firm of DeMars and Reay to create a forward-thinking development program for the campus. Vernon DeMars and Donald Reay were both University of California, Berkeley graduates who had by the 1960s established a reputation for campus architecture and master planning projects in the Bay Area.¹³⁷ The development plan noted that CCAC stood as one point of a powerful art resource triangle, the other two points of which were the Oakland Museum of Art and the School of Environmental Design at the University of California, Berkeley. In anticipation of what they estimated would be a doubling of enrollment by the end of the 1960s, DeMars and Reay recommended intensive development of the campus, with an open core and street frontage with a mixture of commercial and education buildings (**Figure 213**). This rentable commercial space was to play the part of “paying the way” for these buildings, important during an era when nearly all of the school’s income came from student tuition. The development program called for the retention of the campus’s Early Estate-era buildings and the removal of all other buildings (except for the recently completed Irwin Student Center), which would be replaced with larger buildings, making space also for improved circulation and room for parking. Acknowledging the site’s spatial limitations, some of the college’s needs, such as residences, recreational area, and industrial-type uses were recommended to be moved to nearby off-site locations. Recommended changes along Broadway were perhaps most dramatic, as DeMars and Reay believed strongly that the high walls gave the campus an “introverted” reputation, which could be remedied by contemporary commercial construction.

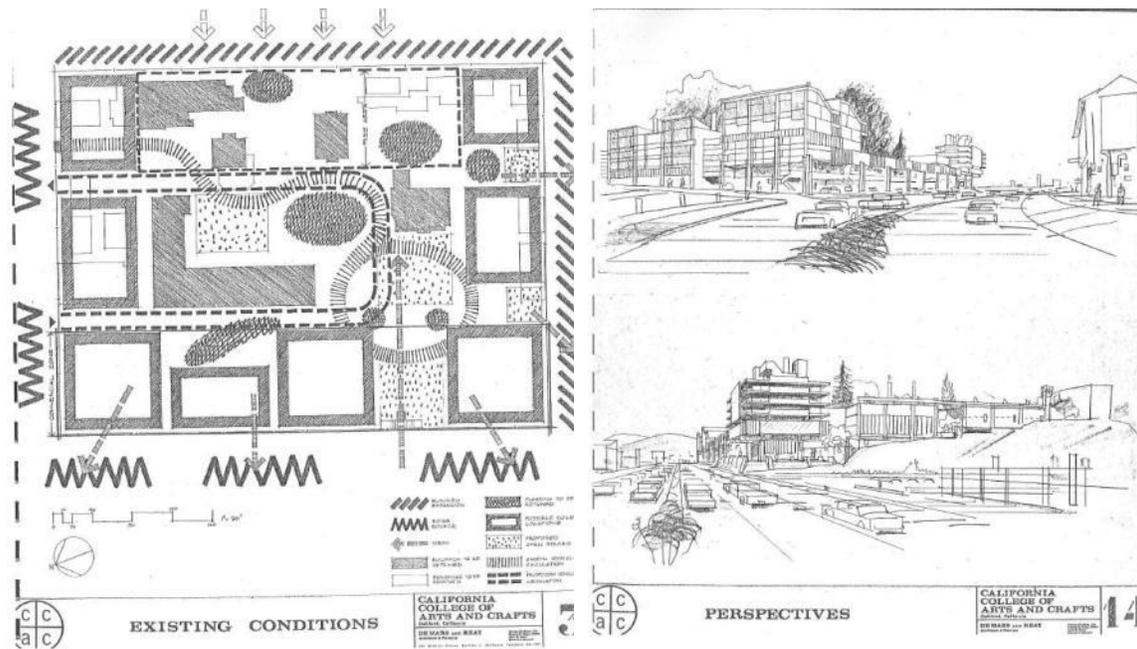


Figure 213. Excerpts from "Preliminary Development Program for the California College of Arts and Crafts," DeMars & Reay, 1964, including “Existing Conditions” with areas of opportunity highlighted, and “Perspectives,” including commercial property suggested for Broadway. Source: CCA Libraries Special Collections.

¹³⁷ More information about DeMars & Reay is included in a later section of this report.

After the submittal of the Development Plan, Harry Ford discussed its findings with the school's Board of Trustees, and funding schemes were explored. Meanwhile, enrollment was following the pattern that had been predicted, with fall semester numbers up to 800 in 1965 and 893 in 1967. The school began renting space for gallery exhibitions and certain classes off campus, along on the west side of Broadway and on College Avenue.¹³⁸ Nonetheless, the campus remained crowded, a source of growing concern as student unrest at campuses across the country began to increase in the second half of the 1960s.

The school continued to enjoy a strong reputation for artistic and academic education, and continued to attract well-known teachers and a diverse and ambitious student body. The college welcomed Viola Frey to the faculty in 1965, an ambitious ceramicist who had earned an undergraduate degree at CCAC in 1956 before completing a master's program in Tulane and returning to the Bay Area (**Figure 214**). Frey's large-scale ceramic figures are credited with expanding the field of fine art ceramics. While Frey taught classes at the Noni Eccles Treadwell Ceramic Arts Center on the CCA campus, her career flourished; during this time she began experimenting with larger ceramic sculptures outdoors, her first series of bronze sculptures, had her first solo exhibition and retrospective hosted by the Creative Arts League of Sacramento (1981), and another solo exhibition at the Whitney Museum of Art (1984).¹³⁹ One of Frey's earliest studio spaces was in the basement of a Victorian house at 1335 Divisadero Street in San Francisco, which moved into in 1965. In 1975, she moved into a studio at 663 Oakland Avenue in Oakland, and then to a large warehouse at 1089 Third Street in West Oakland in 1983. Around 1996, she moved to an even larger warehouse on Adeline Street in Oakland.¹⁴⁰

Along with Peter Volkous, a CCAC graduate who taught for 25 years at the University of California, Berkeley, and Robert Arneson, who graduated from CCAC and established the ceramics program at the University of California at Davis, Viola Frey became one of the most influential American contemporary ceramicists, bringing international prestige to the ceramics department at CCAC and remaining associated with the school until her retirement in 1999.¹⁴¹ The increasingly strong reputation of the school helped draw famous artist guests to the campus, including musician Duke Ellington and architect and theorist R. Buckminster Fuller in 1966 (**Figure 215**).

¹³⁸ "Wong and Brocchini, "Plan 73 Master Plan Update," May 15, 1972.

¹³⁹ "Chronology," Viola Frey, accessed June 27, 2019, <http://www.violafrey.org/chronology.html>.

¹⁴⁰ "Chronology," Viola Frey, accessed June 27, 2019, <http://www.violafrey.org/chronology.html>.

¹⁴¹ "Viola Frey, ceramics professor, artist dies," East Bay Times, August 2, 2004. Accessed at <https://www.eastbaytimes.com/2004/08/02/viola-frey-ceramics-professor-artist-dies/>, July 4, 2019.



Figure 214. Viola Frey in her studio, no date. Source: Artist' Legacy Foundation, <http://www.artistslegacyfoundation.org>.



Figure 215. Buckminster Fuller and Duke Ellington, with Harry Ford (right) receiving honorary degrees at CCAC, 1966. Source: "Inventor Praises Artists," *The Oakland Tribune*, June 11, 1966.

In 1967, construction began on two major buildings on the CCAC campus: Martinez Hall and Founders Hall. In the fall of 1968, the two new buildings were dedicated on Founders' Day, an annual college holiday celebrated on November 3rd to honor the birthday of Frederick Meyer.¹⁴² In 1970, the final graduating class of this decade that had seen so much growth, both in the student body and of the campus itself, elected to hold their commencement ceremony at the courtyard between the two new buildings (**Figure 216**).



Figure 216. Commencement ceremony for the class of 1970, 1970. Source: CCA Libraries Special Collections.

¹⁴² "Art School to Dedicate 2 Buildings," *The Hayward Daily Review*, October 29, 1968.

CCAC Campus, 1970 - 1979

In 1970, fall semester enrollment at CCAC included an unprecedented 1,559 students, a peak number that receded through the decade of the 1970s as the post-war “baby boom” generation graduated. The major decline took place in the first half of the decade, with numbers reduced to 1,310 students in the fall of 1973 and then down to 1,132 in the fall of 1975. After this, enrollment hovered around 1,100 students through to the late 1980s. Through the entire decade of the 1970s, female students outnumbered male students by as many as nearly two to one during the later years of the Vietnam War. In 1976, the college began to record, for the first time, the racial composition of its student body. Minority enrollment, encompassing African American, Native American, Asian, and Hispanic students, was 14 percent in 1976 and rose to 22 percent by 1979. The decade also began with a period of tense relations between students and those in leadership positions on campus; after four students were killed by the National Guard at Kent State University in Ohio in 1970, students at CCAC protested by halting class attendance, and the Students for a Democratic Society organization began promoting even more radical responses. In the recollection of college president Harry Ford, the situation was resolved by collaboration between students and faculty in the production of a series of anti-war posters, as well as poetry and essays that were placed in a permanent collection on campus.¹⁴³

The decade began at the campus with the hasty construction of the Martinez Hall Annex in 1970. A fire in 1971 destroyed one of the campus’s Early Estate-era buildings, the barn, which had been constructed circa 1879-1881 and renovated by Frederick Meyer and his students circa 1924 (**Figure 217**).¹⁴⁴ Also in 1971, another fire destroyed Guild Hall, one of the campus’s early purpose-built buildings. Smaller buildings were also removed to make room for the larger campus buildings called for in the DeMars and Reay development program.



Figure 217. Demolition of Guild Hall after fire in 1971. Source: CCA Libraries Special Collections.

In 1973, CCAC hired the architecture and planning firm of Wong and Brocchini to update DeMars and Reay’s development program. Their analysis supported the findings of the previous master plan, with slight suggested changes including the delay of development along Broadway until such time

¹⁴³ Eve Staccati-Tanowitz, “International Aperture: A Conversation with Harry Ford,” *Glance* (Winter 2007).

¹⁴⁴ City of Oakland landmark nomination, “Treadwell Hall, California College of the Arts and Crafts, 5212 Broadway (LM 75-221), 1975.

that construction could yield its maximum commercial potential; the construction of a simple loop road through the campus, with entrance and exit at Clifton Street; and the phasing out and eventual removal of the dormitory, constructed in 1959, in favor of open space at the interior of campus. The updated master plan, known as Project 73, proposed the construction of three large new classroom and studio buildings, two along the east perimeter of campus and one along the north perimeter, at Clifton Street (**Figure 218**). Two of these proposed buildings were constructed by the close of the decade.

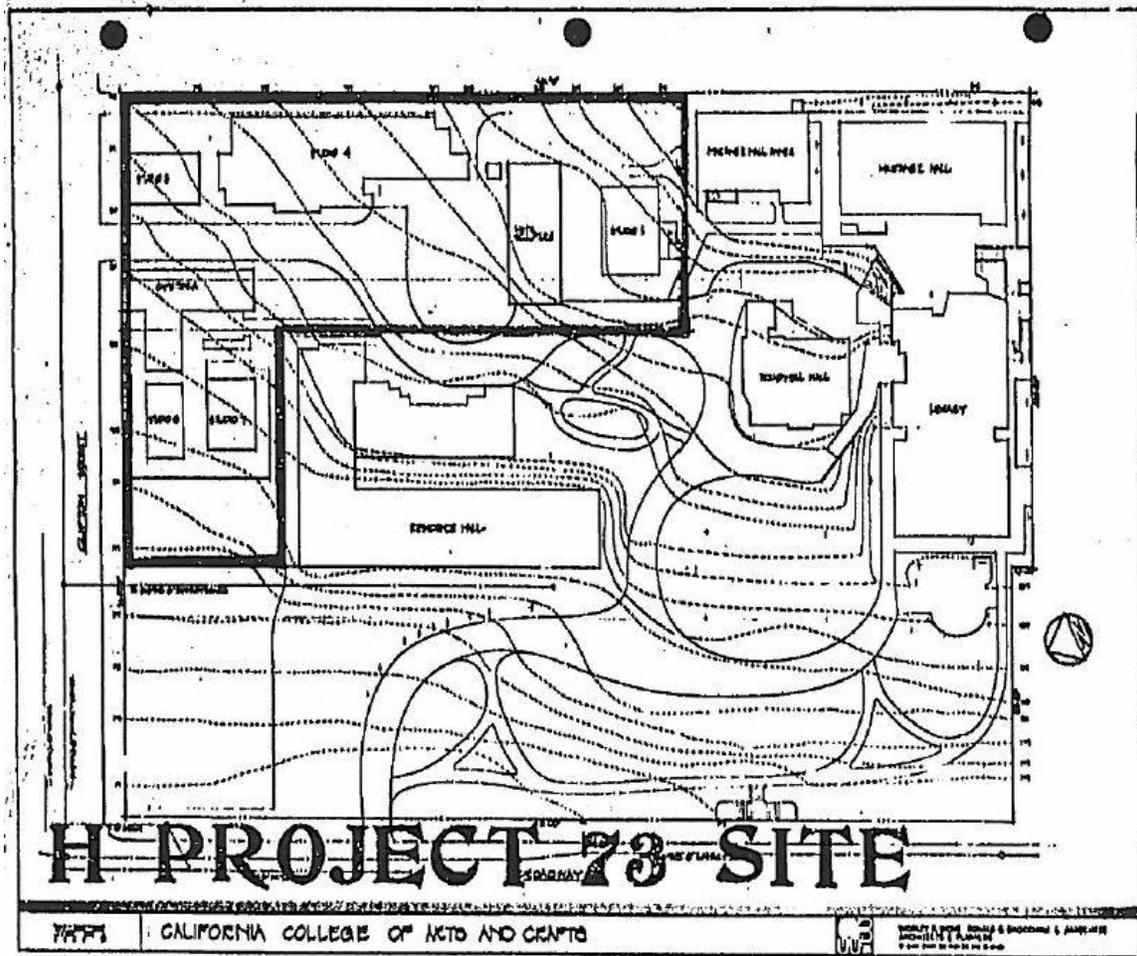


Figure 218. Proposed plan for Project 73 by Wong and Brocchini, prepared for Zoning Submittal, May 15, 1973. The site of proposed new construction is in the upper left. Source: Oakland Building Department Records.

In 1973, construction broke ground on the first building recommended in the Project 73 plan, the Noni Eccles Treadwell Ceramic Arts Center, at the center of the eastern perimeter of the campus. In clearing the site for construction of this building, the Early Estate-era Carriage House was lifted from its foundation at the eastern perimeter of the campus, rolled down hill slightly, and placed between Macky Hall and Irwin Hall on a temporary foundation until a permanent site could be chosen. The Noni Eccles Treadwell Ceramic Arts Center (Ceramic Arts Center) was designed by Worley Wong and Ronald Brocchini. Both Wong and Brocchini were Bay Area architects who had participated in the design of campus buildings at the University of California at Santa Cruz and the Hayward campus of California State University before they were hired to revise the master plan at CCAC and design the new classroom buildings (further information about these architects is included in the following section of this report).

The design of the Noni Eccles Treadwell Ceramic Arts Center, named after a long-time patron of the ceramics department at CCAC, was undertaken with the advisorship of Jacomena Maybeck, daughter-in-law of famed Berkeley architect Bernard Maybeck. Jacomena Maybeck was a 1952 graduate of the ceramics program at CCAC and a faculty member at the school in the 1970s. Viola Frey, celebrated ceramicist and ceramic professor at CCAC, is also known to have provided integral input in the design of the building.¹⁴⁵ When the building opened in the late autumn of 1973, it became the home of one of the college's most prestigious departments, including faculty members Viola Frey, Jacomena Maybeck, V. R. Coykenall, and Arthur Nelson (**Figure 219**).¹⁴⁶



Figure 219. Viola Frey giving a demonstration at CCAC, c. 1976. Source: Viola Frey, Artists' Legacy Foundation.

The next building planned for construction on the CCAC campus was to have been located in the northeast corner of campus, replacing the woodworking studio (Facilities Building) and Craft Building (B Building) both of which had been built by Frederick Meyer and the school's students.¹⁴⁷ This was to have been an all-purpose classroom and studio building designed in the same Third Bay Tradition design vocabulary as Martinez Hall and Ceramic Arts Center. The building was referred to in Wong and Brocchini's master plans as the "B Building" (**Figure 220**). However, the school hired an architect who believed that the two 1920s-era buildings should be retained, as a way to save the school money and retain a link with Frederick Meyer and the early days of the campus. The economic recession of the 1970s and the emerging historic preservation movement had converged to encourage this decision. The restored Craft Building, newly christened the B Building (perhaps in deference to the intended new building) no longer housed any craft classes, but rather became used for academic classes going forward.¹⁴⁸

¹⁴⁵ "Chronology," Viola Frey, accessed June 25, 2019, <http://www.violafrey.org/chronology.html>.

¹⁴⁶ Faculty of the CCAC Ceramics Department, "California College of Arts and Crafts Noni Eccles Treadwell Ceramic Arts Center Ceramics," no date, CCA Libraries Special Collections, CCA/C Archive.

¹⁴⁷ Russ Ando, "Some Things Always Change," *CCAC World* (September 23, 1987).

¹⁴⁸ Russ Ando, "Some Things Always Change," *CCAC World* (September 23, 1987).

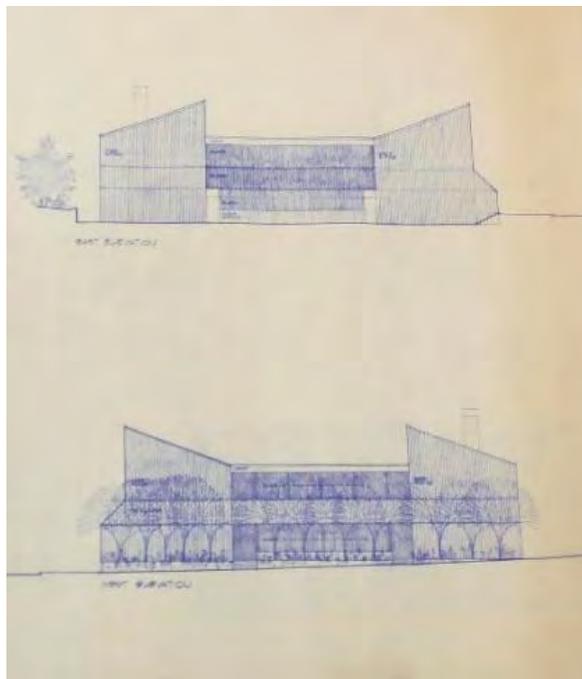


Figure 220. Plan for “B Building,” Wong and Brocchini, 1973. Source: CCA Facilities Department.

In 1975, Treadwell Hall (also known as Treadwell Manion, now Macky Hall) and the Carriage House together became a designated historic landmark for the City of Oakland, recognized both for their architecture and their association with James Treadwell and Frederick Meyer. Although the Carriage House was still sitting on a temporary foundation at the time it became a landmark, it was placed on its permanent foundation by 1978. Wong and Brocchini performed an update and restoration project of the building at the time, which was underway when Treadwell Hall and the Carriage House were placed on the National Register of Historic Places in June 1977.

In 1979, the third building recommended in the Project 73 master plan was completed. The Raleigh and Claire Shaklee Building, constructed to house the glass, metal arts, and sculpture program, was designed by Wong and Brocchini in a style that blends the Third Bay Tradition design vocabulary of the other contemporary studio buildings on campus with a simplified stucco plaster façade that may have been adopted in response to the decade’s turn towards economic austerity. Although the building is sited at the north end of the campus along Clifton Street, the design has little dialogue with the street, unlike Guild Hall or the recommendations for “extroversion” included in the DeMars and Reay master plan. The building’s entrances and minimal embellishment, including a tile mosaic designed by faculty and students, face inward towards the campus. The building was named after Bay Area philanthropists Raleigh and Claire Shaklee, who funded multiple school expansions and renovations during this era.¹⁴⁹

At the close of the 1970s, the school continued to offer an arts education grounded in the mission of its founder Frederick Meyer, training artists in the design and fabrication of beautiful and useful objects in preparation for careers in the arts. The faculty and student body continued to respond to and participate in changes in the larger art world, which was moving into new spheres ranging from performance art to animation. Further expansion of the college’s curricula would lead to substantial changes in the following decades.

¹⁴⁹ “Claire Shaklee,” obituary, *San Francisco Chronicle*, July 8, 2012.

Contemporary Developments at CCAC/CCA, 1980 - 2019

In the 1980s, the CCAC campus underwent several physical changes. In 1982, the Celebration Pole, a 33-foot collaborative sculpture project headed by famed carver Georganna Malloff, was placed on the campus, west of Irwin Student Center.

In 1984, Harry Ford retired from his role as college president, having led the school through the major facility changes of the 1960s and 1970s. He was briefly replaced by Thomas Schwartzburg before Neil J. Hoffman was appointed president in 1985.¹⁵⁰ Also in 1985, CCAC purchased, for \$1.00, the architecture program of Cogswell College, a historic San Francisco college undergoing restructuring, and used it to establish their own undergraduate architecture program.¹⁵¹ This program, as well as the design program, moved to leased space in San Francisco in 1987, marking the beginning of the college's expansion into that city.

The successful fundraising campaign associated with funding the renovation of Macky Hall revealed that money could be raised for big changes, presaging some of the developments in the upcoming decade. In 1988, major renovations to Macky Hall were completed under the design and leadership of architect Tim Anderson. This renovation removed many of the building's agglomerative additions and returned the building to its historic appearance while improving its handicap accessibility. The following year, the Oliver & Ralls Building, which adjoins the south façade of the B Building and includes classroom and gallery space, was completed.

In the 1990s, physical development on the college's Oakland campus was limited to the construction in 1992 of the Barclay Simpson Studio, named in honor of school trustee Barclay Simpson. Designed by CCAC faculty member and architect Jim Jennings, the building is located along Clifton Street and attached to the Shaklee Building.¹⁵² The building was designed to expand the school's foundry and glassblowing workshop, and to expand capacity for creation of large-scale works. To accommodate large sculptural work, Jennings designed a single-story studio with high ceilings and a gantry crane. The building has a steel frame supporting panels of glass block with a polished concrete base—materials which reference the artistic programs within. The glass block also functions to provide diffuse natural light during the day, critical to sculptural production, and transforms the building into a lit beacon at night, framing the “totemic, cylindrical steel exhaust stack.”¹⁵³

Jennings said of the building, “[t]he model of the building is based on a factory or modern industrial building,” and a *San Francisco Examiner* article stated that “in true modernist fashion, the building points out its own structure, with its visible steel frame, the fiber-reinforced concrete board that’s screwed on the inner walls, the natural light systems and simplified ventilation. Cleverly-hinged galvanized steel flaps just above the cement base can be opened by hand to quickly air out the space.”¹⁵⁴ Jennings received a 1991 *Progressive Architecture* Architectural Design Citation for the design of Barclay Simpson Studio, prior to its construction; the jury panel included prestigious architect and critic Rem Koolhaas and Ralph Johnson of Perkins + Will, among others (**Figure 221 and Figure 222**).¹⁵⁵ After it was constructed, the building's design was praised in the press, including *Progressive Architecture*, *San Francisco Focus*, *The San Francisco Examiner Magazine*, and *U. S. Design, 1975-2000*.¹⁵⁶

¹⁵⁰ “History,” CCA, accessed June 25, 2019, <https://www.cca.edu/about/#section-history>.

¹⁵¹ John Chase, “Architecture School to Open in the City,” *San Francisco Examiner*, July 8, 1985, B-9.

¹⁵² “Barclay Simpson Studio,” Jim Jennings Architecture, accessed June 25, 2019, <http://www.jimjenningsarchitecture.com/barclay-simpson-studio>.

¹⁵³ Zahid Sardar, “New look for the block,” *San Francisco Examiner*, January 17, 1993.

¹⁵⁴ Zahid Sardar, “New look for the block,” *San Francisco Examiner*, January 17, 1993.

¹⁵⁵ “Architectural Design Citation: Sculpture Studio,” *Progressive Architecture* 72:1 (January 1991), 116-117.

¹⁵⁶ Abby Bussel, “Barclay Simpson Sculpture Studio,” *Progressive Architecture* 74:8 (August 1993), 86-87.

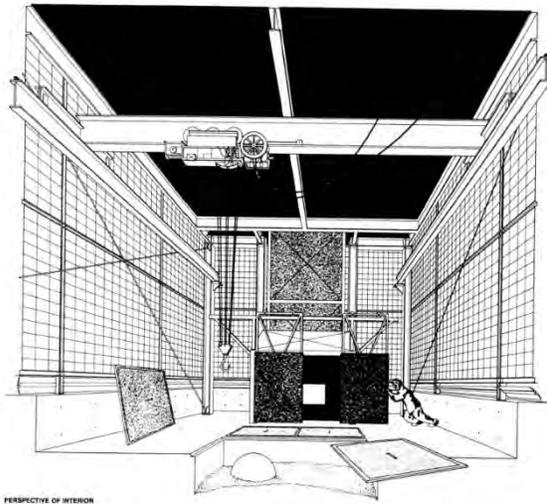


Figure 221. Rendering of the interior of Barclay Simpson Sculpture Studio, 1991. Source: “Architectural Design Citation: Sculpture Studio,” *Progressive Architecture* 72:1 (January 1991), 116.

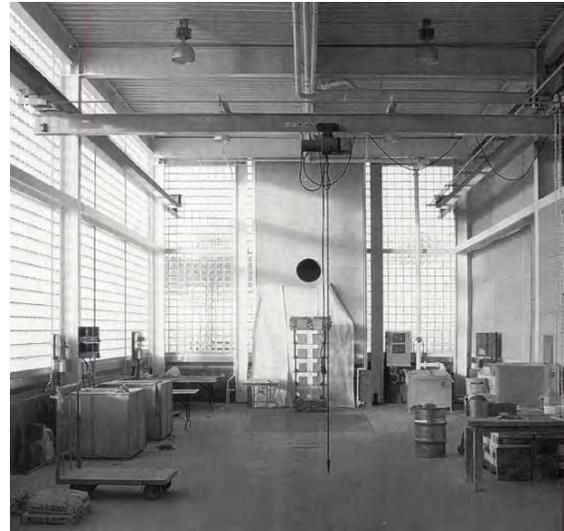


Figure 222. Photograph of sculpture studio interior as built with gantry crane for moving large-scale sculpture, 1993. Source: Photographer, Alan Weintraub, “Barclay Simpson Sculpture Studio,” *Progressive Architecture* 74:8 (August 1993), 87.

Larger changes in the 1990s were focused on the creation of a permanent second campus for the college in San Francisco. In 1995, a major fundraising campaign was launched to fund the renovation of buildings in the Potrero Hill district and for the expansion of the college’s curriculum.¹⁵⁷ In 1996, the first phase of the San Francisco campus was ready for occupancy, and the design and architecture programs were the first to move. In 1997, the school established its Fashion Design program, which was also located at the new San Francisco campus. In 1999, CCAC celebrated the completion of the San Francisco campus, which included over 160,000 square feet of galleries, studios, classrooms, administrative offices, and public exhibition spaces. This major facility expansion again laid the groundwork for further curricula expansion in the following decade.

In the first decade of the twenty-first century, Michael S. Roth, formerly the associate director of the Getty Research Institute, became the school’s eighth president.¹⁵⁸ Physical expansion on the Oakland campus included the construction in 2002 of Clifton Hall, a residential dormitory on the north side of Clifton Street, outside of the bounds of the historic campus site. Curriculum expansion during this decade included the addition of graduate programs in design, visual criticism, architecture, writing, design strategy and curatorial practice, and undergraduate programs in animation, community arts, writing and literature, and visual studies. In 2003, with the intention of honoring the school’s ever-widening breadth of programs, and in recognition that the distinction between art and craft as Frederick Meyer understood it—the difference between fine and applied artmaking—had become largely obsolete, the schools Board of Trustees voted unanimously to change the name to California College of the Arts (CCA).

Responding to the expansion of facilities and curriculum, enrollment at the college has increased steadily since 2002, with each year’s entering class representing a new record for enrollment. Faculty numbers have risen steadily as well, with more than 500 full and part time instructors affiliated with the school in 2010. The school celebrated its centennial in 2007 with a year-long schedule of public

¹⁵⁷ “History,” CCA, accessed June 25, 2019, <https://www.cca.edu/about/#section-history>.

¹⁵⁸ “History,” CCA, accessed June 25, 2019, <https://www.cca.edu/about/#section-history>.

programs and exhibitions. CCA continues to focus its physical expansion at its San Francisco campus, with the 2011 purchase of a two-and-a-half-acre vacant lot on 8th Street and, in 2013, the opening of two exhibition halls on Kansas Street.¹⁵⁹ In 2016, CCA announced a plan to unify its campuses in San Francisco. Studio Gang was selected to design the new campus in San Francisco, and CCA intends to sell the Oakland campus.¹⁶⁰

ARCHITECTURAL STYLES

As an institution whose site developed to meet changing needs over the course of many decades, extant buildings dating from the 1880s to the 1990s display a range of architectural styles.

Queen Anne / Stick-Eastlake Style

The Queen Anne style was a popular architectural style among the elite during the Victorian era of the late nineteenth century. First used in England, this style referred back to the reign of Queen Anne (1702 – 1714) when craftsmanship and simplicity of construction were emphasized in the architectural vernacular. American architects introduced this style into the mainstream during the late 1870s. By the 1880s, the Queen Anne style had become the leading architectural style for the Victorian elite and upper- middle classes.

The Queen Anne style is characterized by its variety of features and combination of ornamentation. Typical features of the Queen Anne style include steeply pitched roofs, irregular rooflines, gable projections, cutaway bay windows, asymmetrical compositions, and swag and garland appliques. The result of this fusion of ornamentation and composition was a highly textured and varied residence, which achieved the elegance and grace desired by the people of this era. Commonly, other architectural styles, such as Eastlake and Stick, were combined with the Queen Anne style to produce asymmetrical and varied compositions.

The Stick-Eastlake style was widespread in popularity in California through the closing decades of the nineteenth century. Named in part for the work of English architect and furniture designer, Charles Eastlake, this style is commonly represented by “stick” and millwork ornament applied to residential buildings of various forms. In the San Francisco Bay Area, representations of Stick-Eastlake style offered a different aesthetic to the basic building form shared with Italianate houses, while through the 1880s and 1890s the Stick-Eastlake ornamentation was also commonly applied in concert with the complex massing of Queen Anne style residences. The Stick-Eastlake style of ornamentation is characterized by applied exterior stickwork including diagonal braces, complex shingle cladding, elaborate brackets and bargeboards, and rectangular bays.¹⁶¹

The Queen Anne and Stick-Eastlake styles are represented on the CCA campus by Macky Hall and the Carriage House.

Mission Revival

With its origins in California, the Mission Revival style was rooted in local interpretations of traditional Spanish, Indian, and Mexican design and construction techniques. Early examples of the Mission Revival style, dating to the 1880s were characterized by low-pitched or flat roofs, (often composed of thatch, clay tile, or tar), thick masonry walls of adobe brick, or stucco, multiple doorways, deeply recessed openings with multi-light windows, and arcades and sculpted parapets.¹⁶² As one of the revival styles which increased in popularity by the 1920s, the Mission Revival in

¹⁵⁹ “History,” CCA, accessed June 25, 2019, <https://www.cca.edu/about/#section-history>.

¹⁶⁰ “History,” CCA, accessed June 25, 2019, <https://www.cca.edu/about/#section-history>.

¹⁶¹ Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2015), 333-343.

¹⁶² *Ibid.*, 511-518.

California was frequently joined by the more elaborate Mediterranean and Spanish Colonial Revival styles. Designers combined the evolving Mission Revival style with Spanish and Moorish architectural features, including towers, balconies and iron grillwork. Identifying features of this era of Mission Revival style included sculpted dormers or roof parapets, red tile roofs, arcaded porches, and smooth stucco wall surfaces.¹⁶³ Bell towers and quatrefoil windows were also common. Decorative detailing was generally absent, although patterned tiles and carved stonework was occasionally used.¹⁶⁴ The style includes both symmetrical and asymmetrical types.

Elements of Mission Revival style are represented on the CCA campus by the Facilities Building and B Building.

Third Bay Tradition

Third Bay Tradition design was an evolution of earlier First and Second Bay Traditions which melded the theoretical precepts of Modernism with an attention to local context, including climate, scale, environment, and materials in the San Francisco Bay Area. The Third Bay Tradition is closely associated with the writing and practice of architect Charles Moore, whose designs for residential properties in Sea Ranch have become the iconic examples of the style. Moore, Joseph Esherick, William Turnbull, Jr., Donlyn Lyndon and Richard Whitaker, as well as landscape architect Lawrence Halprin, were influential in developing and demonstrating the Third Bay Tradition style. Adopted by builders throughout California and across the United States, elements of Third Bay Tradition became common to the visual language of multi-unit residences – a “condominium vernacular” – of the late 1960s and 1970s.¹⁶⁵ Design elements that are associated with this style include an emphasis on vertical massing, often with shed roofs, shingle or vertical flush wood cladding, box-like massing or the design of buildings “in the round” with access at each façade, and flush windows with minimal sashes.

The Third Bay Tradition style is represented on the CCA campus by Martinez Hall, the Noni Eccles Treadwell Ceramic Arts Center, and the Martinez Hall Annex. The Shaklee Building and Martinez Hall Annex also have elements of the Third Bay Tradition style, but are not full expressions of the style.

Brutalism

Brutalism was an outgrowth of modernism that emerged in the mid-1950s and became popular in the 1960s and 1970s, particularly in the design of commercial, civic, and educational buildings. The most defining characteristic of Brutalism includes the use of concrete in both structure and cladding. Other characteristics include expressive geometric massing, often in response to interior functions; deeply recessed windows that often read as voids; the use of self-sealing metals at the building’s fenestration, including Cor-Ten steel; and an overall monumentality of form.

Founders Hall represents the Brutalist style on the CCA campus.

New Modernism

Modernism, which was particularly dominant in the commercial and institutional architecture of the mid-twentieth century, began to decrease in popularity by the 1970s. Many historians have used the dramatic 1972 demolition of the Pruitt-Igoe housing project in St. Louis, Missouri (designed by Minoru Yamasaki in 1955) as a symbolic marker of the “death of Modernism.”¹⁶⁶ Discussions about historic preservation and environmentalism, coupled with increasing critiques of Modernism, led to

¹⁶³ Ibid.

¹⁶⁴ Ibid.

¹⁶⁵ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970: Historic Context Statement* (San Francisco: San Francisco City and County Planning Department, 2010), 133.

¹⁶⁶ Leland M. Roth, *American Architecture: A History* (Boulder, CO: Westview Press, 2003), 483.

new explorations of architectural style in reaction to Modernism at the end of the twentieth century. Architectural styles and theories developed in reaction to Modernism included Postmodernism, Deconstructivism, High Tech Structuralism, Green Architecture, and New Urbanism. However, rather than reject Modernism, other architects continued to explore and refine Modernist theory and ideals—including honesty of structure and materials, simple geometric form, and complex use of light and space—in what architectural historian Leland M. Roth termed “New Modernism.”¹⁶⁷ New Modernist design, which has arguably continued into the first decades of the twenty-first century, has used contemporary materials, structural systems, and values in order to keep Modernist design relevant and evolving. Richard Meier and Cesar Pelli are two of the most prominent architects who have championed New Modernism throughout the country.

The New Modernist style is represented on the CCA campus by the Barclay Simpson Sculpture Studio. Elements of the New Modernist style are also represented in the Oliver & Ralls Building.

ARCHITECTS

This section includes information about the architects who are documented to have designed buildings on the CCA campus.

Clinton Day (1846-1916)

Projects at CCA: Macky Hall (c. 1879-1881), Carriage House (c. 1879-1881)

Clinton Day was born in Brooklyn, New York, in 1846 to a distinguished lineage: his great-great grandfather Roger Sherman was a signer of the Declaration of Independence; his grandfather Jeremiah Day had served as the president of Yale University for thirty years; and his father Sherman Day served in the California State senate, as United States Surveyor General, and as one of the founders of the College of California, predecessor to the University of California, Berkeley.¹⁶⁸ Clinton Day moved to Oakland with his family when he was eight years old, and rather than returning to the East Coast for college, he attended the fledgling College of California, which was located in downtown Oakland at the corner of Thirteenth and Franklin streets. After graduating in 1868, Day apprenticed as a draftsman in the office of David Farquharson, a prominent Bay Area architect who designed several early buildings on the University of California, Berkeley’s campus, including North Hall (1873, no longer extant), South Hall (1873), and the Kepler Student Cottages (1874, no longer extant).¹⁶⁹ Day received his master’s degree from the University of California in 1874, and went on to design several buildings for the campus, including the Metallurgical Laboratory (1885), the Student’s Observatory (1886), Agriculture Building (1888), the Chemistry Building (1891), Budd Hall (1897), the Botany Building (1898), East Hall (1898), and the Philosophy Building (1898). Of these, only the Student’s Observatory, now called Leuschner Observatory, is still extant.

In 1875, Clinton Day married Grace Wakefield of Cambridge, Massachusetts; the Days had one child, a daughter named Caroline, born in 1885.¹⁷⁰ Day designed several Queen Anne residences during this period of his career, including a home for his family at the corner of Bancroft Way and Piedmont Avenue in Berkeley (c. 1875, no longer extant), and an estate in San Rafael for Ella Nichols Park (1888); this building operates now as the Falkirke Cultural Center (**Figure 223 and Figure 224**).¹⁷¹ Although noted in several sources as a distinguished designer of homes and estates, few

¹⁶⁷ Roth, *American Architecture: A History*, 558.

¹⁶⁸ “Clinton Day (1846-1916),” UC Berkeley Environmental Design Archives, accessed June 25, 2019, <https://archives.ced.berkeley.edu/collections/day-clinton>.

¹⁶⁹ All building information found at “UC Berkeley Campus Research Guide”, Environmental Design Library, accessed online at <https://guides.lib.berkeley.edu/c.php?g=15064> accessed July 2019.

¹⁷⁰ Biographical information was retrieved from Ancestry.com unless otherwise noted.

¹⁷¹ Annalee Allen, unpublished research, 1988, retrieved from the Oakland Cultural Heritage Survey file on CCAC.

known examples of his residential work remain. One of his grandest residential designs, for the Boy's and Girl's Aid Society in San Francisco, was designed in 1886 and located at the corner of Grove and Baker streets (**Figure 225**). The building, a multi-gabled Tudor revival design with dramatic corner tower, included residential, classroom, and dining space for close to 200 children.¹⁷² The building is no longer extant.



Figure 223. Clinton Day residence, 2427 Bancroft Way, Berkeley (no longer extant), Clinton Day, architect, c. 1878. Source: Berkeley Architectural Heritage, Clinton Day Collection.



Figure 224. Ella Nichols Park residence, San Rafael, Clinton Day, architect, c. 1888. Source: Falkirke Cultural Center website, <http://www.falkirkculturalcenter.org/falkirk-architecture/>.



Figure 225. Boys' and Girls' Aid Society Building, Grove and Baker streets, San Francisco, Clinton Day, architect, 1886. Source: *Pacific Rural Press*, March 6, 1886.

Although he lived in Berkeley, Day kept his architecture offices in San Francisco, and he designed several prominent commercial buildings in that city. In 1896, he designed the Spring Valley Water Company building at Geary and Stockton streets, where he had his own office. This building became known as the City of Paris building after its most famous tenant. The City of Paris building survived

¹⁷² "Aid for Boys and Girls," *Pacific Rural Press*, March 6, 1886.

the 1906 earthquake and fire but sustained heavy interior damage; Day lost over 30 years of his firm's records, and the interior was redesigned after the disaster by architects Bakewell & Brown. The City of Paris building was demolished in 1981. Although portions of the interior were retained for the Neiman Marcus department store, none of Day's exterior design remains. Following the 1906 earthquake, Day designed the remodel of the Gump's Department Store on Post Street, which has also since been heavily remodeled. Day's extant designs in San Francisco include the Williams Building, an eight-story commercial building at the corner of Mission Street and Third Street, and the Union Trust Building (now Wells Fargo), a Beaux Arts banking temple at the intersection of Market Street and Grant Avenue (built 1910, San Francisco Historic Landmark #131) (**Figure 226 and Figure 227**).¹⁷³ Other prominent Bay Area commissions include the Memorial Chapel at Stanford University (1903) and the Golden Sheaf Bakery Building (1905, listed on the National Register of Historic Places, 1978) in Berkeley.



Figure 226. Union Trust Building, San Francisco, Clinton Day, architect, constructed 1910, photograph n.d. Source: San Francisco Historical Photograph Collection, Photo Id# AAC-4589



Figure 227. Williams Building, San Francisco, Clinton Day architect, constructed 1907. Source: Library of Congress, HABS Documentation, 693 Mission Street, <http://hdl.loc.gov/loc.pnp/pp.print>.

Clinton Day died in January 1916. His obituary ran on the front page of the *Berkeley Daily Gazette*, which reported that he died at his home after a brief illness with heart trouble. He was further described as one of “the leaders of his profession in the state, and highly honored and esteemed by associates in his work.”¹⁷⁴

Frederick H. Meyer (1872-1961)

Extant Projects at CCA: Facilities Building (c. 1922-1924), B Building (c. 1926)

Although not a licensed architect, Frederick Heinrich Meyer's experience as a carpenter and woodworker, as well as his years spent teaching mechanical design, enabled him to design several buildings on the campus of CCA.¹⁷⁵ Extant buildings at CCA that are attributed to Meyer include the

¹⁷³ Charles Hall Page & Associates and Michael Corbett, *Splendid Survivors* (San Francisco: California Living Books, 1979), 87, 114.

¹⁷⁴ “Clinton Day, 1846-1911,” *Berkeley Daily Gazette*, January 11, 1916.

¹⁷⁵ Annalee Allen, “House on a Hill: The Hale-Treadwell House at CCAC,” *Oakland Heritage Alliance News* (Fall 1987).

Facilities Building (between 1922 and 1924) and the B Building (estimated 1926). Meyer also designed several buildings that have since been demolished, including Guild Hall (1930), formerly located on Clifton Street, and the Shower House (estimated 1925), which was located at the interior of the campus site adjacent to the school's athletic fields (**Figure 228 and Figure 229**). Further biographical information about Frederick Meyer is included in an earlier section of this report; see **IV. Historic Context – California College of the Arts (CCA)**. No other buildings other than those at the CCA campus are known to be attributed to Frederick Meyer. However, Meyer is often confused with another architect named Frederick Herman Meyer, who was active in San Francisco following the 1906 earthquake.¹⁷⁶



Figure 228. Shower Building, 1930, facing southeast, no longer extant.



Figure 229. Guild Hall, 1930, facing southeast, no longer extant.

Norman K. Blanchard (1901-1986) & Edward J. Maher (1904-1982)
Projects at CCA: Irwin Student Center (Irwin Hall, 1959)

Norman Kirk Blanchard was born in 1901 in Massachusetts, the son of a woodworker.¹⁷⁷ The family relocated to Santa Barbara, California, where Blanchard lived as a teenager. Blanchard attended the University of California, Berkeley and graduated in 1922.¹⁷⁸ Directly after graduation, Blanchard married his wife, Dortha H. Blanchard. The Blanchards had two daughters, Jennie, born in 1928, and Joan, born in 1931. In 1930, Norman Blanchard was employed by Curry Co. as an architect working in the Yosemite Valley. In 1932, Blanchard partnered with fellow Berkeley alumnus Edward J. Maher to form the firm Blanchard and Maher.¹⁷⁹ By 1938, Blanchard was living in San Francisco and the firm of Blanchard and Maher had offices on Pine Street. In his later years Blanchard served as a member of the University of California Board of Regents and retired to his ranch in Pope Valley, north of Napa, California. Norman K. Blanchard died in Napa on December 31, 1986.

¹⁷⁶ For information on Frederick Herman Meyer, see “Frederick Meyer (1876-1961),” UC Berkeley Environmental Design Archives, accessed June 26, 2019, <https://archives.ced.berkeley.edu/collections/meyer-frederick>.

¹⁷⁷ Biographical information in this section was retrieved from Ancestry.com unless otherwise noted.

¹⁷⁸ Junior Class of the University of California, Berkeley, *The Blue and Gold, 1923* (Berkeley, 1922), 344.

¹⁷⁹ “Edward John Maher (Architect),” Pacific Coast Architecture Database, accessed June 26, 2019, <http://pcad.lib.washington.edu/person/1179/>; and “Norman Kirk Blanchard (Architect),” Pacific Coast Architecture Database, accessed June 26, 2019, <http://pcad.lib.washington.edu/person/1178/>.

Edward John Maher was born and raised in Berkeley, California, the son of an Irish railroad baggage agent. After graduation from Berkeley High School, Maher was nominated by Congressman James MacLafferty to attend the Naval Academy in Annapolis, Maryland.¹⁸⁰ After two years at the Naval Academy, Maher went on to attend the University of California, Berkeley, where he received an undergraduate degree in 1927.¹⁸¹ In 1932, he partnered with Norman Blanchard in the architecture firm of Blanchard and Maher. Maher continued to live in Berkeley while he worked in partnership with Norman Blanchard in San Francisco. In 1937, he married his wife, Emilia Blanchard; the couple had one son, John. Edward Maher lived in Berkeley for his entire adult life and died there in August of 1982.

Shortly after establishment, the firm of Blanchard and Maher received a contract to work as the sole architects for Region 5 of the United States Forest Service, which at this time covered the entire state of California.¹⁸² This contract lasted through the end of the 1930s, during which time the firm oversaw the design and construction of over 1,200 buildings, including ranger and guard stations, supervisor's headquarters, experimental station facilities and fire stations. In the early 1940s, the firm was described in the pages of *Architect and Engineer* as "very busy" with wartime construction, with Maher serving as the managing architect for a \$30 million Naval Supply Depot project in Clearfield, Utah, while Blanchard remained in the firm's San Francisco office supervising several other large projects including 1,200 dwelling units in Sausalito for the Bechtel shipyard, designed in collaboration with architect J. Francis Ward (**Figure 230**).¹⁸³ During this time, Blanchard also served as the president of the State Association of California Architects.

By 1950, the firm had been joined by designer G. J. Paulus, although by 1954 they were operating again as Blanchard and Maher. During another busy decade, the firm designed the Medical Sciences Building at the University of California at San Francisco (1954), an assembly plant for the Daybright Lighting Co. in Santa Clara, California (1955), and the United States Federal Office Building #2 in San Francisco (1959) (**Figure 231**). Blanchard was made a Fellow by the American Institute of Architects in 1956. The firm continued to practice at a slower pace in the 1960s and took on new principals including Eldridge Theodore Spencer, J. Francis Ward, and Henry E. Martens.

¹⁸⁰ "Berkeley Boy May Go to Annapolis," *Berkeley Daily Gazette*, January 26, 1923.

¹⁸¹ "Edward John Maher (Architect)," Pacific Coast Architecture Database, accessed June 26, 2019, <http://pcad.lib.washington.edu/person/1179/>.

¹⁸² Forest Service Engineering Staff, "A History of the Architecture of the USDA Forest Service," (United States Department of Agriculture, July 1999), accessed June 26, 2019, <https://ir.library.oregonstate.edu/concern/defaults/r781wh35w>.

¹⁸³ "S. F. Architectural Firm Busy," *Architect and Engineer* (August 1942), 51.

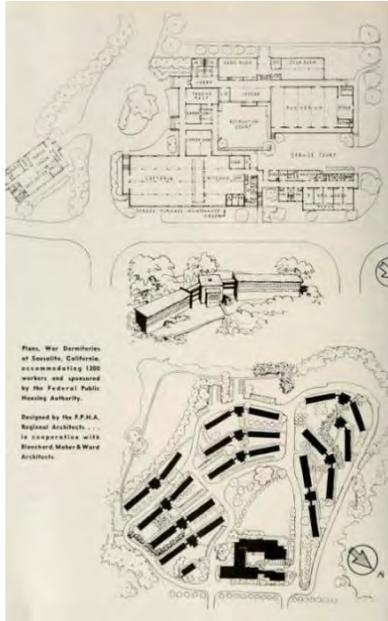


Figure 230. Sausalito, Plan for Worker's Housing, Blanchard and Maher with J. Francis Ward. Source: *Architect and Engineer* (February 1943), 14.



Figure 231. University of California at San Francisco, Medical Science Building, Blanchard and Maher. Source: *Architect and Engineer* (June 1955), 31.

Vernon DeMars (1908-2005) & Donald P. Reay (1914-2002)

Projects at CCA: 1964 CCAC Master Plan (1964), Martinez Hall (1968), Founders Hall (1968)

Vernon DeMars was born on February 26, 1908 in San Francisco to Louis A. DeMars of Montreal and Bessie Wellis DeMars of Little Rock, Arkansas.¹⁸⁴ DeMars grew up in Oakland, and he received his Bachelor of Arts in Architecture from the University of California in 1931, winning three medals for his student projects and a special design prize from John Galen Howard.¹⁸⁵ After graduating, he headed to Arizona where he made measured drawings of pictographs in the Twin Caves Ruins in Tsegi Canyon for the Museum of Arizona. From 1936 to 1942, DeMars worked as district architect for the Farm Security Administration's regional office in San Francisco, working to alleviate the misery of California's migrant farm workers by designing 40 farm workers' communities across the western United States. The best known of these include Yuba City and Mendota, California.¹⁸⁶ In 1939, DeMars married costume designer and dancer Betty Bates, which started an artistic partnership that lasted until Betty's death in 1987.

In 1939, DeMars joined a group of architects, landscape architects, and city planners including Burton Cairns, Joseph McCarthy, Garrett Eckbo, T.J. Kent Jr., and Francis Violich to co-found Telesis, a city and regional planning organization that sought to encourage and guide progressive urban planning within the Bay Region (**Figure 232**). This group was the inspiration for the San Francisco Planning and Urban Research Association (SPUR), which is still active in the Bay Area.

¹⁸⁴ Biographical information in this section was retrieved from Ancestry.com unless otherwise noted.

¹⁸⁵ "Noted Architect Vernon DeMars dies at age 97," *UC Berkeley News*, accessed June 26, 2019, http://www.berkeley.edu/news/media/releases/2005/05/03_demars.shtml.

¹⁸⁶ Professional information in this section was retrieved from: "Vernon DeMars (1908-2005)," UC Berkeley Environmental Design Archives, accessed June 26, 2019, <http://www.ced.berkeley.edu/cedarchives/profiles/demars.htm>.

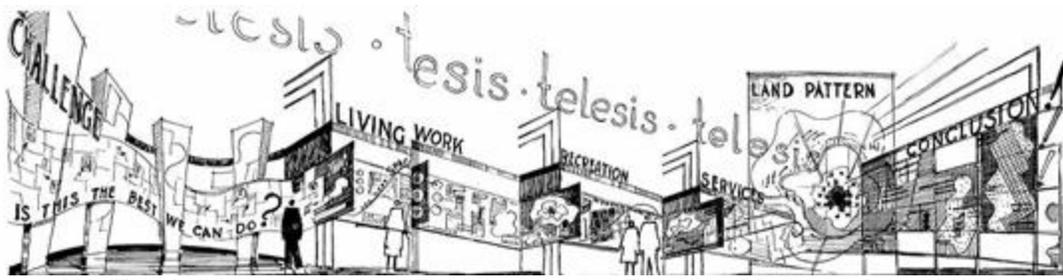


Figure 232. Telesis "Space for Living" Exhibit at the San Francisco Museum of Art, 1940. Source: Telesis Reference File, Environmental Design Archives, Accessed online at <http://ced.berkeley.edu/frameworks/2010/ced-in-wurster-hall/>

In 1943, DeMars joined the National Housing Agency in Washington, D.C. as Chief of Housing Standards, where he was engaged in research on post-war housing; he also served two years during this time with the U.S. Navy. After the war, from 1947 to 1949, he was visiting professor at the Massachusetts Institute of Technology. In 1951, DeMars returned to the Bay Area and began teaching at the Department of Architecture at the University of California, Berkeley. He chaired the department from 1959 to 1962 and served as Professor Emeritus upon his retirement in 1975.

Concurrent with teaching, DeMars consulted for the San Francisco Redevelopment Agency on the large-scale redevelopment plans for Diamond Heights, Hunter's Point, and the Western Addition. During this period, he also collaborated with architect Donald Hardison on several projects in Richmond, California, including Easter Hill Village public housing, which was noted for its attempt to bring individuality to residences in a low-income development (**Figure 233** and **Figure 234**).



Figure 233. Vernon DeMars on the site of Easter Hill Village Public Housing, Richmond, CA, no date. Source: UC Berkeley, Environmental Design Archives.



Figure 234. Easter Hill Village Public Housing, Richmond, CA, architect Vernon DeMars, completed 1954. Source: East Bay History website, <http://eastbayhistory.com/housing.htm>.

In 1956, DeMars formed a partnership with Donald Reay, who was also a professor in the Department of Architecture at University of California, Berkeley. This partnership lasted until 1966, after which DeMars partnered with John G. Wells. This firm's emphasis was housing and community development and covered a wide range of building types and planning problems. The partnership of

DeMars & Wells dissolved in 1977 and was followed by DeMars & Maletic with principal Carl Maletic. The firm's major project was championing the cause of rehabilitating the San Francisco Ferry Building and expanding Embarcadero Plaza after the Embarcadero Freeway was demolished in 1991.

DeMars was a Fellow of the American Institute of Architects and received many AIA awards, including the Award of Honor for Design Excellence from the Bay Area Chapters of the AIA for the Student Center and Zellerbach Hall on the UC Berkeley campus. In 1975, he received the Berkeley Citation, the campus' top honor, and in 1999 the College of Environmental Design honored him as a distinguished alumnus. DeMars received a lifetime achievement award from the American Institute of Architects and the Distinguished Alumni Award from the College of Environmental Design in 2003. Vernon DeMars died in Oakland in 2005 at the age of 97.¹⁸⁷

Donald Reay was born in Liverpool, England, in 1914 and studied architecture at the University of Liverpool.¹⁸⁸ After graduating in 1936, he was admitted to the Royal Institute of British Architects as an Associate member (later to become elected a Fellow). He traveled to the United States in 1937 to study at Columbia University in New York, where he was one of the first people to receive a master's degree in City and Regional Planning.¹⁸⁹ While in New York, Reay married fellow student and architect Sylvia Shimbarg. Due to the outbreak of World War II, Reay was unable to return to England and moved to Canada, where he joined the Royal Canadian Air Force. There, he was promoted to Chief Architect, responsible for building flight training schools and installing camouflage for vital services on the East Coast. After the war he returned to England, where he joined the Ministry of Town and Country Planning as Regional Planning Officer, involved in the preparation of manuals and legislation setting national planning standards. He was also the technical officer primarily responsible for the initiation, planning, design and construction of New Towns in England and Wales. He later became Chief Architect of the new towns East Kilbride, Scotland, and Stevenage, England.

In 1955, he moved to Berkeley to teach at the University of California, Berkeley. He arrived as a seasoned architect and planner and taught architectural design and planning to upper division and graduate students. In 1956, he partnered with fellow Berkeley faculty member Vernon DeMars to create the private practice of DeMars & Reay, while continuing his university responsibilities. After this firm dissolved in 1966, Reay established the firm Reay Associates, which in 1969 became Reay-Tsuruta Associates with principal Kinya Tsuruta. In 1976, Reay Associates was reestablished with Don and his wife Sylvia acting as co-principals. Over the course of his career, Reay contributed to projects throughout the United States, England, Canada, Australia, and Mexico. Don Reay also continued to consult with San Francisco-based firms Planning Associates and Del Campo & Maru into his last years of life. The American Institute of Architects elected Don Reay an AIA Fellow in 1985. Don Reay died in Berkeley in 2002 at the age of 87.

During the ten years in which they practiced together, the firm of DeMars & Reay completed many large-scale architecture and planning projects, including three buildings in the California Student Center at UC Berkeley: University Dining Commons (1960), Memorial Student Union (1961), and Eshleman Hall (1965), as well as Capitol Towers Apartments in Sacramento (1958-1965, with

¹⁸⁷ "Noted Architect Vernon DeMars dies at age 97," *UC Berkeley News*, accessed June 26, 2019, http://www.berkeley.edu/news/media/releases/2005/05/03_demars.shtml.

¹⁸⁸ Henry J. Lagorio, Donald E. Olsen, and Claude Stoller, "In Memoriam, Donald P. Reay," University of California Press Release (2002), accessed June 26, 2019, https://senate.universityofcalifornia.edu/_files/inmemoriam/html/DonaldP.Reay.htm.

¹⁸⁹ Professional information in this section was retrieved from: "Donald Reay (1914-2002) & Sylvia Reay (1916-2006)," UC Berkeley, Environmental Design Archives, accessed June 26, 2019, <https://archives.ced.berkeley.edu/collections/reay-donald>.

Wurster, Bernardi & Emmons), Marin City public housing buildings north of Sausalito (1965, with Aaron Green, John Carl Warnecke, and Lawrence Halprin), Wurster Hall, housing the College of Environmental Design at the University of California, Berkeley (1965, with Esherick & Olsen), and the Golden Gateway Redevelopment Project in San Francisco (Phase 1, 1965; Phase 2, 1966) (**Figure 235 and Figure 236**). Founders Hall and Martinez Hall on the CCA campus, which were designed in 1965 and completed in 1967, were two of this firm's last collaborative projects before dissolving in 1966.



Figure 235. Rendering of the Golden Gateway Redevelopment Project, architects DeMars & Reay, 1960-1964. Source: Donald and Sylvia Reay Collection, UC Berkeley, Environmental Design Archives.



Figure 236. Wurster Hall, architects DeMars & Reay with Esherick & Olsen, completed 1965. Source: UC Berkeley, Environmental Design Archives.

Worley K. Wong (1912-1985) & Ronald G. Brocchini (b. 1929)

Projects at CCA: Project 73 Master Plan (1973), Noni Eccles Treadwell Ceramic Arts Center (1973), A-2 Café Addition to Irwin Hall (1974), Raleigh & Clair Shaklee Building (1979)

Worley K. Wong was born in Oakland in 1912, the son of Get Yow Wong, a native of Hong Kong, and Lyna Young Wong.¹⁹⁰ Wong's father died before he was ten years old. Wong attended school both in Oakland and at the Lignan School in Canton, China. His college coursework was completed at St. Mary's College in Moraga, California and at the University of California, Berkeley, where he received his degree in 1932. After graduation, Wong was a draftsman in the San Francisco office of architect N. W. Sexton and a field architect for the U. S. Maritime Commission during the first years of World War II. He worked as a facilities architect at the Henry Kaiser Shipyards in Oakland from 1943 to 1945, and then as a designer at the firm of Langhorst and Langhorst in San Francisco.¹⁹¹

In 1946, Wong partnered with John C. Campbell to form Campbell & Wong, Associates. The firm was located in San Francisco and became primarily known for Second Bay Tradition residential designs.¹⁹² Campbell & Wong is often grouped with William Wurster, Gardner Dailey, Joseph

¹⁹⁰ Biographical information in this section was retrieved from Ancestry.com unless otherwise noted.

¹⁹¹ "Worley K. Wong (Architect)," Pacific Coast Architecture Database, accessed June 26, 2019, <http://pcad.lib.washington.edu/person/386/>,

¹⁹² Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (prepared for the San Francisco City and County Planning Department, January 2011), 221.

Esherick, and Anshen & Allen, among others, as important designers of Northern California's exemplary works of mid-century modern architecture. A few notable commissions by Campbell & Wong include Felton Cabin at Fallen Leaf Lake (1947); A-Frame Leisure House (1950); the Hamilton Wolf House in Oakland (1953); the Clinite House in San Mateo (c. 1955); the Sawyer House in Piedmont (1963); and the Wilmarth Residence in Colusa (1964) (**Figure 237**). Campbell & Wong also designed Case Study House #27 (1963, not built), one of the last in the famous Case Study House program sponsored by Arts and Architecture magazine. Their designs were published in a number of contemporary magazines, including *Architectural Record*, *Progressive Architecture*, *Interiors*, *Sunset*, and *House and Garden*.¹⁹³



Figure 237. Clinite House, San Mateo, CA, 1955. Architects Campbell & Wong, photograph by Roger Sturtevant. Source: *Interior Design*, March 2007, accessed online, <http://legacy.interiordesign.net/article/483940>.

Worley K. Wong was elected to fellowship in the American Institute of Architects in 1961. Campbell & Wong practiced in partnership from 1946 to 1968. When Campbell retired, Wong asked architect Ronald G. Brocchini, who had been working in the firm of Campbell & Wong, to establish a new firm, Wong & Brocchini, Architect and Planners. Worley Wong practiced with Ronald Brocchini until his death in 1985.

Ronald G. Brocchini was born in Oakland in 1929, the son of Italian immigrants. Brocchini attended the University of California, Berkeley, where he received a B. A. in 1953 and a master's degree in 1956, both with honors.

Beginning in 1961, Ronald Brocchini worked at the firm of Campbell & Wong in San Francisco. Wong & Brocchini, Architect and Planners, was incorporated in April 1969 in the same offices at 737 Beach Street in San Francisco that had housed Campbell & Wong, and continued to work with many of the same clients and projects. Their projects varied in scale but were primarily civic, institutional, and multi-unit housing. San Francisco, extant buildings by Wong & Brocchini include the Marina branch of Crocker Bank, now Wells Fargo (1973, 2055 Chestnut Street), and the Fromm and Sichel World Headquarters (1973, Hyde and Beach streets). Bay Area projects include the Brookdale Apartments (1968, Auburn Way, San Jose), Drake's Beach Facilities (1967, Point Reyes National Seashore), the Cafeteria Building at California State University, Hayward (1968, now California State

¹⁹³ Brown, *San Francisco Modern Architecture and Landscape Design*, 221.

University, East Bay, Hayward), the Public Safety Building at San Leandro Civic Center (1967, San Leandro), Merrill College at the University of California, Santa Cruz (1969), Homestead Valley senior housing (1968, Mill Valley), and renovations to North Library at San Jose State University (1981, San Jose) (**Figure 238 and Figure 239**). Wong & Brocchini also worked during this time with San Francisco architect Mario Ciampi, designer of many Bay Area schools and churches as well as the Berkeley Art Museum (1970).



Figure 238. University of California at Santa Cruz, Merrill College, 1969, Campbell & Wong, Wong & Brocchini. Source: "Merrill College," UC Santa Cruz, accessed June 26, 2019, <http://housing.ucsc.edu/colleges/merrill.html>.



Figure 239. Fromm and Sichel World Headquarters, San Francisco, CA, 1973, Wong & Brocchini. Source: Google Maps.

Wong & Brocchini practiced together until 1985. While prolific, the caliber of the firm's work did not rise to the level of that produced by the partnership of Campbell & Wong. After Wong's death in 1985, Ronald and Myra Brocchini established Brocchini Architects in Berkeley. The firm focuses now on residential work.

George Miers (b. 1949)

Projects at CCA: Oliver Art Center & Ralls Painting Studio (Oliver & Ralls Building, 1989)

George Miers, born in Fort Worth Texas in 1949, grew up in San Francisco, and studied architecture at Washington University in St. Louis, Missouri, graduating in 1972.¹⁹⁴ Before founding his eponymous firm, Miers worked at Kaplan McLaughlin Diaz, and under Charles Bassett at Skidmore, Owings, and Merrill.

George Miers and Associates was formed in 1982.¹⁹⁵ The firm's works included multi-unit residential, commercial, and institutional designs. The firm was awarded Pacific Coast Builders Conference Gold Nugget Awards in 1987 for One Ygnacio Plaza, an office complex in Walnut Creek, California (**Figure 240**), and in 1990 for Coleridge Park Homes in San Francisco and the Dublin Civic Center in Dublin, California.¹⁹⁶ Coleridge Park Homes, a mixed-use residential and commercial building, "features the nation's first air rights agreement between a privately held company and a nonprofit housing group. Includes paint store with a roof designed to carry 49 units of low-income senior

¹⁹⁴ Russell Abraham and Swatt | Miers, *Swatt | Meirs: 30 Projects* (Victoria, Australia: Images Publishing, 2017), 243.

¹⁹⁵ AIA East Bay Chapter, "Swatt | Miers Architects: Firm Profile," <http://aiaeb.org/2018/09/firmprofile918/>, accessed July 4, 2019.

¹⁹⁶ PCBC Makes Gold Nugget Awards, *Los Angeles Times*, June 28, 1987; "Nuggets: Southland Wins Most Awards," *Los Angeles Times*, June 24, 1990, K12; Six Bay Area Projects are Grand," *San Francisco Examiner*, June 17, 1990, F-17.

housing, parking, and a community park.”¹⁹⁷ Most unique among Miers body of work are his designs for several companion animal care and adoption facilities in the western United States and Canada, including the East Bay SPCA, Oakland Animal Control Facility, including Tony LaRussa’s Animal Rescue Foundation in Walnut Creek (**Figure 241**).¹⁹⁸ Since 2009, Miers has partnered with Robert Swatt at Swatt|Miers Architects, based in Oakland.



Figure 240. One Ygnacio Plaza, Walnut Creek.
Source: Swatt|Miers Architects,



Figure 241. East Bay SPCA, Oakland. Source:
Swatt|Miers Architects.

Jim Jennings (b.1940)

Projects at CCA: Barclay Simpson Sculpture Studio (1992)

Jim Jennings, born in Santa Barbara in 1940, grew up in Los Angeles.¹⁹⁹ During his youth, Jennings lived and worked on farms while living in Redlands, California. Jennings began an undergraduate degree in engineering at University of California, Berkeley, but soon transitioned to the architecture program. After receiving his Bachelor of Architecture in 1966, Jennings became a registered architect in 1971 and founded his first practice in 1975 as Jim Jennings Architecture. Jennings then partnered with William Stout in 1980, forming Jennings + Stout.²⁰⁰ In 1986, the partnership was dissolved, and Jennings opened Jim Jennings Arkhitekture. Jennings taught as an adjunct professor at CCAC’s newly formed architecture program in the early 1990s. Jennings continues to practice architecture out of San Francisco with his firm, now named Jim Jennings Architecture.²⁰¹

Educated at University of California, Berkeley by noted regional Modernists such as William Wurster, Jennings’s architecture is informed by many of the tenets of Modernist design, including pure geometry, honesty of materials, and structural expression, while being clearly contemporary in execution. While described by several design journalists as “an unsentimental modernist,” critic Pilar Viladas has described Jennings as “neither coldly pragmatic nor cynically stylistic,” and his buildings

¹⁹⁷ David W. Myers, “Southland Home Design Sets Trends,” *Los Angeles Times*, June 24, 1990.

¹⁹⁸ “Animal Care Facilities,” George Miers and Associates, 2008, via Internet Archive Wayback Machine, <https://web.archive.org/web/20080723123403/http://gmaarchitects.com/comfacilities.html>, accessed July 5, 2019.

¹⁹⁹ Unless otherwise noted, all biographical information in this section is adapted from “Jim Jennings (1940-),” UC Berkeley Environmental Design Archives, accessed June 28, 2019, <https://archives.ced.berkeley.edu/collections/jennings-jim>.

²⁰⁰ Stout is now known for his architectural book publishing company, William Stout Publishers, and bookstore, William Stout Architectural Books; see, “About Us,” William Stout Architectural Books, accessed June 28, 2019, <https://stoutbooks.com/pages/about-us>.

²⁰¹ “Profile,” Jim Jennings Architecture, accessed June 28, 2019, <http://www.jimjenningsarchitecture.com/profile-1>.

as having “an almost classical calm.”²⁰² While many other architects in the 1980s and 1990s were exploring other strains of architectural theory and design such as Postmodernism, Deconstructivism, and High Tech Structuralism, Jennings work is better understood as an extension of Modernist theory and ideals using contemporary materials, structural systems, and values—a style or trend which architectural historian Leland M. Roth has termed “New Modernism.”²⁰³

Much of Jennings’s architectural work has focused on residential projects, including projects such as Visiting Artist’s Studio (2003) in Geyserville, California; Desert House (2009) in Palm Springs; the Art Pool + Pavilion (2007), which integrated a James Turrell Skyspace, *Sky Stone* (2005), into an infinity pool in Calistoga; and the Natoma Lofts (1998), a multi-family residential infill project in San Francisco (**Figure 242 and Figure 243**).²⁰⁴ Notable institutional and office commissions include the Pischoff Building in Oakland (1990), a combined warehouse and office space; the interior renovation of his own architecture studio office at 49 Rodgers Street in San Francisco; Barclay Simpson Sculpture Studio for CCA (1992); the Courtyard Mausoleum at the Italian Cemetery in Colma (1998); and Smith Cardiovascular Research Building at the UCSF-Mission Bay Campus (2011, with SmithGroup) (**Figure 244 and Figure 245**).²⁰⁵

Jennings’s work has been published numerous times in architectural monographs and in architectural publications such as *Progressive Architecture*, *Architectural Record*, *Architectural Digest*, and *GA Projects*, as well as newspapers and magazines such as *San Francisco Chronicle*, *San Francisco Examiner Magazine*, *Sunset Magazine*, and *New York Times Magazine*. His work has won multiple design awards from *Progressive Architecture*, including for the Barclay Simpson Sculpture Studio and the Visiting Artist’s Studio.²⁰⁶ Additionally, the Visiting Artist’s Studio was awarded the National Honor Award by the American Institute of Architects (AIA) and named one of the “five most influential and inspiring houses of the past decade” by the *Wall Street Journal*.²⁰⁷ Jennings’s work was amongst one of four architectural offices featured in the San Francisco Museum of Modern Art (SFMOMA) exhibition “In the Spirit of Modernism” in 1991-92.²⁰⁸ Jennings received the Academy Award for Architecture from the American Academy of Arts and Letters in 2008, awarded to an American architect “whose work is characterized by a strong personal direction.”²⁰⁹ In 2016, Jennings was inducted into the American Institute of Architects College of Fellows, one of the highest professional honors in the United States.²¹⁰

²⁰² Pilar Viladas and Jim Jennings, *Jim Jennings Architecture 10/10: Ten Projects, Ten Years* (San Francisco: William Stout Publishers, 1998), 6-8.

²⁰³ Leland M. Roth, *American Architecture: A History* (Boulder, CO: Westview Press, 2003), 558.

²⁰⁴ “Works,” Jim Jennings Architecture, accessed June 28, 2019, <http://www.jimjenningsarchitecture.com/projects>; and “Artworks,” James Turrell, accessed June 28, 2019, <http://archive.jamesturrell.com/artwork/stonesky/>.

²⁰⁵ “Works,” Jim Jennings Architecture, accessed June 28, 2019, <http://www.jimjenningsarchitecture.com/projects>; and Janice Phillip, “Jim Jennings Studio,” *Architecture* (June 1990), 56-58.

²⁰⁶ “Architectural Design Citation: Sculpture Studio,” *Progressive Architecture* 72:1 (January 1991), 116-17; and “Visiting Artist Suites, Oliver Ranch,” *Progressive Architecture* (January 1992), 76-77.

²⁰⁷ “Honors,” Jim Jennings Architecture, accessed June 28, 2019, <http://www.jimjenningsarchitecture.com/honors-1>.

²⁰⁸ Kyle Thayer, “Four Modernists at SFMoMA,” *Progressive Architecture* (January 1992), 24.

²⁰⁹ “Arts and Letters Awards in Architecture,” American Academy of Arts and Letters, accessed June 28, 2019, <https://artsandletters.org/awards/>.

²¹⁰ “College of Fellows,” AIA, accessed June 28, 2019, <https://www.aia.org/college-of-fellows>.



Figure 242. Visiting Artist's Studio (2003) in Geyserville, California by Jim Jennings. Source: Jim Jennings Architecture.



Figure 243. Art Pool + Pavilion (2007) in Calistoga, California by Jim Jennings with a Skyspace by James Turrell. Source: Jim Jennings Architecture.



Figure 244. Courtyard Mausoleum (1998) in Colma, California by Jim Jennings. Source: Jim Jennings Architecture.



Figure 245. Smith Cardiovascular Research Building (2011) on UCSF-Mission Bay campus in San Francisco, with SmithGroup architects. Source: Jim Jennings Architecture.

V. EVALUATION OF CCA CAMPUS BUILDINGS FOR CALIFORNIA REGISTER ELIGIBILITY

The following section includes an evaluation of the CCA Campus as a potential California Register historic district. It also evaluates ten of twelve buildings on the CCA campus for listing in the California Register of Historical Resources. Macky Hall and the Carriage House have not been reevaluated as they are currently listed in the National Register and are therefore automatically eligible for listing in the California Register. However, the integrity of Macky Hall and the Carriage House are reviewed to determine if they remain eligible for listing in these registers.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties (both listed and formal determinations of eligibility) are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria:

Criterion 1 (Event): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2 (Person): Resources that are associated with the lives of persons important to local, California, or national history.

Criterion 3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

Integrity

In order to qualify for listing in any local, state, or national historic register, a property or landscape must possess significance under at least one evaluative criterion as described above and retain integrity. Integrity is defined by the California Office of Historic Preservation (OHP) as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance,” or more simply defined by the National Park Service as “the ability of a property to convey its significance.”²¹¹

Page & Turnbull used established integrity standards outlined by the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. Seven variables, or aspects, that define integrity are

²¹¹ California Office of Historic Preservation, *Technical Assistance Series No. 7: How to Nominate a Resource to the California Register of Historical Resources* (Sacramento: California Office of State Publishing, 4 September 2001) 11; National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1997), 44.

used to evaluate a resource's integrity—location, setting, design, materials, workmanship, feeling, and association. A property must stand up under most or all of these aspects in order to retain overall integrity. If a property does not retain integrity, it can no longer convey its significance and is therefore not eligible for listing in local, state, or national registers.

- *Location* is the place where the historic property was constructed.
- *Design* is the combination of elements that create the form, plans, space, structure and style of the property.
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building/s.
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
- *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.

Properties Less Than 50 Years Old

According to *California Office of Historic Preservation Technical Bulletin 6*, "In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance."²¹²

CCA CAMPUS AS A POTENTIAL CALIFORNIA REGISTER HISTORIC DISTRICT

Historic districts are made up of components which are significant when grouped together, defined by the National Park Service as possessing a "significant concentration, linkage, or continuity of sites, buildings, structures or objects united historically or aesthetically by a plan or physical development."²¹³ Individual contributors must work together to tell the shared story of a district's significance, and must be defined as a group by distinguishable boundaries. Boundaries of a historic district are frequently defined by use, connection to an event, or architectural style. Historic districts will include both contributors and non-contributors, and not all contributing resources need to be of the same historical or architectural quality or individually eligible for local, state, or national register listing. A district functions as a group and may include both contextual buildings and exceptional contributors which help to anchor the district.

Eligibility for historic district listing in the California Register, just as for individual resources, is based on the possession of both significance and integrity.

²¹² California Office of Historic Preservation, *Technical Assistance Bulletin No. 6: California Register and National Register: A Comparison* (Sacramento: California Office of State Publishing, June 2011), 3.

²¹³ National Park Service, *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1997), 5.

CCA Campus Evaluation of Significance

Criterion 1 (Events)

The CCA campus appears to possess significance under California Register Criterion 1 (Event) as a site which has made a significant contribution to the broad patterns of local and regional history. The California School of Arts and Crafts was established by Frederick Meyer in Berkeley in 1907. Meyer purchased the former Treadwell Estate in Oakland in 1922 and spent four years renovating the existing buildings (Macky Hall, the Carriage House, and a non-extant barn), clearing the overgrown site, and constructing new buildings, including the Facilities Building and B Building, that he deemed necessary for the success of the school. The student body of the California School of Arts and Crafts moved to the new Oakland campus in 1926. In 1930, one additional building was constructed, Guild Hall (not extant), to serve as a space for the school's popular weekend classes, a public gallery and exhibition space, and an auditorium. For nearly 20 years the school was served by the buildings from this early era of campus development.

When Meyer established the school in 1907, it was one of the earliest art schools on the West Coast to offer an arts education grounded in the ideology of the Arts and Crafts movement. Others included the Oregon College of Art and Craft (established in Portland in 1907 as the Arts and Crafts Society) and Otis College of Art and Design (established in Los Angeles in 1918 as the Otis Art Institute). This ideology emphasized the union of aesthetics and design, with an emphasis on hands-on training for careers in fine and applied arts, and represented a distinct departure from the romantic bohemianism and fine art focus that characterized other art schools, including the San Francisco Art Institute, where Frederick Meyer formerly taught. This ideology led to an early and continued ability to place graduates in professional fields, and the existence of this school in Oakland was repeatedly cited in the press as an integral part of Oakland's success in industrial fields. This school was also noted as supplying a large percentage of the state's art teachers. The school's enrollment was overwhelmingly female through its first four decades of existence, and as such it trained many women for professional careers well before these employment paths were common for women.

The California College of Arts and Crafts continued to stand out among educational institutions through the twentieth century for its influence in the art community and caliber of its faculty. Planning efforts continued through the mid- to late twentieth century in response to student enrollment and curriculum developments, and produced a collection of architect-designed modern buildings that embody the vision of the college as an institution committed to the pursuit of excellence in applied arts and design. This included the construction of Martinez Hall and Founders Hall (both by DeMars and Reay) in the 1960s and the Noni Eccles Treadwell Ceramic Arts Center and the Raleigh and Claire Shaklee Building (both by Wong and Brocchini) in the 1970s. The most recent building, Jim Jennings' 1992 Barclay Simpson Sculpture Studio, was the last representation of the institution's commitment to elevating arts studio spaces to being works of art themselves.

As the second site of a school which was one of the earliest to offer a unique applied arts education curriculum, and the location at which the school constructed its first purpose-built buildings and was able to expand in both institutional space and curriculum, the entire CCA Oakland campus appears to have significance under Criterion 1 (Events). This period of significance spans from 1922, when Frederick Meyer purchased the site, to 1992, when the most recent building contributing to the Oakland campus, the Barclay Simpson Sculpture Studio, was built. After this date, CCA leadership sought to expand the program with a second campus in San Francisco. While educational programs continued at the Oakland campus, the institution's growth efforts were focused across the Bay.

All twelve CCA campus buildings date from or before the 1922-1992 period of significance. Macky Hall and the Carriage House, although built before 1922, were significant to the early use and

development of the site as a campus for art education. Buildings that were used by the college during this period of significance that are no longer extant include the barn and Guild Hall, both of which were destroyed by fire in 1968-1970, the shower house, tool storage shed, athletic fields, and model's cottage, all of which were removed to make room for newer campus buildings between 1944 and 1979. Though not presenting a cohesive architectural or site planning vision, the CCA buildings constructed between 1922 and 1992 effectively convey the institution's historical significance as an arts college active in the Bay Area's professional and artistic communities. Each building represents a period of planning or growth in the institution's history, reflecting CCA's continued efforts to meet the changing needs of their student population. Those buildings related to the 1964 and 1973 planning efforts, as well as the 1992 Barclay Simpson Sculpture Studio, show the school's continuing commitment to house their classrooms and studios in buildings that go beyond utilitarian institutional needs to embody contemporary themes in architecture and design.

The CCA campus also includes a variety of landscape features, both natural and manmade, that likewise date from many periods of creation or construction. The oldest of these include the Broadway Wall, the Carnegie bricks installed as edging and paving, and the row of eucalyptus trees that run from the vehicular entry at the Broadway wall towards Macky Hall. These are associated with James Treadwell, who occupied the property before establishment of CCA, and as such, are not contributing to the CCA campus California Register-eligible historic district. Landscape features that were created or installed during the 1922-1992 period of significance and contribute to the California Register-eligible historic district representative of campus site design and/or artistic efforts by students and professors, include: Macky Lawn, stair with ceramic pots, *Infinite Faith*, the wood bell tower, and *Celebration Pole*.

Criterion 2 (Persons)

The CCA campus does not appear to possess significance under California Register Criterion 2 (Persons) as a site which has an association with the lives of any persons important to local, California or national history. Over the course of the school's development at the Oakland campus since 1922, many prominent artists have attended this school or been members of its faculty. School founder Frederick Meyer was a well-regarded woodworker and cabinet-maker, and two of his pieces are in the permanent collection of the DeYoung Museum in San Francisco. Other notable early faculty members including Xavier Martinez and Perham Nahl are not known to have taught in any specific extant campus building.

Artists associated with advances in ceramics, including alumni Robert Arneson and Peter Vulkos and alumna and faculty member Viola Frey, primarily worked in World War II-era barracks buildings that served as studios through the 1950s and were removed piecemeal in the 1960s and 1970s. Frey also taught in the Noni Eccles Treadwell Ceramic Arts Center, after assisting in its programmatic design. While Frey taught classes at the Ceramic Arts Center, her career flourished; during this time she began experimenting with larger ceramic sculptures outdoors, her first series of bronze sculptures, had her first solo exhibition and retrospective hosted by the Creative Arts League of Sacramento (1981), and another solo exhibition at the Whitney Museum of Art (1984). While Frey has a strong connection to the Noni Eccles Ceramic Arts Center for her teaching, she maintained large private studio spaces in Oakland during the same time, where she worked on her own body of work. Thus, although strongly associated with her position as teacher, the CCA campus as a whole is not the only or most prominent place associated with Frey's important body of artistic work, for which she is known.

Prominent alumni and faculty members associated with the Bay Area Figurative Movement, including Richard Diebenkorn, Nathan Oliveira, and Manuel Neri, likewise worked on campus in the 1950s in buildings that are no longer extant. Overall, there does not appear to be a significant association with the lives of any persons at CCA that would justify the inclusion of the entire

campus, or any smaller portion of the campus, in the California Register as a historic district in association with any particular person.

Criterion 3 (Architecture)

The CCA campus does not appear to possess significance under California Register Criterion 3 as a group of resources that embodies the distinctive characteristics of a type, period, region, or method of construction, or as a cohesive grouping that represents the work of a master or possesses high artistic values. The CCA campus includes 12 buildings with construction dates ranging from circa 1879-1881 (Macky Hall and Carriage House) to 1992 (Barclay Simpson Sculpture Studio). The buildings represent several different phases of physical development on campus. Even some buildings that were constructed within the same phase of development do not share notable stylistic cohesion, such as Martinez Hall and Founders Hall, which, despite having been designed by the same architects and constructed concurrently, represent different architectural styles. Four buildings on campus were designed by recognized Bay Area master architects. These buildings, including Macky Hall and the Carriage House (listed in the National Register, California Register and as an Oakland Landmark), Martinez Hall, and Founders Hall, are recognized with findings of individual historic significance later in this report.

An early campus master plan was developed by Frederick Meyer in the mid-1920s, of which approximately half of the intended buildings were constructed and only two remain (the Facilities Building and Building B). Another master plan was developed by DeMars and Reay in 1964, which included the recommended construction of mixed use commercial and educational buildings along Broadway and the recommended construction of additional large studio and library buildings around the remaining perimeter of campus. Martinez Hall and Founders Hall were built as a result of this plan. An update to DeMars and Reay's plan was drafted in 1973 by architectural firm Wong and Brocchini, which called for the demolition of the remaining buildings from the campus's 1920s era of development and replacement with larger studio and classroom buildings. The Noni Eccles Treadwell Ceramic Arts Studio and the Shaklee Building were built as a result of the updated plan. The recommended demolition of the Facilities Building and the B Building never took place. With combined elements remaining from each of these incompletely realized planning efforts, the campus does not represent the cohesive planning work or design of any specific master architect or planner.

Overall, the CCA campus does not represent a comprehensive or cohesive institutional planning effort; regularity of type, period or method of construction; or unified association with a master builder or architect. As a whole or in part, it does not possess high artistic value as a historic district. The campus has developed incrementally over time, and while the buildings constructed since the 1960s maintain a values-driven aesthetic reflective of changing, progressive architectural tastes and styles, this theme is better associated with the statement of significance under Criterion 1.

Criterion 4 (Information Potential)

The CCA Campus does not appear to be individually eligible under Criterion 4 (Information Potential) as a site or as a collection of buildings that has the potential to provide information important to the prehistory or history of the City of Oakland, state, or nation. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

CCA Campus Integrity

In addition to being determined eligible under at least one of the four California Register criteria, a historic district deemed to be significant must also retain sufficient historical integrity. Integrity for historic districts is largely a factor of the ratio of contributing resources to non-contributing resources. Determining which properties are contributing versus non-contributing depends on whether they are associated with the historic district's reason for significance; whether they were constructed or existed during the period of significance; and whether they each retain sufficient integrity as individual buildings to represent that period and reason for significance. Typically, a two-thirds majority of contributing resources in a contiguous district is desired, though at least half of the resources should be contributors.

Ten of the twelve extant buildings on the CCA campus date to the 1922-1992 period of significance and contribute to the campus eligibility under Criterion 1 as classroom, administrative, and residential space related to the mission of the arts college. Although Macky Hall and the Carriage House were constructed prior to the period of significance, they were adapted and rehabilitated to meet the institution's needs and have served as classroom and administrative space for the school since 1922; therefore, Macky Hall and the Carriage House are also contributors to the eligible historic district.

All twelve extant buildings retain sufficient integrity to contribute to the California Register-eligible historic district. A detailed discussion of the integrity of each building is provided throughout the remainder of **Section V. Evaluation of CCA Campus Buildings for California Register Eligibility**. Seven landscape features appear to date to the 1922-1992 period of significance and are related to the campus as a site of arts education; these include Macky Lawn, the stairs with ceramic pots, faun sculpture, sundial, concrete water fountain, *Infinite Faith*, the wood bell tower, and *Celebration Pole*. However, the sundial and concrete water fountain do not retain integrity of location, setting, or design, and as such do not have sufficient integrity to be considered contributing landscape features. Landscape features dating to the early estate era, such as the Broadway Wall & Stairs, Eucalyptus Row, and Carnegie Bricks were not demolished by CCA, but do not substantially contribute to the significance of the campus as a site of arts education, and as such are not contributing landscape features.²¹⁴

Conclusion

The CCA campus appears to be significant under California Register Criterion 1 (Event) as the site of a school which was one of the earliest to offer a unique applied arts education curriculum on the West Coast and which produced graduates—including a very high percentage of women—who entered into professional art careers in the Bay Area and beyond, establishing the school's regional influence, and as the physical embodiment of the school's commitment to contemporary themes in architecture and design by housing their classrooms and studios in buildings that go beyond utilitarian institutional needs. The period of significance for this criterion is 1922 to 1992. Twelve extant buildings and seven associated landscape features contribute to this period of significance and retain sufficient integrity to contribute to the historic district.

Table 2 lists the buildings and landscape features which have been identified as contributors to the California Register-eligible historic district.

²¹⁴ These landscape features, however, do contribute to the National Register-listed Treadwell Estate historic resource, which is also a City of Oakland landmark, as discussed later in this section.

Table 2. California Register-Eligible Historic District Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none"> ▪ Macky Hall ▪ Carriage House ▪ Facilities Building ▪ B Building ▪ Irwin Student Center & A-2 Café ▪ Martinez Hall ▪ Founders Hall ▪ Martinez Hall Annex ▪ Noni Eccles Treadwell Ceramic Arts Center ▪ Raleigh & Clair Shaklee Building ▪ Oliver Art Center & Ralls Painting Studio ▪ Barclay Simpson Sculpture Studio 	<ul style="list-style-type: none"> ▪ Macky Lawn ▪ Stairs with Ceramic Pots ▪ Faun Sculpture ▪ <i>Infinite Faith</i> ▪ Bell Tower ▪ <i>Celebration Pole</i>

TREADWELL ESTATE (MACKY HALL & CARRIAGE HOUSE)

The National Register of Historic Places Inventory Nomination Form for the Treadwell Mansion (Macky Hall) and the Carriage House was prepared in 1976, before the current system of four evaluative criteria and seven integrity variables were formally adopted. The nomination form includes a checklist of Areas of Significance, in which both Architecture and Education are checked.²¹⁵ The narrative Statement of Significance is divided evenly between the two buildings' association with architect Clinton Day, their association with James Treadwell, and their association with Frederick Meyer and the California School of Arts and Crafts. The Description section includes a list of the alterations to both buildings made by Frederick Meyer and later, as described above. Notations made by historians in review of this Nomination Form prior to approval indicated that both structures, though modified, were judged to retain integrity, and that although the Carriage House had been moved, it retained sufficient proximity to the Treadwell Mansion, which had not been moved, to convey its association. The fact that the school continued to move the Carriage House rather than demolish it was also noted. The Nomination was approved by the United States Department of the Interior National Park Service, and the Treadwell Mansion and Carriage House were entered into the National Register of Historic Places on July 15, 1977.

Treadwell Estate Integrity

The renovations made to the Carriage House in 1977, designed by Wong & Brocchini, do not negatively affect the building's significance or the integrity; therefore, the building remains eligible for its listing in the National Register and California Register.

The renovations made to Macky Hall in 1988, designed by Tim Anderson Architects, do not negatively affect the building's significance or the integrity; therefore, the building remains eligible for its listing in the National Register and California Register.

Page & Turnbull has identified the full length of the Broadway Wall, including the stairs and carriage entrance, as a contributing landscape feature to the Treadwell Estate. The wall is a highly visible and locally recognizable element of the campus's public-facing Broadway frontage and has been minimally altered since its construction in 1905. It provides a visible linkage between the Treadwell

²¹⁵ Harry X. Ford, preparer, "National Register of Historic Places Inventory—Nomination Form, Treadwell Mansion and Carriage House," August 25, 1976. NPS-77000286, listed July 15, 1977.

Estate and the site’s subsequent institutional use. In addition, Eucalyptus Row, and the Carnegie bricks are landscape features which contribute to the significance of the Treadwell Estate. While some rows of Carnegie bricks have been realigned and reused as the circulation patterns of the CCA campus changed through different phases of construction, these clearly labeled and distinctive bricks are visually recognizable as remnants of the Treadwell-era landscaping. These features do not appear to have been significantly altered since their creation or installation and appear to retain sufficient integrity to convey their association with the Treadwell Estate.

Conclusion

The Treadwell Estate, consisting of Macky Hall, the Carriage House, and associated landscape features, retains significance and sufficient integrity to remain listed in the National Register of Historic Places, and therefore in the California Register. Landscape features which Page & Turnbull has identified as associated with the Treadwell Estate, and which contribute to the significance of Macky Hall and the Carriage House, include the full length of the Broadway Wall (including the stairs), Eucalyptus Row, and the Carnegie bricks installed as landscape features. In addition, as their continued use has been central to the developing CCA campus through the twentieth century, the resources comprising the Treadwell Estate are contributors to the California Register-eligible CCA historic district. **Table 3** lists the buildings and landscape features have been identified as contributors to the National Register-listed and California Register-eligible Treadwell Estate.

Table 3. Treadwell Estate National Register-Listed and California Register-Eligible Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none"> ▪ Macky Hall ▪ Carriage House 	<ul style="list-style-type: none"> ▪ Broadway Wall (entire length, inclusive of stairs and carriage entrance gate) ▪ Eucalyptus Row ▪ Carnegie Bricks ▪ 80-foot Wide View Corridor

FACILITIES BUILDING

Facilities Building Significance

Criterion 1 (Events)

The Facilities Building does not appear to be individually significant under California Register Criterion 1 (Events) as a building that reflects “events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.” The Facilities Building was constructed between 1922 and 1924 by Frederick H. Meyer to serve as a woodworking studio. It was the first purpose-built building for Meyer’s California School of Arts and Crafts, established in Berkeley in 1907 and relocated to the Oakland Campus in 1926. The building was designed by Meyer and physically constructed by Meyer with the assistance of students of the school, embodying the school’s ideology of the application of learned hand skills. However, the Facilities Building was constructed at the school’s second location, nearly two decades after it was established in Berkeley. Further, its role was necessarily part of a larger campus. The Facilities Building alone does not rise to the level of significance necessary for individual eligibility for listing in the California Register. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

The Facilities Building does not appear individually significant under California Register Criterion 2 (Persons) for an association with persons important to local, California, or national history. CCA

founder, Frederick Meyer, designed and supervised construction of the Facilities Building by students of the institution. However, while influential in the development of the CCA, Meyer's significance to the founding and development of the school is more appropriately considered in relation to the significance of the institution as a whole under Criterion 1 (Events). As a woodworker, Meyer's influence is more appropriately associated with the pieces he created during his career than with a studio at which he may have practiced and taught. Were Meyer considered a master architect, this association would be more appropriately considered under Criterion 3 (Architecture).

Criterion 3 (Architecture)

The Facilities Building does not appear individually significant under California Register Criterion 3 (Architecture) as a building that “embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.” The building has no specific form or characteristics that would identify its use as a woodworking studio, and its minimal Mission Revival style elements (stucco cladding, stepped parapets with coping) cannot be said to possess high artistic values. The building was designed by Frederick Meyer, who was not a licensed architect and cannot be described as a master. The ceramic ornament at the north and west façades may have been likely produced at the school, but this is not conclusively documented, and these elements are not sufficient to elevate the building to significance for its architecture.

Criterion 4 (Information Potential)

The Facilities Building does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Facilities Building Integrity

Although it does not appear to be individually eligible for the California Register under any criterion, the Facilities Building has been identified as a contributor to the CCA as a California Register-eligible historic district. As such, its integrity is addressed here to confirm its contributory status.

Location

The Facilities Building has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

While still part of an arts school campus, the CCA campus and its surroundings have changed significantly since this building was constructed between 1922 and 1924. Two aspects of the building's original setting are retained. It faces Clifton Street, which remains a non-arterial medium-size road, and the B Building, constructed circa 1926 in the same campus development period as the Facilities Building, is located to the south. Residential and commercial development across Clifton Street to the north, multi-unit residential development to the east, and the 1979 construction of the Shaklee Building to the west have altered the setting. The Facilities Building retains only moderate integrity of setting.

Design

The Facilities Building retains its integrity of design despite some changes that have occurred. Although no original design plans have been recovered, a review of available historic photographs of the building indicate that the design of the most visible west and north façades have undergone few changes since construction. Minor changes include the reconfiguration of the approach to the door

at the north and west façades; the primary entrance is accessed via a ramp, and the entrance at the west is accessed via a rising stair rather than its historic straight stair. At the south façade, an entrance door has been added at the second story, and an exterior wood stair has been added to access this door. At the east façade, a shed roof addition has been added; this addition does not affect integrity of design because it is at a secondary facade and appears to be removable. Likewise, the only alteration to the design of the building that is not easily reversible is the addition of the second story door at the south façade, which is a less visible façade. Therefore, the Facilities Building retains its integrity of design.

Materials

The Facilities Building retains integrity of materials. The building retains its original stucco cladding and wood sash windows or in-kind replacements, and includes no other notable material elements or treatments.

Workmanship

The Facilities Building retains its integrity of workmanship. Although the building includes minimal expression of workmanship, the ceramic tiles that are located at the primary (north) façade and at the west façade are expressions of the school's craft affiliation.

Feeling

The Facilities Building retains its integrity of feeling despite some changes that have occurred. The building retains its historic size, massing, and simple façade design and materials, which combine to express the building's era of construction and its intended utilitarian use as a woodworking studio. The exterior changes that have been made to the building since its construction do not combine to lessen its ability to express these things. The Facilities Building remains able to express its era of construction and therefore retains integrity of feeling.

Association

The Facilities Building retains integrity of association despite some changes that have occurred. This building was the first purpose-built building for the California School of Arts and Crafts and is the oldest remaining building on campus that was constructed by Frederick Meyer after he purchased the property. Although the building no longer operates as a woodworking studio, the change in use to facilities management does not negatively affect the building's ability to express its historic affiliation with CCA. It therefore retains integrity of association.

Conclusion

The Facilities Building does not appear to be individually eligible for the California Register under any criteria. The building retains sufficient integrity to convey its historic association with the CCA campus, and is a contributor to the California Register-eligible CCA historic district as the earliest purpose-built campus building.

THE B BUILDING

B Building Significance

Criterion 1 (Events)

The B Building does not appear to be individually significant under California Register Criterion 1 (Events) as a building that reflects "events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States." The B Building was constructed circa 1926 by Frederick H. Meyer to serve as the Craft Building for the California School of Arts and Crafts. It was one of the earliest purpose-built buildings for Meyer's school, established in Berkeley in 1907 and relocated to the Oakland campus in 1926. The building was designed by Meyer and physically constructed by Meyer with the assistance of students of the

school, embodying the school's ideology of the application of learned hand skills. However, the B Building was constructed at the school's second location, nearly two decades after it was established in Berkeley. Further, its role was necessarily part of a larger campus. The B Building alone does not rise to the level of significance necessary for individual eligibility for listing in the California Register. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

The B Building does not appear individually significant under California Register Criterion 2 (Persons) for an association with persons important to local, California, or national history. CCA's founder, Frederick Meyer, designed and supervised construction of the B Building by students of the institution. While influential in the development of the CCA, Meyer's significance to the founding and development of the school is more appropriately considered in relation to the significance of the institution as a whole under Criterion 1 (Events). Were Meyer considered a master architect, this association would be more appropriately considered under Criterion 3 (Architecture). The building housed a variety of craft classrooms taught by a number of faculty members. These faculty members included Isabelle Percy West, and the building was for some time referred to as the Percy Building. However, the building is not specifically associated with any significant faculty person or student who would justify a finding of historic significance for this reason.

Criterion 3 (Architecture)

The B Building does not appear individually significant under California Register Criterion 3 (Architecture) as a building that "embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values." The building has no specific form that would identify its use as a craft studio, and its minimal Mission Revival style elements (stucco cladding, stepped parapets with coping) cannot be said to possess high artistic values. The building was designed by Frederick Meyer, who was not a licensed architect and cannot be described as a master. The ceramic tile of the fountain at the primary entrance at the west façade was likely produced at the school, but this element is not sufficient to elevate the building to significance for its architecture.

Criterion 4 (Information Potential)

The B Building does not appear to be individually significant under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

B Building Integrity

Although it does not appear to be individually eligible for the California Register under any criterion, the B Building has been identified as a contributor to the CCA as a California Register-eligible historic district. As such, its integrity is addressed here to confirm its contributory status.

Location

The B Building has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

The B Building has undergone some changes to its setting, including the construction of the Irwin Student Center to the west of the building in 1959, the A-2 Café addition to the Irwin Student Center in 1974, and the construction of the Oliver & Ralls Building directly adjacent to the southern façade

of the B Building in 1989. Additionally, a multi-unit residential building was constructed beyond the east perimeter of the campus site in the 1960s. This newer construction and the addition of the Oliver & Ralls Building have altered the B Building's surroundings, and thus lowered its integrity of setting. However, the B Building retains its historic relationship with the Facilities Building, which was constructed during the same period of campus development and retains open space at the east and west of the building. Overall, despite some changes to the B Building's surroundings, it retains moderate integrity of setting.

Design

The B Building has undergone some changes to its design, including the addition of the Oliver Art Center and Ralls Painting Studio at the south façade of the building in 1989, and a one-story addition at the east (rear) façade at an unknown date. The addition at the rear façade does not detract from the building's design, due to its location at the rear of the building and its relative simplicity of form. The addition of the Oliver & Ralls Building removed some of the B Building's original design elements, including a second story entrance at the south façade, and damages the building's original symmetry of form. However, the Oliver & Ralls Building was designed to be visually distinct from the B Building and presents a subdued façade such that it does not challenge the design integrity of the B Building's primary façade. Therefore, despite some changes to the design of the B Building, it retains moderate integrity of design.

Materials

The B Building has undergone some changes that have reduced its integrity of materials. All of the building's original windows have been removed and replaced with metal sash windows. The building does retain stucco cladding which reflects its historic appearance. Overall the B Building retains moderate integrity of materials.

Workmanship

The B Building retains its integrity of workmanship. Although the B Building includes minimal expression of workmanship, the ceramic tile water fountain that is located between the two primary entrances at the west façade and the wood entry alcoves are examples of workmanship and expressions of the school's craft affiliation.

Feeling

The B Building retains integrity of feeling through an overall retention of enough of the building's original design, materials, and workmanship details, specifically at the primary entrances, and setting. These combined elements allow the building to continue to convey the historic sense of its era of construction. The B Building retains integrity of feeling.

Association

The B Building retains integrity of association. Although its use in recent years has shifted from craft instruction to academic instruction, it remains in use as an educational building on the arts college campus. As the location where craft instruction was historically taught at the school, it can therefore be said to retain integrity of association.

Conclusion

The B Building does not appear to be individually eligible for the California Register under any criteria. The building retains sufficient integrity to convey its historic association with the CCA campus, and it is a contributor to the California Register-eligible CCA historic district as one of two buildings remaining from the early development of the campus.

IRWIN STUDENT CENTER & A-2 CAFÉ

Irwin Student Center Significance

Criterion 1 (Events)

The Irwin Student Center, which includes the A-2 Café addition, does not appear significant under California Register Criterion 1 (Events) as a building that reflects “events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.” The Irwin Student Center was constructed in 1959 to serve as the campus’s first residential dormitory, housing 39 men and 39 women as well as one “house-mother.” When it was constructed, it was reported to be the first on-campus dormitory at an art college west of the Mississippi River. However, the building does not appear to have been directly associated with any historically important event or trend. It was built well after the spike in enrollment associated with the return of G.I.s from World War II. It also did not change the school’s historic pattern of enrolling largely local students, or of housing the vast majority of its students off-campus in college-approved apartments and rooming houses. Although the Irwin Student Center remained the school’s only dormitory on the Oakland campus until Clifton Hall opened in 2002, it never housed more than its original maximum of 78 students, about 15 percent of the student body at the time of its construction and less in the following years. The building also changed its use from fully residential to a mix of residential and student services in the 1970s. For these reasons, the Irwin Student Center does not appear to be individually significant under Criterion 1 (Events). Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

The Irwin Student Center does not appear significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California or national history. During its tenure as a residential hall, the building may have housed students who went on to pursue successful careers in the arts or become well-known in their specific artistic mediums, but research has revealed no specific close association between the Irwin Student Center and any significant person.

Criterion 3 (Architecture)

The Irwin Student Center does not appear significant under California Register Criterion 3 (Architecture) as a building that “embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.” The building is attributed to the architecture firm of Blanchard and Maher, which is known primarily for its WPA-era United States Forest Service buildings and World War II-era industrial and housing projects. In the 1950s, the firm designed a mix of federal, industrial, and educational buildings, most notably the Medical Sciences Building at the University of California at San Francisco (1954). The Irwin Student Center is designed in a simplified modern design vocabulary, inflected with some residential ranch or Second Bay Tradition details. It is a fairly modest example of a multi-unit residential building, with neither distinguishing design elements that enable it to embody a distinctive architectural style or period, nor high artistic values. Although the building was designed by the prominent firm of Blanchard and Maher, the Irwin Student Center does not appear to be one of this firm’s more ambitious designs.

Criterion 4 (Information Potential)

Irwin Student Center does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull’s evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Irwin Student Center Integrity

Although it does not appear to be individually eligible for the California Register under any criterion, the Irwin Student Center has been identified as a contributor to the CCA campus as a California Register-eligible historic district. As such, its integrity is addressed here to confirm its contributory status.

Location

The Irwin Student Center has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

Changes to the setting have occurred around the Irwin Student Center since it was constructed. When constructed, the L-plan of the building faced southeast onto an open courtyard; the construction of the A-2 Café addition in 1974 and the placement of the Carriage House on its permanent foundation by 1978 have altered that courtyard, making it smaller and more spatially enclosed. The construction of the Shaklee Building directly to the north of the Irwin Student Center in 1979 also affected the Irwin Student Center's setting by closing its northern façade off from view and from natural light. The building retains some of its historic setting to the west, where the campus remains open with roadways and landscaping with large trees, and south of the southern portion of the building, where the campus is still wooded with steep slopes. Overall, however, integrity of setting for the Irwin Student Center is moderate.

Design

The Irwin Student Center has undergone significant alterations that have greatly reduced its integrity of design. The addition in 1974 of the A-2 Café changed the footprint of the building and removed the building's original student lounge, which included large south-facing windows and a porch that faced onto the patio at the southeast corner of the building. This addition also obstructed nine windows and a pair of doors at the north façade. The adaptation of the second story to serve as a student center also included changes to the building's original design, including the alteration of the fenestration patterns at the second story of the east façade to include a door and five square single-pane fixed windows. A concrete and metal footbridge was added to access the second story entrance. Overall the design of the Irwin Student Center retains moderate integrity of design.

Materials

The Irwin Student Center has undergone some changes to its historic materials that reduce its integrity of materials. Original steel-sash windows have been replaced with aluminum-sash windows. Additionally, as described above, the construction of the A-2 Café removed a portion of the building's historic fabric at the southeast façade. Overall the Irwin Student Center retains moderate integrity of materials.

Workmanship

The Irwin Student Center was designed and constructed in a style that generally includes few expressions of workmanship. As the building's design and materials have been altered, the few expressions of workmanship evident in the original building, such as that of the metal sash windows and wood siding, retain moderate integrity of workmanship.

Feeling

The Irwin Student Center retains integrity of feeling despite changes to its setting and design. It retains enough of its overall original form, massing, design and materials to express its era of

construction and its original use as a residential dormitory, specifically in its number and spacing of windows, its few entrances, and the placement of these entrances at the ends of hallways.

Association

Originally constructed as a residential dormitory with a student lounge, the building now retains the residential dormitory use at only its first story, and includes a student administrative center at its second story and a cafeteria at the location of the original lounge. While the building continues to be used to provide student services at an arts college, over two-thirds of the building's use spaces have been modified for non-residential uses. The Irwin Student Center retains only moderate integrity of association.

Conclusion

The Irwin Student Center does not appear to be individually significant under any of the four evaluative criteria and is therefore not eligible for individual listing in the California Register. While alterations and additions to the building have diminished the building's integrity of design, as well as its integrity of setting, materials, and association, the Irwin Student Center and A2 Café retains sufficient integrity to convey its respective original uses as a college dormitory and student dining facility. It is a contributor to the California Register-eligible CCA historic district.

MARTINEZ HALL

Martinez Hall Significance

Criterion 1 (Events)

Martinez Hall does not appear to be significant under California Register Criterion 1 (Events) as a building that reflects "events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States." The construction of a large consolidated painting and printmaking studio building was part of the development program for the college laid out in 1964 by the architecture and planning firm of DeMars and Reay. The primary intentions of this development program were to provide more space for what was at that time a rapidly expanding student body, and to enable the college to both open up its "introverted" site and to "pay its own way" with the establishment of a substantial commercial presence along Broadway. Martinez Hall, which was also designed by DeMars and Reay, was built concurrently with Founders Hall and was the first building in the development program to be completed. However, the building itself does not have a specific association with any broad pattern of events. The campus development program recognized a need to expand due to increasing enrollment, but the plans for expansion encompassed a variety of buildings, including at least three large studio and classroom buildings and a library and auditorium. Martinez Hall does not individually appear to reflect any specific events that have contributed to broad patterns of local or regional history or to have contributed individually to the cultural heritage of California. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

Martinez Hall does not appear significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California or national history. During its tenure as a printmaking studio and painting studio, the building may have been the location of the activities of students who have gone on to have successful careers or become well-known in their specific artistic mediums. The most widely noted painting alumni and faculty of CCA, including Richard Diebenkorn, Manuel Neri, Nathan Oliveira, and Robert Bechtle, are generally associated with the Bay Area Figurative movement and the Photorealism movement; these painters were associated with CCA in the 1950s and 1960s before Martinez Hall was built. Research has revealed no specific close association between Martinez Hall and any significant person. The building is named after noted founding faculty member, Xavier Martinez; however, the building was constructed

after Martinez's death and namesake association is not a strong enough association for a building to be considered significant for the California Register under Criterion 2.

Criterion 3 (Architecture)

Martinez Hall does appear to be significant under California Register Criterion 3 (Architecture) as a building that embodies the distinctive characteristics of a type and represents the work of master architects in the Bay Area. Martinez Hall was designed in 1965 and completed in 1968 and is designed in a Third Bay Tradition style. Martinez Hall includes the major design elements of this style, including vertical rustic flush wood siding, shed roofs at the second story balcony, a shed roof at the canopy at the primary façade, a sense of tipped verticality, box-like central massing, and large flush skylight windows with minimal sashes. The style, which was most commonly associated with the residential form, was effectively adapted to the specific needs of the educational art studio by Vernon DeMars and Donald Reay.

Martinez Hall embodies the distinctive characteristics of the Third Bay Tradition style in an arts education setting. Showcasing the adaptability of the style to applications beyond residential buildings, master architects DeMars and Reay's design for this CCA studio building approached the challenge of presenting a more public-facing campus with an innovative building possessing high artistic value.

Criterion 4 (Information Potential)

Martinez Hall does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Martinez Hall Integrity

Location

Martinez Hall has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

Martinez Hall retains integrity of setting. The building was planned and constructed at the same time as Founders Hall, directly to the west. Macky Hall, to the northwest, was extant at the time of Martinez Hall's construction. The Martinez Annex was constructed two years after Martinez Hall and mimics Martinez Hall in its roofline but does not compete with Martinez Hall due to its smaller size and simple contemporary façade materials.

Design

Martinez Hall has undergone minimal design changes and retains integrity of design. At the primary (west) façade, a wheelchair lift was added to the northwest corner of the building, alongside the two-story mechanical services area and its associated mural wall. This lift is simple in design and does not detract from the larger design vocabulary of the building. The extension of the second story balcony at the north and east to include a walkway to the Martinez Annex and a stairway to the ground level likewise represents a minimal intervention to the building's overall design, as they are located at secondary façades and represent extensions of existing design features. No other changes have been made to the design of Martinez Hall.

Materials

Martinez Hall has undergone very minimal material changes and as such retains integrity of materials. The building retains its original flush wood cladding, metal sash windows, wood sash skylight windows, and partially glazed metal doors. Any material changes that have been made to Martinez Hall appear to have been done in kind.

Workmanship

Martinez Hall is designed in the Third Bay Tradition style, a modern architectural style that eschews the application of ornamental detail of the sort that would explicitly convey the qualities of craft associated with workmanship. However, it does retain integrity of workmanship in the application of simple high-quality design details such as flush rustic redwood siding. Additionally, the provision in the design of the building of a mural wall for students, as well as the completion of a mosaic on the ground of the courtyard between this building and Founders Hall expresses the craft-training heritage of the building's users.

Feeling

Martinez Hall retains integrity of feeling. It retains its overall original form, massing, design and materials, which enable it to easily express its era of construction and its original and continued use as an art studio. Specifically, it retains its large sawtooth skylight elements and lack of additional windows at the second story for the provision of light without shadow, and its pattern of entrances which express the interior division of studio space. Overall the building retains integrity of feeling.

Association

Martinez Hall retains good integrity of association. It was constructed as a painting and printmaking studio for the CCA and continues to be used for this purpose. Further, its integrity of design allows the building to effectively convey its Third Bay Tradition style.

Conclusion

Martinez Hall appears to be individually significant under California Register Criterion 3 (Architecture) as a strong representative example of the Third Bay Tradition design as applied to an institutional building, designed by master architects DeMars and Reay, and possessing high artistic value. The period of significance for Martinez Hall is 1968, its year of completion. The building retains integrity sufficient to convey its historic significance. Therefore, Martinez Hall is eligible for individual listing in the California Register. In addition, it is a contributor to the California Register-eligible CCA historic district as a representative of campus development through the 1960s. Martinez Hall represents the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.

FOUNDERS HALL

Founders Hall Significance

Criterion 1 (Events)

Founders Hall does not appear to be significant under California Register Criterion 1 (Events) as a building that reflects "events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States." The construction of a library and auditorium was part of the development program for the college laid out in 1964 by the architecture and planning firm of DeMars and Reay. The primary intentions of this development program were to provide more space for what was at that time a rapidly expanding student body, and to enable the college to both open up its "introverted" site and to "pay its own way" with the establishment of a substantial commercial presence along Broadway. Founders Hall was built concurrently with Martinez Hall, also designed by DeMars and Reay, and was the second building in

the development program to be completed. However, the building itself does not have a specific association with any broad pattern of events. The campus development program recognized a need to expand due to increasing enrollment, but the plans for expansion encompassed a variety of buildings, including at least three large studio and classroom buildings and a library and auditorium. Founders Hall does not individually appear to reflect any specific events that have contributed to broad patterns of local, regional history or to have contributed individually to the cultural heritage of California. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

Founders Hall does not appear to be significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California, or national history. Although portions of the building are named in honor of the college's founding faculty members, including Meyer Library, Isabelle Percy West Gallery, and Nahl Hall, none of these people worked in the building. Though notable faculty and students of the school may have periodically displayed artwork at this building or delivered lectures in its auditorium, research has not revealed any specific significant association that would justify inclusion of Founders Hall in the California Register under Criterion 2 (Persons).

Criterion 3 (Architecture)

Founders Hall does appear to be significant under California Register Criterion 3 (Architecture) as a building that embodies the distinctive characteristics of an architectural style, representing the work of master architects. Founders Hall was designed in 1965 by Vernon DeMars and Donald Reay in a Brutalist style and completed in 1968. Founders Hall includes many of the characteristics of the Brutalist style, including concrete construction and top-heavy massing, particularly at the southeast portion of the building, which includes the Nahl Hall auditorium, and the northwest portion of the building, which includes the reading room of Meyer Library. Some windows at the west and north façades include painted concrete awnings, which cause the windows within these awnings to read as voids, while the large row of windows at the west end of the north façade includes metal I-beam ribs. Architectural styles, like other artistic styles and movements, represent a spectrum of expression which can result in innumerable variation based on site conditions, programming and use, technical ability, and creative choices. For example, the glass awning over the primary entrance at the east façade of Founders Hall departs somewhat from the building's overall Brutalist vocabulary. This may have been designed to transition the Brutalist design of Founders Hall to the Third Bay Tradition of Martinez Hall, as the shed roof of the glass awning meets the shed roof of Martinez Hall's wood awning to form a point of contact. DeMars and Reay used unique elements to relate Founders Hall to the surrounding site context, particularly Martinez Hall, while working within the broad material and formal vocabulary of Brutalism. As such, Founders Hall can be understood as embodying the distinctive characteristics of the Brutalist style.

In addition to being a good example of Brutalist design, Founders Hall is also representative of the work of master architects DeMars and Reay, and possesses high artistic value. For these reasons the building appears to be individually significant under California Register Criterion 3 (Architecture).

Criterion 4 (Information Potential)

Founders Hall does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Founders Hall Integrity

Location

Founders Hall has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

Founders Hall retains integrity of setting. The building was planned and constructed concurrently with Martinez Hall to the east. Macky Hall, directly to the north, was at the site when Founders Hall was constructed. The campus retains open space to the west of Founders Hall, and south of the building is the campus site perimeter, beyond which there is a steep cliff and the Rockridge Shopping Center, originally constructed around the same time as Founders Hall. While recent construction at the shopping center has altered the appearance of the development, this neighboring property remains in use as a retail hub. Therefore, changes to the building's setting have been minimal, and the building retains integrity of setting.

Design

Founders Hall has undergone some changes to its original appearance, but overall retains integrity of design. Alterations in 1978 that enclosed a portion of the third-story space at the southwest corner of the building and changed this portion's fenestration pattern are not visible from the main campus' public areas. Due to the scale of the addition relative to the overall building, the alteration does not have significant impact on the design of the building. Other than this alteration, there have been no notable alterations at any of the building's other façades, all three of which are much more visible from the CCA campus. Therefore, Founders Hall retains good integrity of design overall.

Materials

Founders Hall has undergone few changes to its façades and retains integrity of materials. The building's distinctive Brutalist construction cladding and finish materials, including concrete, plate glass, and metal ribs, all remain in place. Any replacement of original construction materials has been done in kind.

Workmanship

Founders Hall is designed in the Brutalist style, a modern architectural style that eschews the application of the types of ornamental detail which are often thought of as conveying the qualities of craft associated with workmanship. However, Founders Hall does retain integrity of workmanship in the application of simple high-quality design details such as exposed, poured concrete walls, including separation joints and evenly spaced marks left by the concrete's form ties.

Feeling

Founders Hall retains integrity of feeling. It retains the majority of its original form, massing, design and materials, which enable it to easily express its era of construction and its original and continued use as a library and auditorium, specifically in its large north-facing windows which illuminate an interior reading room, and its height and lack of windows at the southeast portion of the building which express the interior auditorium use.

Association

Founders Hall retains integrity of association. It was constructed as a library and auditorium and continues to be used for these purposes. The addition of classroom space in 1978 does not affect the building's integrity of association, as this use is compatible with its historic association with the CCA. Further, the building retains good integrity of design, materials, and workmanship to convey its association with the Brutalist architectural style.

Conclusion

Founders Hall appears to be individually significant under California Register Criterion 3 (Architecture) as a strong representative example of a Brutalist design, the work of master architects DeMars and Reay, and for possessing high artistic value. The period of significance for Founders Hall is 1968, its year of completion. The building retains integrity sufficient to convey its historic significance. Therefore, Founders Hall is eligible for individual listing in the California Register. In addition, it is a contributor to the California Register-eligible CCA historic district as a representative of campus development through the 1960s. Founders Hall represents the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.

MARTINEZ HALL ANNEX

Martinez Hall Annex Significance

Criterion 1 (Events)

Martinez Hall Annex does not appear to be significant under California Register Criterion 1 (Events) as a building that reflects “events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.” The building was hastily constructed in 1970, at a period of peak enrollment associated with the “baby boom” era. Originally meant to serve as a craft building, Martinez Hall Annex became home to the school's photography program. Martinez Hall Annex replaced two smaller classroom buildings, and the siting of the building complied with the 1964 DeMars and Reay development plan in that it continued to place new construction at the perimeter of the campus. However, Martinez Hall Annex was not designed by DeMars and Reay and itself does not have a specific association with any broad pattern of events, and does not appear to individually reflect any specific events that have contributed to broad patterns of local or regional history or to have contributed individually to the cultural heritage of California. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

Martinez Hall Annex does not appear significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California or national history. During its tenure housing the photography program, the building may have been the location of the activities of students who have pursued successful careers in the arts or become well-known in their specific artistic mediums. Research has revealed no specific close association between Martinez Hall Annex and any significant person.

Criterion 3 (Architecture)

Martinez Hall Annex does not appear significant under California Register Criterion 3 (Architecture) as a building that “embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.” Martinez Hall Annex was built in 1970 by CSB construction; no architect was identified or associated with the design of the building. Martinez Hall Annex features some modest Third Bay Tradition design elements, including shed roof elements, ribbon windows, and large expanses of glazing. However, the steel frame construction and standing-seam metal siding, methods and materials not generally associated with the Third Bay Tradition, contribute to the largely utilitarian design of the building. Builder CSB Construction does not have any notable reputation or body of work in the Bay Area.

Criterion 4 (Information Potential)

Martinez Hall Annex does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to

age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Martinez Hall Annex Integrity

Although it does not appear to be individually eligible for the California Register under any criterion, the Martinez Hall Annex has been identified as a contributor to the CCA as a California Register-eligible historic district. As such, its integrity is addressed here to confirm its contributory status.

Location

Martinez Hall Annex has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

Martinez Hall Annex retains integrity of setting. The Martinez Hall Annex was constructed two years after Martinez Hall and mimics Martinez Hall; this spatial and stylistic relationship remains intact.

Design

Martinez Hall Annex has undergone only modest design changes and retains integrity of design. Evidence from original drawings suggest that the fully-glazed primary entrance replaced the original entrance, which featured a single door and two separate fixed windows. Overall, however, the primary entrance is in roughly the same location. No other changes have been made to the design of Martinez Hall Annex.

Materials

Martinez Hall Annex has undergone some changes to its historic materials that reduce its integrity of materials. The building retains its original standing-seam metal siding and metal sash windows. Evidence from original drawings suggest that the current fully-glazed primary entrance replaced the original entrance, which featured a single door and two separate fixed windows. Any other material changes that have been made to Martinez Hall Annex appear to have been done in kind; overall the Martinez Hall Annex retains integrity of materials.

Workmanship

The Martinez Hall Annex was designed and constructed in a style that generally includes few expressions of workmanship. As its design and materials retain integrity, the Martinez Hall Annex can be said to retain integrity of workmanship.

Feeling

Martinez Hall Annex retains integrity of feeling. It retains its overall original form, massing, design and materials, which enable it to easily express its era of construction and its original and continued use as an art studio.

Association

Martinez Hall Annex retains good integrity of association. Although initially meant to be a craft studio, its use as a photography studio occurred early and did not require significant changes in design. The building continues to be used as a photography studio, and retains integrity of association.

Conclusion

Martinez Hall Annex does not appear to be individually significant under any of the four evaluative criteria and is therefore not eligible for individual listing in the California Register. The building retains sufficient integrity to convey its historic association with the CCA campus, and is a

contributor to the California Register-eligible CCA historic district as a building dating to the district's period of significance and which is associated with the campus' expansion of student facilities through the late twentieth century.

NONI ECCLES TREADWELL CERAMIC ARTS CENTER

Noni Eccles Treadwell Ceramic Arts Center Significance

Criterion 1 (Events)

Noni Eccles Treadwell Ceramic Arts Center (Ceramic Arts Center) does not appear to be significant under California Register Criterion 1 (Events) as a building that reflects “events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.” The Ceramic Arts Center was the first building constructed as part of the Project 73 campus master plan by architects Wong and Brocchini. The plan proposed the construction of three large new classroom and studio buildings, two along the east perimeter of campus and one along the north perimeter, at Clifton Street. However, this master plan—one of a number of periodic planning efforts developed and undertaken by the CCA—does not constitute a broad pattern of events with local or regional significance. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

Noni Eccles Treadwell Ceramic Arts Center does not appear significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California or national history. When the Noni Eccles Treadwell Ceramic Arts Center opened in the late autumn of 1973, it became the home of one of the college's most prestigious departments, including faculty members Viola Frey, Jacomena Maybeck, V. R. Coykenall, and Arthur Nelson. While Frey has a strong connection to the Noni Eccles Ceramic Arts Center, as she taught in the building at the height of her highly regarded career, she maintained large private studio spaces in Oakland during the same time, where she produced her own body of work. Although the Noni Eccles Treadwell Ceramic Arts Center was the most consistent and long-standing building associated with the career of Viola Frey's role as an educator, her extremely large-scale and outdoor sculptures required large, warehouse-sized studio spaces to create; thus, her studio spaces in Oakland very likely have a stronger association with her unique body of sculptural work. Research has revealed no specific close association between the Ceramic Arts Center and any other significant person. Thus, the building cannot be said to have significance under this criterion.

Criterion 3 (Architecture)

Noni Eccles Treadwell Ceramic Arts Center does appear to be significant under California Register Criterion 3 (Architecture) as a building that embodies the distinctive characteristics of a type and represents the work of significant architects in the Bay Area. Like Martinez Hall, completed in 1968, the Ceramic Arts Center was designed by the architecture firm, Wong and Brocchini, in the Third Bay Tradition style and completed in 1973.

In form, composition, and material, the Ceramic Arts Center displays a notable interpretation of the Third Bay Tradition style adapted to the purpose of an institutional building. It includes form and massing that are associated with this style, including shed roofs with clerestory windows and cantilevered massing. The design is sensitive to its surroundings and its programmatic function; the open floor plan, central light courts, and near continuous glazing along much of the east, south, and west façades allow for free physical movement and the natural light necessary for ceramics studio spaces. Wood slatted trellises affixed to the exterior façades diffuse direct light. Although the Third Bay Tradition is more frequently associated with wood cladding, the Noni Eccles Treadwell Ceramic Arts Center is clad in striated, unglazed terra cotta block, which is a direct material reference to the programmatic function of the space as a ceramics center. Architectural styles, like other artistic styles

and movements, represent a spectrum of expression which can result in innumerable variation based on site conditions, programming and use, technical ability, and creative choices. Wong & Brocchini used a specific material—unglazed terra cotta block—to relate the building to its use as a ceramics studio, while working within the formal vocabulary of Third Bay Tradition in terms of massing, roof form, and connection between indoor and outdoor through expansive glazing. As such, the Ceramic Arts Center can be understood as embodying the distinctive characteristics of the Third Bay Tradition style.

Designed by prominent Bay Area architects Wong and Brocchini, who were well versed in late modernist styles including the Third Bay Tradition, Noni Eccles Treadwell Ceramic Arts Center has high artistic value for the unique formal and material choices reflective of the building's programmatic function within the Third Bay Tradition style. For these reasons the building appears to be individually significant under California Register Criterion 3 (Architecture).

Criterion 4 (Information Potential)

Noni Eccles Treadwell Ceramic Arts Center does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Noni Eccles Treadwell Ceramic Arts Center Integrity

Location

Noni Eccles Treadwell Ceramic Arts Center has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

Noni Eccles Treadwell Ceramic Arts Center retains integrity of setting. The building was planned and constructed as part of the Project 73 campus master plan update. The building responds to the site and setting of the earlier buildings around it. Through slightly impacted by the construction of the adjacent Oliver and Ralls Studio Building in 1989, immediately to the north; construction of new buildings on this site were anticipated in the Project 73 plan.

Design

Noni Eccles Treadwell Ceramic Arts Center has undergone few design changes and retains integrity of design. Investigations of Project 73 plans, historic photos, and a site inspection do not reveal any evidence of exterior design changes. An ADA-accessible wheelchair ramp leading to both the Martinez Hall Annex and Ceramic Arts Center was built between the two buildings, but does not affect the material or design of the Ceramic Arts Center. No other changes have been made to the design of the Ceramic Arts Center.

Materials

Noni Eccles Treadwell Ceramic Arts Center has undergone few material changes and as such retains integrity of materials. The building retains its original striated, unglazed terra cotta block cladding, concrete belt course, wood slatted trellises affixed by metal brackets, and metal sash windows. Any material changes that have been made to the Ceramic Arts Center appear to have been done in kind.

Workmanship

Noni Eccles Treadwell Ceramic Arts Center is designed in the Third Bay Tradition style, a modern architectural style that eschews the application of ornamental detail of the sort that would explicitly convey the qualities of craft associated with workmanship. However, it does retain integrity of

workmanship in the application of simple high-quality design details such as striated, unglazed terra cotta block which is a direct material reference to the programmatic function of the space as a ceramics studio.

Feeling

Noni Eccles Treadwell Ceramic Arts Center retains integrity of feeling. It retains its overall original form, massing, design and materials, which enable it to easily express its era of construction and its original and continued use as a ceramic arts studio. Specifically, it retains its large expanses of glazing, shaded by exterior wooden trellises, and clerestory windows under shed roofs. Additionally, the expansive glazing with each bay expresses the interior division of studio spaces grouped around the large interior instructional space.

Association

Noni Eccles Treadwell Ceramic Arts Center retains good integrity of association. It was constructed as a ceramic arts studio and continues to be used for this purpose.

Conclusion

Noni Eccles Treadwell Ceramic Arts Center appears to be individually significant under Criterion 3 (Architecture) as a unique representation of Third Bay Tradition design as applied to an institutional building with high artistic value. The period of significance for Noni Eccles Treadwell Ceramic Arts Center is 1973, its year of completion. The building retains integrity sufficient to convey its historic significance. Therefore, Noni Eccles Treadwell Ceramic Arts Center is eligible for individual listing in the California Register. In addition, it is a contributor to the California Register-eligible CCA historic district as a representative of the campus' development efforts through the 1970s. It provides an example of the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.

RALEIGH & CLAIRE SHAKLEE BUILDING

Raleigh & Claire Shaklee Building Significance

Criterion 1 (Events)

The Raleigh & Claire Shaklee Building (Shaklee Building) does not appear to be significant under California Register Criterion 1 (Events) as a building that reflects “events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.” The Shaklee Building was the second building constructed as part of the Project 73 campus master plan by architects, Wong and Brocchini. The Project 73 plan proposed the construction of three large new classroom and studio buildings, two along the east perimeter of campus and one along the north perimeter, at Clifton Street. However, this master plan—one of a number of periodic planning efforts developed and undertaken by CCA—does not constitute a broad pattern of events with local or regional significance, particularly as it was only carried out in part. Therefore, the Shaklee Building does not appear to be individually significant for the California Register under Criterion 1. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

The Shaklee Building does not appear significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California or national history. During its tenure housing the glass and metal arts programs, the building may have been the location of the activities of students who have pursued successful careers in the arts or become well-known in their specific artistic mediums. However, research has revealed no specific close association between

Shaklee Building and any significant person. The building is named after Bay Area philanthropists Raleigh and Claire Shaklee, who donated money for several expansions and renovations on the CCA campus; however, namesake association is not a strong enough association for a building to be considered significant for the California Register under Criterion 2.

Criterion 3 (Architecture)

The Shaklee Building does not appear significant under California Register Criterion 3 (Architecture) as a building that “embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.” The Shaklee Building was designed by the architectural firm Wong & Brocchini and constructed in 1979. The building blends some Third Bay Tradition design vocabulary—particularly in form and massing—with elements more strongly associated with International Style design, such as stucco cladding and ribbon windows. The modest expression of late modern styles was, at least in part, a result of 1970s economic austerity which affected the campus capital program. The Shaklee Building is not a unique or representative example of a particular modernist style, and does not possess high artistic value. Designed by notable local architects, Wong & Brocchini, the building does not represent their best or most progressive work. As such, the Shaklee Building does not appear to be individually significant for the California Register under Criterion 3.

Criterion 4 (Information Potential)

The Shaklee Building does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull’s evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Raleigh & Claire Shaklee Building Integrity

Although it does not appear to be individually eligible for the California Register under any criterion, the Shaklee Building has been identified as a contributor to the CCA as a California Register-eligible historic district. As such, its integrity is addressed here to confirm its contributory status.

Location

The Shaklee Building has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

The Shaklee Building is located along Clifton Street, west of the Facilities Building and north of Irwin Student Center. In 1992, Barclay Simpson Sculpture Studio was constructed with a hyphen corridor connector to the Shaklee Building. The addition of Barclay Simpson Sculpture Studio is located at the rear façade of the Shaklee Building and is consistent with the scale and massing of the Shaklee Building. The landscaping and circulation around the main façades of the Shaklee building, the north and east façades, has remained unchanged, and Clifton Street remains a side street with campus residential and other educational buildings. As such, Shaklee Building retains integrity of setting.

Design

The Shaklee Building is a modest expression of late modernist design with elements of both the Third Bay Tradition—such as massing, shed roof forms, and conservatory style windows—and the International Style—such as stucco cladding and ribbon windows. The Shaklee Building does not appear to have undergone any significant exterior alterations, except for the construction of the Barclay Simpson Sculpture Studio which is connected by a hyphen volume corridor. The Barclay Simpson Sculpture Studio is setback from the rear façade of the Shaklee Building due to the hyphen

connector, and thus has minimal impact on the overall design of the Shaklee Building. Therefore, the Shaklee Building retains integrity of design.

Materials

The Shaklee Building is constructed with concrete blocks, clad in stucco, and features aluminum-sash ribbon windows and conservatory style windows with large mullions. A student-designed and -constructed mosaic is located at the primary entry staircase. The materials of the Shaklee Building have remained unaltered since construction, so the Shaklee Building retains integrity of materials.

Workmanship

The Shaklee Building was designed and constructed in a style that generally includes few expressions of workmanship, instead utilizing mass-produced materials such concrete block. Workmanship is expressed through the application of the mosaic at the primary entrance and stucco work. These features remain unaltered and the building retains integrity of design and materials, so it can be said to retain integrity of workmanship.

Feeling

The Shaklee Building is designed in a modest expression of late modernist design, combining elements of the Third Bay Tradition and International Style. The massing and roof forms utilized in the Shaklee Building were frequently used in 1970s era institutional buildings, and the use of modest materials is reflective of austerity in the decade's recession. As such, the Shaklee Building retains integrity of feeling as an institutional building constructed in 1979.

Association

Constructed to house the glass and metal arts programs at CCA, the Shaklee Building continues to be used for this same educational purpose, and therefore retains integrity of association.

Conclusion

The Shaklee Building does not appear to be individually significant under any of the four evaluative criteria, and is therefore not eligible for individual listing in the California Register. The Shaklee Building retains all seven aspects of integrity. It is a contributor to the California Register-eligible CCA historic district, as a building constructed during the district's period of significance and related to the campus' development efforts through the 1970s.

OLIVER ART CENTER & RALLS PAINTING STUDIO (OLIVER & RALLS BUILDING)

Oliver & Ralls Building Significance

Criterion 1 (Events)

The Oliver Art Center & Ralls Painting Studio (Oliver & Ralls Building) does not appear to be significant under California Register Criterion 1 (Events) as a building that reflects "events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States." Built in 1989 to provide additional classroom and gallery space, the Oliver & Ralls Building is associated with the general growth and development of CCA campus, but not part of broad pattern of events with local or regional significance. Therefore, the Oliver & Ralls Building does not appear to individually significant for the California Register under Criterion 1. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

The Oliver & Ralls Building does not appear significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California or national

history. During its tenure housing a painting studio and gallery space, the building may have been the location of the activities of students who have pursued successful careers in the arts or become well-known in their specific artistic mediums. However, research has revealed no specific close association between the Oliver & Ralls Building and any significant person.

Criterion 3 (Architecture)

The Oliver & Ralls Building does not appear significant under California Register Criterion 3 (Architecture) as a building that “embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.” Designed by George Miers & Associates and constructed in 1989, the Oliver & Ralls Building utilizes tenants of Modernist design, including simple geometric massing, lack of applied ornamentation, and large expanses of glazing. However, the building is not a full expression of any particular architectural style associated with the 1980s and is a modest expression of a minimalist strain of Modernist design. George Miers & Associates have not been identified as master architects, and the building does not possess high artistic value. As such, the Oliver & Ralls Building does not appear to be individually significant for the California Register under Criterion 3.

Criterion 4 (Information Potential)

The Oliver & Ralls Building does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull’s evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

Oliver & Ralls Building Integrity

Although it does not appear to be individually eligible for the California Register under any criterion, the Oliver & Ralls Building has been identified as a contributor to the CCA as a California Register-eligible historic district. As such, its integrity is addressed here to confirm its contributory status.

Location

The Oliver & Ralls Building has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

The Oliver & Ralls Building is located along the east edge of CCA campus, immediately north of the Noni Eccles Treadwell Ceramic Arts Center and south of and abutting the B Building. No new buildings have been constructed in the vicinity of the Oliver & Ralls Building since its construction, and the landscaping and circulation patterns remain relatively unchanged. Therefore, the Oliver & Ralls Building retains integrity of setting.

Design

The Oliver & Ralls Building is a modest expression of minimalist design using simple materials and highly geometric massing. The Oliver & Ralls Building does not appear to have undergone any significant exterior alterations, and, as such, retains integrity of design.

Materials

The Oliver & Ralls Building is constructed with stucco siding and an aluminum-sash vestibule with both transparent and semi-opaque glazing. Aside from the tinting of one lite in the vestibule, the materials of the Oliver & Ralls Building have remained unaltered since construction, so the building retains integrity of materials.

Workmanship

The Oliver & Ralls Building was designed and constructed in a style that generally includes few expressions of workmanship, utilizing prefabricated materials and architectural elements. As the design and materials of the Oliver & Ralls Building have been retained, the building can also be said to retain integrity of workmanship.

Feeling

The Oliver & Ralls Building is designed in a modest expression of minimalist design, representing a strain of Modernist design that extended through the 1980s and into the present day. The building retains integrity of design, materials, and workmanship such that it also retains integrity of feeling as an institutional building constructed in the late 1980s.

Association

Constructed to house classrooms and gallery space, the Oliver & Ralls Building continues to be used for this same educational purpose. The lack of fenestration at the primary volume of the building is a result of the interior use as a gallery space, with controlled artificial lighting and walls reserved for hanging artwork. Therefore, the building retains integrity of association.

Conclusion

The Oliver & Ralls Building does not appear to be individually significant under any of the four evaluative criteria, and is therefore not eligible for individual listing in the California Register. The Oliver & Ralls Building retains all seven aspects of integrity. It is a contributor to the California Register-eligible CCA historic district as it dates to the district's period of significance and represents the campus' focus on arts education and practice.

BARCLAY SIMPSON SCULPTURE STUDIO

Barclay Simpson Sculpture Studio Significance

Criterion 1 (Events)

The Barclay Simpson Sculpture Studio does not appear to be significant under California Register Criterion 1 (Events) as a building that reflects "events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States." Completed in 1992 to provide space for large-scale glass and metal sculpture, the building is associated with the general growth and development of CCA campus, but is not individually representative of a broad pattern of events with local or regional significance. Therefore, the Barclay Simpson Sculpture Studio does not appear to be individually significant for the California Register under Criterion 1. Its significance is as a contributor to the larger historic district, comprising the site, landscape features, and buildings of CCA.

Criterion 2 (Persons)

The Barclay Simpson Sculpture Studio does not appear significant under California Register Criterion 2 (Persons) for its association with any individual person important to local, California or national history. During its tenure housing a large-scale sculpture studio, the building may have been the location of the activities of students who have pursued successful careers in the arts or become well-known in their specific artistic mediums. However, research has revealed no specific close association between the Barclay Simpson Sculpture Studio and any significant person. The building is named after Bay Area philanthropists Raleigh and Claire Shaklee, who donated money for several expansions and renovations on the CCA campus; however, namesake association is not a strong enough association for a building to be considered significant for the California Register under Criterion 2.

Criterion 3 (Architecture)

The Barclay Simpson Sculpture Studio appears to be significant under California Register Criterion 3 (Architecture) as a building that embodies the distinctive characteristics of a type and is of high artistic value. Designed in 1990 and completed in 1992, the Barclay Simpson Sculpture Studio was designed by Jim Jennings, an architect well known in professional circles who was on the CCA faculty at the time.

The Barclay Simpson Sculpture Studio is a very good example of a minimalist strain of Modernism as it evolved in the late twentieth century. While some architects explored architectural styles that were a response to Modernism, such as Postmodernism and Deconstructivism, others such as Jennings pushed the tenets of Modernism forward, using honest materials and structural systems to respond to contemporary values and site conditions. The Barclay Simpson Sculpture Studio is a highly geometric rectangular mass, with gridded geometry throughout its structure and material cladding. The polished concrete base takes cues from Brutalist design, using the formwork tie-holes to provide a subtle grid in lieu of ornament and reminder of the process of construction, while the polished finish is more refined. The steel structure of the building is exposed at the exterior and provides the parti, or organizing principle, for the pattern of the façades. Glass block, used in early twentieth century Modernist design, is used by Jennings to symbolically create a material connection to the glass sculpture creation within the building and to functionally provide ample natural light during the day, while turning the building into a beacon of light at night. The minimalist grid is continued through the screw fasteners on the fiber-reinforced concrete panels at secondary facades. The unfinished metal chimney stack provides a vertical balance to the otherwise horizontal building, and emphasizes the function of the building and work being conducted within, rather than hiding the mechanical functions. Galvanized metal louvers, which provide ventilation to the building, are functional elements which are also integrated into the design, creating a band of visual separation—similar to a traditional belt course—between the concrete base and the steel and glass block upper volume. Honesty of form, structure, and materials—basic tenets of Modernist design—are applied in the Barclay Simpson Sculpture Studio with refined detailing and sensitivity to the programmatic needs of the building as a working, large-scale glass and metal sculpture studio.

Even though the Barclay Simpson Sculpture Studio is less than 50 years old, a substantial body of published information regarding Modernist architectural design is available to provide perspective and historic context for understanding the building. Consistent with OHP guidance, a sufficient period of time has passed to develop a scholarly perspective for evaluating the building's significance.²¹⁶

The Barclay Simpson Sculpture Studio possesses high artistic value, itself a sculptural object, designed with the materials reflective of its programmatic use. The building also represents the characteristics of a minimalist strain of 1990s Modernist design, which pursued the tenets of Modernism by continuing to adapt to contemporary needs, standards in environmental controls, and new material technologies. For these reasons the Barclay Simpson Sculpture Studio appears to be individually significant under California Register Criterion 3 (Architecture).

Criterion 4 (Information Potential)

The Barclay Simpson Sculpture Studio does not appear to be individually eligible under Criterion 4. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

²¹⁶ California Office of Historic Preservation. "CEQA and the California Register: Understanding the 50-year Threshold," *CEQA Case Studies* Volume V1, September 2015 (Sacramento: California Office of Historic Preservation, 2015).

Barclay Simpson Sculpture Studio Integrity

Location

The Barclay Simpson Sculpture Studio has not been moved from the place where it was constructed and therefore retains its integrity of location.

Setting

The Barclay Simpson Sculpture Studio is located near the northwest corner of CCA campus, set back from the intersection of Broadway and Clifton Street behind a parking lot. The parking lot provides visual access to the monumental primary (west) façade of the building. The building is attached by a hyphen volume to the Shaklee Building to the east. No new buildings have been constructed on the campus since the Barclay Simpson Sculpture Studio opened, and the parking lot, landscaping, and circulation around the building have remained relatively unchanged. As such, the building retains integrity of setting.

Design

The Barclay Simpson Sculpture Studio is an example of a minimalist strain of 1990s Modernist design expressed through simple geometric forms, exposed structural systems, and a simple palette of materials organized on strict grid. No significant exterior alterations have been made to the Barclay Simpson Sculpture Studio, and, thus, the building retains integrity of design.

Materials

The Barclay Simpson Sculpture Studio has an exposed steel structural frame with inset glass block or fiber-reinforced concrete panels, set on a polished concrete base. The materials do not appear to have been altered since initial construction, except for the polished concrete base at the south façade which has been painted grey. The grey paint roughly matches the color of the polished concrete base, and appears to have been applied at this small area of the secondary façade for maintenance reasons. Overall, the building retains good integrity of materials.

Workmanship

The Barclay Simpson Sculpture Studio exhibits a high degree of workmanship in the exposed, polished concrete base and steel frame structure. While these structural elements would often be hidden by applied cladding and ornament in other architectural styles, the structural elements of the Barclay Simpson Sculpture Studio were constructed and detailed with a high level of refinement as they are left exposed. Except for the small, aforementioned section of the polished concrete base which has been painted, the physical evidence of the building's workmanship remains visible and unaltered. As such, the building retains integrity of workmanship.

Feeling

The Barclay Simpson Sculpture Studio retains integrity of feeling as an institutional building designed in a late twentieth century minimalist expression of Modernist design.

Association

The Barclay Simpson Sculpture Studio was constructed to provide space for large-scale glass and metal sculpture work, and continues to be used in this capacity. As such, the building retains integrity of association as a sculpture studio on CCA campus.

Conclusion

The Barclay Simpson Sculpture Studio appears to be individually eligible for the California Register under Criterion 3 (architecture) for possessing high artistic value; and for embodying the distinctive characteristics of New Modernist design that was being developed and explored throughout the late

1980s and into the present day. The Barclay Simpson Sculpture Studio retains all seven aspects of integrity. It is also a contributor to the California Register-eligible CCA historic district as a late example of the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty.

VI. EVALUATION OF CCA FOR ELIGIBILITY AS A CITY OF OAKLAND DESIGNATED HISTORIC PROPERTY

This section of the report provides a summary of Page & Turnbull's findings for the CCA campus' status as a City of Oakland historic district, and ten of the twelve buildings on the CCA campus for individual eligibility for listing as City of Oakland Designated Historic Properties. The Treadwell Estate, consisting of Macky Hall, the Carriage House, and their associated landscape features, is already listed as a City of Oakland Landmark and is not evaluated here. Official listing of a property as a City of Oakland Designated Historic Property requires owner consent and approval by the City of Oakland Landmark Preservation Advisory Board (LPAB); this section provides an evaluation of eligibility for designation.

An explanation of the City of Oakland's evaluative criteria for historic significance is described in **Section II** of this report, and is included in Appendix D of the Historic Preservation Element of the Oakland General Plan.²¹⁷ Evaluation sheets for each of the nine evaluated buildings are included in **Appendix A** of this report.

Evaluation Criteria for Eligibility as a City of Oakland Designated Historic Property

Page & Turnbull's findings for individual buildings are based on evaluations using the City of Oakland Landmark Preservation Advisory Board (LPAB) Form 3.1. An explanation of the City of Oakland's evaluative criteria for historic significance is included in Appendix D of the Historic Preservation Element of the Oakland General Plan and described briefly in this section.²¹⁸ Evaluation sheets for each of the ten evaluated buildings are included in **Appendix A** of this report.

City of Oakland Areas of Primary Importance (APIs) are defined in the Oakland General Plan, Historic Preservation Element, Appendix A: Definitions, as follows:

A historically or visually cohesive area or property group identified by the Reconnaissance or Intensive Surveys which usually contains a high proportion of individual properties with ratings of "C" or higher. At least two-thirds of the properties within an API must be contributory to the API, i.e. they reflect the API's principal historical or architectural themes.

Properties which do not contribute to the API because of alterations, but which would contribute if restored are considered noncontributors for purposes of the two-thirds threshold.

APIs appear eligible for the National Register of Historic Places either as districts or as historically-related complexes.²¹⁹

Areas of Secondary Importance (ASIs) are similar to Areas of Primary Importance except that (a) an ASI does not appear eligible for the National Register and (b) altered properties which do not now contribute to the ASI but would if restored are counted as contributors.²²⁰

²¹⁷ City of Oakland, Oakland General Plan, Historic Preservation Element, Sept. 1993.

²¹⁸ City of Oakland, Oakland General Plan, Historic Preservation Element, Sept. 1993.

²¹⁹ City of Oakland, Oakland General Plan, Historic Preservation Element, Appendix A: Definitions (August 1998), A-3, accessed August 13, 2019, <http://www2.oaklandnet.com/oakca1/groups/ceda/documents/webcontent/oak035233.pdf>.

²²⁰ Ibid.

CCA CAMPUS AS A CITY OF OAKLAND API

The CCA campus, comprising the entirety of the parcel associated with the property, is currently considered an API by the City of Oakland. As discussed in the previous California Register evaluation section, the property as a whole appears to be eligible for listing as a historic district in the California Register with a period of significance of 1922-1992. The campus, including twelve contributing buildings and multiple landscape features, is significant at the state and local level for its contribution to arts education and practice, constructed between the 1920s and 1990s under evolving visions of the institution's artistic and educational direction.

As mentioned before, the threshold for status as a City of Oakland API is that a district or complex must appear to be eligible for listing in the National Register of Historic Places, and two-thirds of the properties within its boundaries must contribute to its significance. As the significance criteria for the California Register are nearly identical to those of the National Register, with the former modeled on the latter, the California Register-eligible CCA campus district, significant under Criterion 1 for its role in the development of arts education in California, may reasonably be considered significant under the analogous Criterion A for the National Register. Further, it retains sufficient integrity, as discussed in the evaluation of its California Register eligibility in Section V. Therefore, the CCA campus district is eligible for listing in the National Register under Criterion A, significant the local and state levels for its role in the development of arts education in California, with a period of significance of 1922-1992.

A notable difference between the California Register and National Register is the treatment of resources whose significance was attained within the last 50 years, or whose periods of significance extend into the past 50 years. This is relevant, as the latter 22 years of the CCA campus's 70-year period of significance currently falls within the past 50 years. According to the special criteria considerations of the California Register, a resource achieving significance within the past 50 years "may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance."²²¹ As discussed in Section V, the CCA campus's importance as an institution is of sufficient age and continuity that the portion of its period of significance reaching into the past 50 years may be viewed as a reasonable extension.²²² The language related to National Register eligibility of resources less than 50 years old, referred to as Criteria Consideration G, is somewhat more demanding, requiring that a property achieving significance within the past 50 years be of "exceptional importance."²²³

Some clarification regarding the requirement for "exceptional importance" is offered in two National Park Service publications which provide guidance for the evaluation and listing of historic properties on the National Register.

National Register Bulletin 16, *How to Complete the National Register Registration Form*, notes the following regarding periods of significance extending into the past 50 years:

Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period. (Events and activities occurring within the last 50

²²¹ California Office of Historic Preservation, *Technical Assistance Bulletin No. 6: California Register and National Register: A Comparison* (Sacramento: California Office of State Publishing, June 2011), 3.

²²² Personal communication with Jay Correia, Supervisor - Registration Unit, Office of Historic Preservation, November 8, 2019.

²²³ *Ibid.*, 4.

years must be exceptionally important to be recognized as "historic" and to justify extending a period of significance beyond the limit of 50 years ago.)²²⁴

However, National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* makes clear that a "historic district in which a few properties are newer than fifty years old, but the majority of properties and the most important Period of Significance are greater than fifty years old" need not meet the Criteria Consideration G requirement for exceptional importance.²²⁵

National Register Bulletin 22, *Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years*, further clarifies that when:

- (a) the district's period of significance is justified as a discrete period with a defined beginning and end; (b) the character of the district's historic resources is clearly defined and assessed; (c) specific resources in the district are demonstrated to date from that discrete era; and, (d) the majority of district properties are over 50 years old. In these instances it is not necessary to prove exceptional importance of either the district itself or of the less-than-50-year-old properties.²²⁶

Based on this National Park Service guidance, the CCA campus, the majority of whose 1922-1992 period of significance and 12 of 18 contributors are greater than 50 years old, is not subject to the requirements of Criteria Consideration G.

The CCA campus is therefore a National Register-eligible historic district. As 18 of its total of 26 combined buildings and landscape features (69%) contribute to the significance of the district, it meets the requirements to be considered a City of Oakland API. All 12 buildings evaluated according to the Oakland Cultural Heritage Survey Evaluation System have been assigned ratings of C or higher.

Table 4 lists the buildings and landscape features have been identified as contributors to the City of Oakland API.

Table 4. City of Oakland Area of Primary Importance (API) Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none"> ▪ Macky Hall ▪ Carriage House ▪ Facilities Building ▪ B Building ▪ Irwin Student Center & A-2 Café ▪ Martinez Hall ▪ Founders Hall ▪ Martinez Hall Annex ▪ Noni Eccles Treadwell Ceramic Arts Center 	<ul style="list-style-type: none"> ▪ Macky Lawn ▪ Stairs with Ceramic Pots ▪ Faun Sculpture ▪ <i>Infinite Faith</i> ▪ Bell Tower ▪ <i>Celebration Pole</i>

²²⁴ National Park Service, *National Register Bulletin 16: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, 1997), 42.

²²⁵ National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1995), 41.

²²⁶ National Park Service, *National Register Bulletin 22, Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years* (Washington D.C.: National Park Service, 1996), 10.

Table 4. City of Oakland Area of Primary Importance (API) Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none"> ▪ Raleigh & Clair Shaklee Building ▪ Oliver Art Center & Ralls Painting Studio ▪ Barclay Simpson Sculpture Studio 	

TREADWELL ESTATE (MACKY HALL & CARRIAGE HOUSE)

In 1986, the Oakland Cultural Heritage Survey assigned Macky Hall a rating of A1+, the Carriage House a rating of B1+, and the Broadway Wall and stairs and two sequoias each a rating of C1+. Macky House, Carriage House, and associated landscape features were designated as Oakland Landmarks in 1975 and were listed in the National Register in 1977.

As the Treadwell Estate is already listed as an Oakland Landmark, Page & Turnbull’s intensive survey and evaluation did not assign new OCHS ratings to these buildings and landscape features. The two sequoias (*sequoia gigantea*) were removed on **July 24-26, 2019, with approved Tree Removal Permit Waivers (Permit Request #1024788, approved Oakland Public Works, June 14, 2019)**, and therefore are no longer contributing landscape features. Page & Turnbull additionally recommends that the full length of the Broadway Wall be included in the Landmark designation. **Table 5** lists the buildings and landscape features have been identified as contributors to the Treadwell Estate City of Oakland Landmark.

Table 5. Treadwell Estate City of Oakland Landmark Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none"> ▪ Macky Hall ▪ Carriage House 	<ul style="list-style-type: none"> ▪ Broadway Wall (entire length, inclusive of stairs and carriage entrance gate) ▪ Eucalyptus Row ▪ Carnegie Bricks ▪ 80-foot Wide View Corridor

FACILITIES BUILDING

In 1986, the Oakland Cultural Heritage Survey assigned the Facilities Building a preliminary rating of D1+ through a reconnaissance survey—indicating that it is a building of minor importance, in an Area of Primary Importance (API), and is a contributor to that API.

Page & Turnbull’s intensive survey and evaluation assigns the Facilities Building a rating of **B1+**, which means that it is a building of major importance located in an Area of Primary Importance (API), and is a contributor to that API.

B BUILDING

In 1986, the Oakland Cultural Heritage Survey assigned the B Building a preliminary rating of D1+ through a reconnaissance survey—indicating that it is a building of minor importance, in an Area of Primary Importance (API), and is a contributor to that API.

Page & Turnbull's intensive survey and evaluation assigns the B Building a rating of **B1+**, which means that it is a building of major importance, located in an Area of Secondary Importance (API), and is a contributor to that API.

IRWIN STUDENT CENTER

In 1986, the Oakland Cultural Heritage Survey assigned the Irwin Student Center a preliminary rating of F1- through a reconnaissance survey—indicating that it was less than 50 years old when it was evaluated, located in an Area of Primary Importance (API), but not a contributor to that API.

Page & Turnbull's intensive survey and evaluation assigns the Irwin Student Center a rating of **C1+**, meaning that it is a building of secondary importance, located in an Area of Primary Importance (API), and is a contributor to that API.

MARTINEZ HALL

In 1986, the Oakland Cultural Heritage Survey assigned Martinez Hall a preliminary rating of F1- through a reconnaissance survey—indicating that it was less than 50 years old when it was evaluated, located in an Area of Primary Importance (API), but not a contributor to that API.

Page & Turnbull's intensive survey and evaluation assigns Martinez Hall a rating of **A1+**, meaning that it is a building of highest importance, located in an Area of Primary Importance (API), and is a contributor to that API.

FOUNDERS HALL

In 1986, the Oakland Cultural Heritage Survey assigned Founders Hall a preliminary rating of F1- through a reconnaissance survey—indicating that it was less than 50 years old when it was evaluated, located in an Area of Primary Importance (API), but not a contributor to that API.

Page & Turnbull's intensive survey and evaluation assigns Founders Hall a rating of **B1+**, meaning that it is a building of major importance, located in an Area of Primary Importance (API), and is a contributor to that API.

MARTINEZ HALL ANNEX

In 1986, the Oakland Cultural Heritage Survey did not assign a rating to Martinez Hall Annex. Martinez Hall Annex, built in 1970, had been constructed at the time of the reconnaissance survey, so the reasons for not assigning a rating are unknown.

Page & Turnbull's intensive survey and evaluation assigns Martinez Hall Annex a rating of **C1+**, which means that it is a building of secondary importance, located in an Area of Primary Importance (API), and is a contributor to that API.

NONI ECCLES TREADWELL CERAMIC ARTS CENTER

In 1986, the Oakland Cultural Heritage Survey assigned Noni Eccles Treadwell Ceramic Arts Center a preliminary rating of F1- through a reconnaissance survey—indicating that it was less than 50 years old when it was last evaluated, located in an Area of Primary Importance (API), but not a contributor to that API.

Page & Turnbull's intensive survey and evaluation assigns Noni Eccles Treadwell Ceramic Arts Center a rating of **A1+**, meaning that it is a building of highest importance, located in an Area of Primary Importance (API), and is a contributor to that API.

RALEIGH & CLAIRE SHAKLEE BUILDING

In 1986, the Oakland Cultural Heritage Survey assigned the Raleigh & Claire Shaklee Building (Shaklee Building) a preliminary rating of F1- through a reconnaissance survey—indicating that it was less than 50 years old when it was last evaluated, located in an Area of Primary Importance (API), and not a contributor to that API.

Page & Turnbull's intensive survey and evaluation assigns the Shaklee Building a rating of **C1+**, meaning that it is a building of secondary importance, located in an Area of Primary Importance (API), and is a contributor to that API.

OLIVER ART CENTER & RALLS PAINTING STUDIO (OLIVER & RALLS BUILDING)

In 1986, the Oakland Cultural Heritage Survey assigned the Oliver Art Center & Ralls Painting Studio (Oliver & Ralls Building) a preliminary rating of F1- through a reconnaissance survey—indicating that it was less than 50 years old when it was last evaluated, located in an Area of Primary Importance (API), and not a contributor to that API.

Page & Turnbull's intensive survey and evaluation assigns the Oliver & Ralls Building a rating of **C1+**, meaning that it is a building of secondary importance, located in an Area of Primary Importance (API), and is a contributor to that API.

BARCLAY SIMPSON SCULPTURE STUDIO

The Barclay Simpson Sculpture Studio was not yet constructed at the time of the 1986 Oakland Cultural Heritage Survey evaluation, and was therefore not assigned a preliminary rating.

Page & Turnbull's intensive survey and evaluation assigns the Barclay Simpson Sculpture Studio a rating of **A1+**, meaning that it is a building of highest importance, located in an Area of Primary Importance (API), and is a contributor to that API.

VII. CHARACTER-DEFINING FEATURES

For a property to be eligible for national or state designation under criteria related to type, period, or method of construction, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. These distinctive character-defining features are the physical traits that commonly recur in property types and/or architectural styles. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials.

Character defining features for the resources on the CCA campus found individually eligible for the California Register are listed below, as well as the California Register-eligible CCA Historic District.

CHARACTER-DEFINING FEATURES OF INDIVIDUAL HISTORIC RESOURCES

Macky Hall (Treadwell Mansion)

- Mass, scale, size, proportions, and footprint of the building
- Wood cladding including scalloped shingles at third story, horizontal clapboards at first and second stories, and stylized Stick-Eastlake style decorative framing elements
- Complex cross-gabled roof configuration with multiple gabled and shed-roof dormers
- Fenestration pattern, including squared bay windows at west façade, double-hung wood sash windows with wide wood surrounds
- Bargeboards and brackets on gables and dormers
- Recessed entry porch with curb roof and turned wood posts
- First-story porch with turned posts and balusters at east and south facades
- Associated landscape elements, including the full extent of Broadway wall with staircase and carriage entrance gate; Eucalyptus row; and Carnegie bricks installed in landscape

Carriage House

- Mass, scale, size, proportions, and footprint of the building
- Wood cladding including horizontal wood channel drop siding at first story, board and batten at second story, paneling between first and second stories
- Two-part roofline with full second story at north
- Clipped gable roof with gabled dormers, floral horns and diamond-shaped mount on roof ridge
- Fenestration pattern, including double-hung wood-sash windows with wide wood surrounds, projecting second-story rectangular bay at north façade
- Bargeboards and brackets on gables and dormers

Martinez Hall

- Mass, scale, size, proportions, and footprint of the building
- Fenestration pattern
- Rustic vertical flush redwood siding
- Sawtooth roof with four elements and windows at the north vertical plane
- Shed roof at second story balcony
- Shed roof canopy at the west façade
- Mural wall at the west façade

- Polychromatic flagstone and pebble courtyard between Martinez Hall and Founders Hall

Founders Hall

- Mass, scale, size, proportions, and footprint of the building
- Fenestration pattern and material
- Concrete cladding
- Concrete window awnings and their color treatment
- Windows and vertical I-beam ribs at the northwest corner of the building
- Glass awning at the east façade
- Polychromatic flagstone and pebble courtyard between Martinez Hall and Founders Hall

Noni Eccles Treadwell Ceramics Arts Studio

- Mass, scale, size, proportions, and footprint of the building
- Cantilevered second-story massing
- Fenestration pattern
- Striated, unglazed terra cotta stack bond block cladding
- Concrete belt course and cornice
- Shed roof elements
- Slatted wood trellis sunshades
- Clerestory windows
- Visual transparency through east-west axis of the building

Barclay Simpson Sculpture Studio

- Mass, scale, size, proportions, and footprint of the building
- Polished concrete base
- Steel grid structure with inset glass block panels on west, north, and south facades, and fiber-reinforced concrete panels on the north and east façades
- Inset round, unfinished metal chimney pipe on the north facade

CHARACTER-DEFINING FEATURES OF CCA HISTORIC DISTRICT

- Mass, scale, size (including one- to three-story massing), proportions, design, and footprint of twelve contributing buildings: Macky Hall, Carriage House, Facilities Building, B Building, Irwin Student Center, Martinez Hall, Founders Hall, Martinez Hall Annex, Noni Eccles Treadwell Ceramic Arts Center, Shaklee Building, Oliver & Ralls Building, and Barclay Simpson Sculpture Studio
- Six contributing landscape features: Macky Lawn, Stairs with Ceramic Pots, Faun Sculpture, *Infinite Faith* sculpture, Bell Tower, and *Celebration Pole*
- Spatial relationships between contributing buildings
- Siting of contributing buildings within sloped topography of the site, including clustering of buildings on the eastern side of the site
- Meandering, informal network of circulation routes through campus, with primarily pedestrian access.
- Vehicular ingress and egress routes limited to the northwest portion of the property, at the Broadway gate and Clifton Avenue driveways.
- Orientation of purpose-built contributing buildings inward toward center of campus (away from public streets)

VIII. CONCLUSION

A building or district may qualify as a historical resource if it falls within at least one of five categories established by the City of Oakland's 2013 CEQA Thresholds of Significance Guidelines (See **Appendix B** of this report for the full list of categories and explanations). Page & Turnbull evaluated the CCA campus to arrive at two findings which determine whether the individual buildings or the campus as a whole are considered historic resources for the purposes of CEQA:

1. Eligibility for listing as an individual resource or historic district in the California Register.
2. Individual rating of A or B under the Oakland Designated Historic Property Criteria for Eligibility

This evaluation finds that six buildings on the CCA campus qualify as individual historic resources for the purposes of CEQA. These include Macky Hall and the Carriage House, which were already listed on the National Register of Historic places and as City of Oakland Historic Landmarks, as well as Martinez Hall, Founders Hall, the Noni Eccles Treadwell Ceramic Arts Center, and the Barclay Simpson Sculpture Studio.

The campus as a whole, including the twelve extant buildings and associated landscape features, was found to be a California Register and National Register-eligible historic district with a period of significance of 1922 – 1992. It is also eligible to retain its existing status as a City of Oakland Area of Primary Importance (API), as it is of National Register quality with a large proportion of contributing resources. The campus is significant for association with the development of CCA in Oakland and the institution's commitment to developing its Oakland campus in a way that not only accommodated art education and practice, but physically embodied principles of design in the spaces occupied by its students and faculty. The campus as a whole, inclusive of each of the twelve contributing buildings and contributing landscape features, is a historical resource for the purposes of CEQA.

In conclusion, all twelve buildings, and the campus as a whole, are historical resources for the purposes of CEQA.

Table 6 summarizes Page & Turnbull's findings for each CCA building and the campus site as a whole, and **Table 7** summarizes Page & Turnbull's findings for identified landscape features as contributing or non-contributing features. Previous designations are also listed. Two maps are provided to illustrate the historic resources—buildings and landscape features—associated with the National Register and Oakland Landmark-listed Treadwell Estate, and the historic resources—buildings and landscape features—associated with the California Register-eligible CCA Oakland campus historic district and Oakland API (**Figure 246** and **Figure 247**).

Table 6. Summary of Historic Resource Evaluation Findings for CCA Oakland Campus Buildings						
Building/ Resource	Existing Status		Page & Turnbull 2019 Findings			
	OCHS Rating (1986)	Oakland Landmark (1975), National Register (1977)	Individual California Register Eligibility	California Register District Contributor Eligibility	City of Oakland Landmark Eligibility	CEQA Historic Resource
Campus as a Potential Historic District	API	N/A	Yes	N/A	API	Yes
Macky Hall (c. 1879-1881)	A1+	Yes	Yes	Yes	Not reevaluated ²²⁷	Yes
Carriage House (c. 1879-1881)	B1+	Yes	Yes	Yes	Not reevaluated ²²⁸	Yes
Facilities (c. 1922-1924)	D1+	N/A	No	Yes	B1+	Yes
B Building (c. 1926)	D1+	N/A	No	Yes	B1+	Yes
Irwin Student Center (1959), A-2 Café (1974)	F1-	N/A	No	Yes	C1+	Yes
Founders Hall (1968)	F1-	N/A	Yes	Yes	B1+	Yes
Martinez Hall (1968)	F1-	N/A	Yes	Yes	A1+	Yes
Martinez Hall Annex (1970)	No rating assigned ²²⁹	N/A	No	Yes	C1+	Yes
Noni Eccles Treadwell Ceramic Arts Center (1973)	F1-	N/A	Yes	Yes	A1+	Yes
Raleigh and Claire Shaklee Building (1979)	F1-	N/A	No	Yes	C1+	Yes
Oliver & Ralls Building (1989)	No rating assigned ²³⁰	N/A	No	Yes	C1+	Yes
Barclay Simpson Sculpture Studio (1992)	No rating assigned ²³¹	N/A	Yes	Yes	A1+	Yes

²²⁷ Buildings and features previously listed in the National Register or designated as Oakland Landmarks were not reevaluated for individual City of Oakland Landmark status.

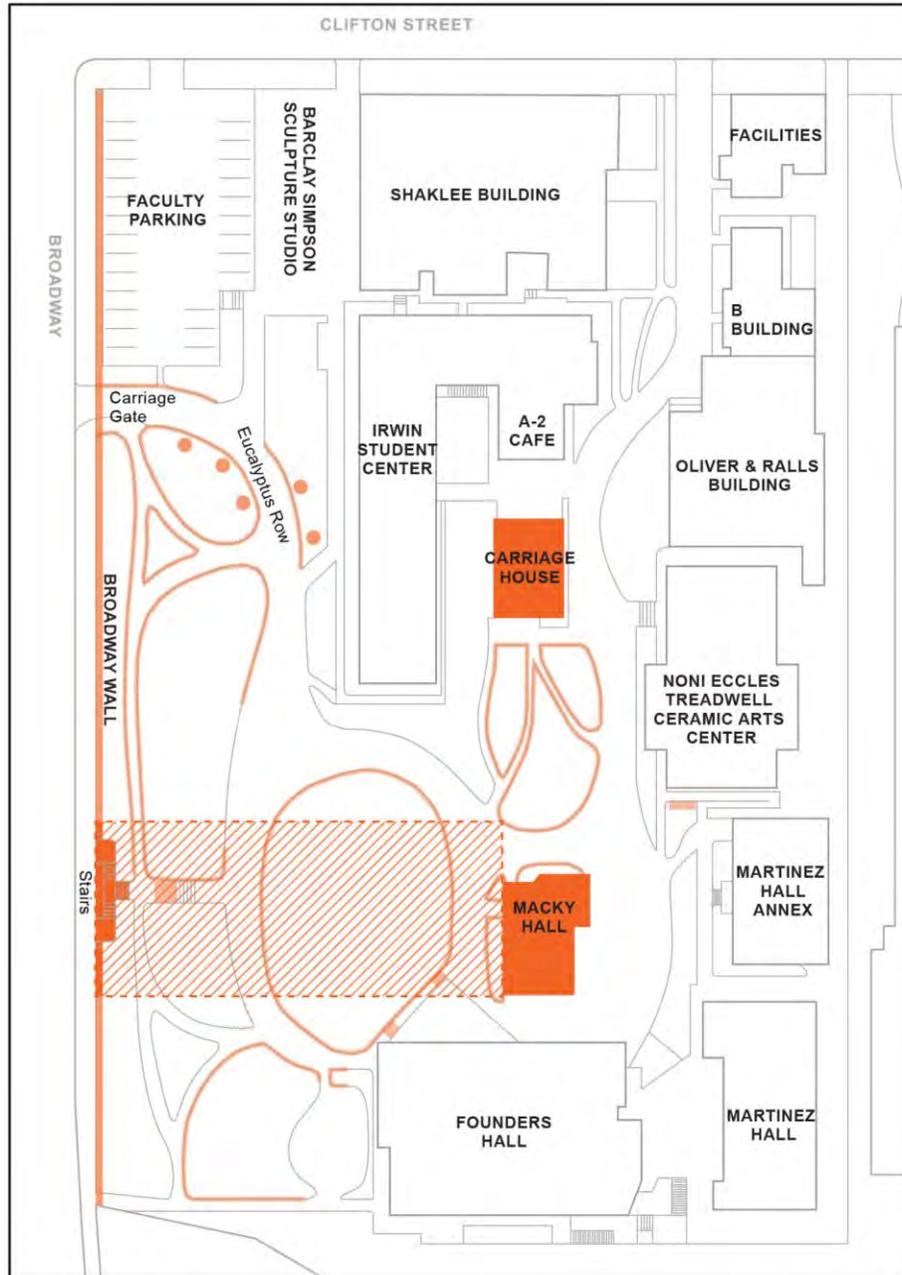
²²⁸ Buildings and features previously listed in the National Register or designated as Oakland Landmarks were not reevaluated for individual City of Oakland Landmark status.

²²⁹ For unknown reasons, Martinez Hall Annex is not indicated on the 1986 Oakland Cultural Heritage Survey reconnaissance survey map and no rating was assigned.

²³⁰ Building had not been constructed at the time of the 1986 Oakland Cultural Heritage Survey reconnaissance survey and evaluation.

²³¹ Building had not been constructed at the time of the 1986 Oakland Cultural Heritage Survey reconnaissance survey and evaluation.

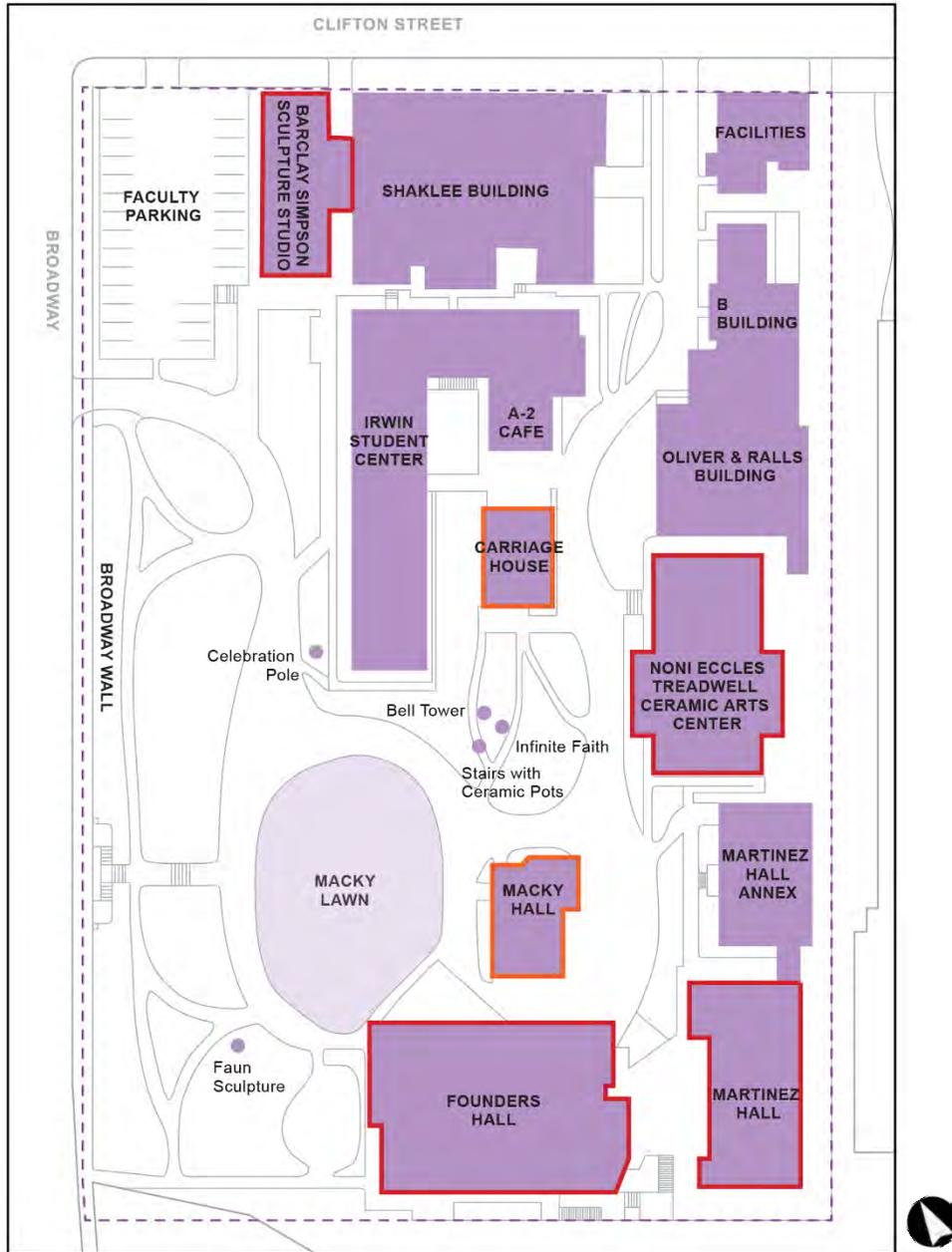
Table 7. Summary of Historic Resource Evaluation Findings for CCA Oakland Campus Landscape Features					
Landscape Features	Existing Status	Page & Turnbull 2019 Findings			
	Oakland Landmark (1975)	Treadwell Estate Oakland Landmark, National Register	Eligible CCA California Register District	Eligible CCA Oakland API	CEQA Historic Resource
Broadway Wall & Stairs (c. 1905)	Contributing	Contributing	Non-Contributing	Non-Contributing	Yes
Two Sequoia Trees (Early Estate Era)	Contributing	Non-Contributing (not extant)	Non-Contributing (not extant)	Non-Contributing (not extant)	No
Eucalyptus Row (Early Estate Era)	Not Evaluated	Contributing	Non-Contributing	Non-Contributing	Yes
Carnegie Bricks (Early Estate Era)	Not Evaluated	Contributing	Non-Contributing	Non-Contributing	Yes
80-Foot Wide View Corridor (centered on Macky Hall entrance, extending to Broadway)	Contributing	Contributing	Non-Contributing	Non-Contributing	Yes
Sundial (c. early 1920s)	Not Evaluated	Non-Contributing	Non-Contributing	Non-Contributing	No
Faun Sculpture (1926)	Not Evaluated	Non-Contributing	Contributing	Contributing	Yes
Water Fountain (Early CCAC Era)	Not Evaluated	Non-Contributing	Non-Contributing	Non-Contributing	No
Macky Lawn (CCAC Era)	Not Evaluated	Non-Contributing	Contributing	Contributing	Yes
Stairs with Ceramic Pots (Early CCAC Era)	Not Evaluated	Non-Contributing	Contributing	Contributing	Yes
<i>Infinite Faith</i> (1959)	Not Evaluated	Non-Contributing	Contributing	Contributing	Yes
Bell Tower (c. 1959-70)	Not Evaluated	Non-Contributing	Contributing	Contributing	Yes
<i>Celebration Pole</i> (1982)	Not Evaluated	Non-Contributing	Contributing	Contributing	Yes
Non-Permanent Sculptural Objects (Various)	Not Evaluated	Non-Contributing	Non-Contributing	Non-Contributing	No



Treadwell Estate
Listed on National Register/Oakland Landmark

- Treadwell Estate Buildings (Listed on National Register/Oakland Landmark)
- Oakland Landmark View Corridor (included in Oakland Landmark; identified by Page & Turnbull as contributing to National Register resource)
- Broadway Wall (Significant Landscape Feature, included in Oakland Landmark)
- Broadway Wall (Significant Landscape Feature, identified by Page & Turnbull)
- Eucalyptus Row (Significant Landscape Feature, identified by Page & Turnbull)
- Carnegie Bricks (Significant Landscape Feature, identified by Page & Turnbull)

Figure 246. Summary findings of Treadwell Estate resources, including buildings and associated landscape features. Source: Page & Turnbull, using CCA Campus base map.



California College of the Arts Campus
Californai Register-Eligible Historic District/Oakland API

- Individually Listed on National Register/Oakland Landmark
- Individually Eligible for California Register/Oakland Landmark
- Contributor to California Register-Eligible District/Oakland API
- Significant Landscape Feature (including Macky Lawn)
- California Register-Eligible District/Oakland ASI Boundary

Figure 247. Summary of historic district and individual resource findings, including buildings and landscape features. Source: Page & Turnbull, using CCA Campus base map.

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X. APPENDICES

APPENDIX A: OAKLAND LANDMARK PRESERVATION ADVISORY BOARD EVALUATION FORMS

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address 5212 Broadway – California College of the Arts campus

Name: Facilities Building (historic name: woodworking studio)

A. ARCHITECTURE

- | | | | | | |
|----|---|----------|-----------|----------|-----------|
| 1. | Exterior/Design: <u>Ceramic tile, stucco cladding stepped parapet with coping.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 2. | Interior: <u>Not evaluated.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 3. | Construction: <u>Wood frame construction with stucco cladding</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 4. | Designer/Builder: <u>Frederick Meyer and students</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 5. | Style/Type: <u>Simplified Mission Revival style.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |

B. HISTORY

- | | | | | | |
|-----|--|----------|-----------|----------|-----------|
| 6. | Person/Organization: <u>First purpose-built building for CCA.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 7. | Event: <u>Early purpose-built building for instruction of applied arts.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 8. | Patterns: <u>Early applied art instruction, art education in Oakland.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 9. | Age: <u>Construction estimated 1922-1924.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 10. | Site: <u>Building has not been moved.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |

C. CONTEXT

- | | | | | | |
|-----|---|----------|-----------|----------|-----------|
| 11. | Continuity: <u>Located in an API, helps establish the character of the area.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 12. | Familiarity: <u>One of few CCA campus buildings with a street-facing entrance.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |

D. INTEGRITY

- | | | | | | |
|-----|--|----------|----------|----------|----------|
| 13. | Condition: <u>Minor surface wear.</u> | <u>E</u> | <u>G</u> | <u>F</u> | <u>P</u> |
| 14. | Exterior Alterations: <u>Ramps and stair changes; addition to secondary façade and new entrance at second story rear façade</u> | <u>E</u> | <u>G</u> | <u>F</u> | <u>P</u> |

Evaluated by: Hannah Simonson, Page & Turnbull **Date:** July 9, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____

Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Facilities Building (historic name: woodworking studio)

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
A. ARCHITECTURE TOTAL (max. 26)					4
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
B. HISTORY TOTAL (max. 60)					34
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
C. CONTEXT TOTAL (max. 14)					8
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					46
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	1.38
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	11.5
D. INTEGRITY					12.88
ADJUSTED TOTAL (Preliminary total minus Integrity)					33 (rounded from 33.12)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: B Building (historic name: The Craft Building)

A. ARCHITECTURE

- | | | | | | |
|----|---|----------|-----------|----------|-----------|
| 1. | Exterior/Design: <u>Ceramic tile at fountain, stucco, stepped parapet with merlons</u> | E | VG | G | FP |
| 2. | Interior: <u>Not evaluated.</u> | E | VG | G | FP |
| 3. | Construction: <u>Wood frame construction with stucco cladding.</u> | E | VG | G | FP |
| 4. | Designer/Builder: <u>Frederick Meyer and students.</u> | E | VG | G | FP |
| 5. | Style/Type: <u>Simplified Mission Revival style.</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|-----|---|----------|-----------|----------|-----------|
| 6. | Person/Organization: <u>Early purpose-built building for CCA, site of craft instruction.</u> | E | VG | G | FP |
| 7. | Event: <u>Early purpose-built building for instruction of applied arts.</u> | E | VG | G | F |
| 8. | Patterns: <u>Early applied art instruction, art education in Oakland.</u> | E | VG | G | FP |
| 9. | Age: <u>Constructed estimated 1926.</u> | E | VG | G | FP |
| 10. | Site: <u>Has not been moved.</u> | E | VG | G | FP |

C. CONTEXT

- | | | | | | |
|-----|---|----------|-----------|----------|-----------|
| 11. | Continuity: <u>Located in an API, helps establish the character of the area.</u> | E | VG | G | FP |
| 12. | Familiarity: <u>Interior campus site, not visible from street.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|-----|--|----------|----------|----------|----------|
| 13. | Condition: <u>Minor surface wear</u> | E | G | F | P |
| 14. | Exterior Alterations: <u>New windows, addition at rear façade, addition of Oliver and Ralls Building.</u> | E | G | F | P |

Evaluated by: Hannah Simonson, Page & Turnbull **Date:** July 9, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____

Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: B Building (historic name: The Craft Building)

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
A. ARCHITECTURE TOTAL (max. 26)					4
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
B. HISTORY TOTAL (max. 60)					34
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
C. CONTEXT TOTAL (max. 14)					4
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					42
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	1.26
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	10.5
D. INTEGRITY					11.76
ADJUSTED TOTAL (Preliminary total minus Integrity)					30 (rounded from 30.24)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Irwin Student Center & A-2 Café Addition (historic name: Irwin Hall)

12	6	<input checked="" type="checkbox"/> 3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	<input checked="" type="checkbox"/> 0	3. Construction	
4	<input checked="" type="checkbox"/> 2	1	0	4. Designer/Builder	
6	3	2	<input checked="" type="checkbox"/> 0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	5
30	15	<input checked="" type="checkbox"/> 8	0	6. Person/Organization	
30	15	8	<input checked="" type="checkbox"/> 0	7. Event	
18	9	<input checked="" type="checkbox"/> 5	0	8. Patterns	
8	4	2	<input checked="" type="checkbox"/> 0	9. Age	
<input checked="" type="checkbox"/> 4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	17
4	<input checked="" type="checkbox"/> 2	1	0	11. Continuity	
14	7	4	<input checked="" type="checkbox"/> 0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	2
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					24
-0	<input checked="" type="checkbox"/> -3%	-5%	-10%	13. Condition (From A, B, and C total)	.72
-0	-25%	<input checked="" type="checkbox"/> -50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	12
				D. INTEGRITY	12.72
ADJUSTED TOTAL (Preliminary total minus Integrity)					11 (rounded from 11.28)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Martinez Hall

A. ARCHITECTURE

- | | | | | | |
|----|---|----------|-----------|----------|-----------|
| 1. | Exterior/Design: <u>Superior interpretation of Third Bay Tradition design, includes cladding and design details of that style, sensitive siting at height of campus.</u> | E | VG | G | FP |
| 2. | Interior: <u>Not evaluated</u> | E | VG | G | FP |
| 3. | Construction: <u>Steel frame with flush vertical redwood cladding.</u> | E | VG | G | FP |
| 4. | Designer/Builder: <u>DeMars and Reay, designers of primary importance.</u> | E | VG | G | FP |
| 5. | Style/Type: <u>Third Bay Tradition design adapted to institutional building (rare)</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|-----|--|----------|-----------|----------|-----------|
| 6. | Person/Organization: <u>Painting and printmaking studio built to address needs of art college campus.</u> | E | VG | G | FP |
| 7. | Event: <u>Not individually associated with a specific event.</u> | E | VG | G | FP |
| 8. | Patterns: <u>Loose association with “baby boom” increase in college attendance.</u> | E | VG | G | FP |
| 9. | Age: <u>Constructed 1968.</u> | E | VG | G | FP |
| 10. | Site: <u>Building has not been moved.</u> | E | VG | G | FP |

C. CONTEXT

- | | | | | | |
|-----|--|----------|-----------|----------|-----------|
| 11. | Continuity: <u>Located in an API, helps establish the character of the area.</u> | E | VG | G | FP |
| 12. | Familiarity: <u>Interior campus siting, visible from the south off-campus, tallest building at the top of the site.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|-----|--|----------|----------|----------|----------|
| 13. | Condition: <u>No apparent surface wear or structural problems.</u> | E | G | F | P |
| 14. | Exterior Alterations: <u>Wheelchair lift added at primary facade, no change to character.</u> | E | G | F | P |

Evaluated by: Hannah Simonson, Page & Turnbull **Date:** July 9, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____

Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Martinez Hall

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	25
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	17
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	8
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					50
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	
				D. INTEGRITY	0
ADJUSTED TOTAL (Preliminary total minus Integrity)					50

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway

Name: Founder’s Hall

A. ARCHITECTURE

- | | | | | | |
|----|--|----------|-----------|----------|-----------|
| 1. | Exterior/Design: <u>Very good example of Brutalist design.</u> | E | VG | G | FP |
| 2. | Interior: <u>Not evaluated</u> | E | VG | G | FP |
| 3. | Construction: <u>Steel frame with concrete cladding.</u> | E | VG | G | FP |
| 4. | Designer/Builder: <u>DeMars and Reay, designers of primary importance.</u> | E | VG | G | FP |
| 5. | Style/Type: <u>Very good example of Brutalist style with many archetypal characteristics.</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|-----|---|----------|-----------|----------|-----------|
| 6. | Person/Organization: <u>Library and auditorium built to address basic needs of campus.</u> | E | VG | G | FP |
| 7. | Event: <u>Not individually associated with a specific event.</u> | E | VG | G | FP |
| 8. | Patterns: <u>Loose association with “baby boom” increase in college attendance.</u> | E | VG | G | FP |
| 9. | Age: <u>Constructed 1968</u> | E | VG | G | FP |
| 10. | Site: <u>Building has not been moved.</u> | E | VG | G | FP |

C. CONTEXT

- | | | | | | |
|-----|---|----------|-----------|----------|-----------|
| 11. | Continuity: <u>Located in an API, helps establish the character of the area.</u> | E | VG | G | FP |
| 12. | Familiarity: <u>Visible from south (least developed façade) and partially from west.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|-----|--|----------|----------|----------|----------|
| 13. | Condition: <u>No apparent surface wear or structural problems</u> | E | G | F | P |
| 14. | Exterior Alterations: <u>Enclosure of sun deck at west portion of the building,
new windows and roofline at that area. Enclosure is not visible from on campus.</u> | E | G | F | P |

Evaluated by: Hannah Simonson, Page & Turnbull **Date:** July 9, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____

Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway

Name: Founder's Hall

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	15
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	17
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	8
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					40
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	0
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	10
				D. INTEGRITY	10
ADJUSTED TOTAL (Preliminary total minus Integrity)					30

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Martinez Hall Annex

A. ARCHITECTURE

- | | | | | | |
|----|---|---|----|---|----|
| 1. | Exterior/Design: <u>Utilitarian building with limited Third Bay Tradition influence.</u> | E | VG | G | FP |
| 2. | Interior: <u>Not evaluated</u> | E | VG | G | FP |
| 3. | Construction: <u>Steel frame, standing-seam metal siding.</u> | E | VG | G | FP |
| 4. | Designer/Builder: <u>No architect, CSB Construction contractor.</u> | E | VG | G | FP |
| 5. | Style/Type: <u>Undistinguished building that includes some Third Bay Tradition elements.</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|-----|---|---|----|---|----|
| 6. | Person/Organization: <u>Craft and photography studios of art college campus.</u> | E | VG | G | FP |
| 7. | Event: <u>Not individually associated with a specific event.</u> | E | VG | G | FP |
| 8. | Patterns: <u>Not associated with any particular social, political, or economic patterns.</u> | E | VG | G | FP |
| 9. | Age: <u>Constructed 1970.</u> | E | VG | G | FP |
| 10. | Site: <u>Building has not been moved.</u> | E | VG | G | F |

C. CONTEXT

- | | | | | | |
|-----|---|---|----|---|----|
| 11. | Continuity: <u>Located in an API, maintains the character of the area.</u> | E | VG | G | FP |
| 12. | Familiarity: <u>Interior campus location, no street presence.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|-----|---|---|---|---|---|
| 13. | Condition: <u>Exhibits only minor surface wear.</u> | E | G | F | P |
| 14. | Exterior Alterations: <u>Replacement storefront window system.</u> | E | G | F | P |

Evaluated by: Hannah Simonson, Page & Turnbull **Date:** July 9, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____

Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Martinez Hall Annex

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	3
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	12
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	2
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					17
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	0.51
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	4.25
				D. INTEGRITY	4.76
ADJUSTED TOTAL (Preliminary total minus Integrity)					12 (Rounded from 12.24)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Noni Eccles Treadwell Ceramic Arts Center

A. ARCHITECTURE

- | | | | | | |
|----|---|---|-----------|---|-----------|
| 1. | Exterior/Design: <u>Third Bay Tradition, material composition and design reflective of the building's use as a ceramic studio.</u> | E | VG | G | FP |
| 2. | Interior: <u>Not evaluated</u> | E | VG | G | FP |
| 3. | Construction: <u>Concrete with striated unglazed terra cotta block.</u> | E | VG | G | FP |
| 4. | Designer/Builder: <u>Wong & Brocchini, designers of secondary importance.</u> | E | VG | G | FP |
| 5. | Style/Type: <u>Very good interpretation of Third Bay Tradition design adapted to educational use (rare)</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|-----|--|----------|-----------|----------|-----------|
| 6. | Person/Organization: <u>Ceramic studios to address the basic needs of an art college campus; ceramic artist Viola Frey.</u> | E | VG | G | FP |
| 7. | Event: <u>Not individually associated with a specific event.</u> | E | VG | G | FP |
| 8. | Patterns: <u>Project 73, the 1973 master planning effort by Wong and Brocchini</u> | E | VG | G | FP |
| 9. | Age: <u>Constructed 1973.</u> | E | VG | G | FP |
| 10. | Site: <u>Building has not been moved.</u> | E | VG | G | FP |

C. CONTEXT

- | | | | | | |
|-----|---|----------|-----------|---|-----------|
| 11. | Continuity: <u>Located in an API, helps establish the character of the area.</u> | E | VG | G | FP |
| 12. | Familiarity: <u>Interior campus location, no street presence.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|-----|---|----------|----------|----------|----------|
| 13. | Condition: <u>Exhibits only minor surface wear</u> | E | G | F | P |
| 14. | Exterior Alterations: <u>No exterior additions or alterations.</u> | E | G | F | P |

Evaluated by: Hannah Simonson (Page & Turnbull) **Date:** July 9, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____
Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Noni Eccles Treadwell Ceramic Arts Center

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	14
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	24
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	4
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					42
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	1.26
0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	0
				D. INTEGRITY	1.2
ADJUSTED TOTAL (Preliminary total minus Integrity)					40 (rounded from 40.74)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Raleigh & Claire Shaklee Building (Shaklee Building)

A. ARCHITECTURE

- | | | | | | |
|----|---|----------|-----------|----------|-----------|
| 1. | Exterior/Design: <u>Late Modern with limited Third Bay Tradition and International Style influences.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 2. | Interior: <u>Not evaluated</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 3. | Construction: <u>Concrete block with stucco siding.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 4. | Designer/Builder: <u>Wong & Brocchini, designers of secondary importance.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 5. | Style/Type: <u>Modest expression of late Modernism with elements of Third Bay Tradition and International Style.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |

B. HISTORY

- | | | | | | |
|-----|---|----------|-----------|----------|-----------|
| 6. | Person/Organization: <u>Sculpture, glass, and metal arts studios of art college campus.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 7. | Event: <u>Not individually associated with a specific event.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 8. | Patterns: <u>Limited association with Project 73 master planning effort by Wong & Brocchini.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 9. | Age: <u>Constructed 1979.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 10. | Site: <u>Building has not been moved.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>F</u> |

C. CONTEXT

- | | | | | | |
|-----|--|----------|-----------|----------|-----------|
| 11. | Continuity: <u>Located in an API, maintains the character of the area.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |
| 12. | Familiarity: <u>Visible along Clifton (dead-end street), but no entrance at street.</u> | <u>E</u> | <u>VG</u> | <u>G</u> | <u>FP</u> |

D. INTEGRITY

- | | | | | | |
|-----|---|----------|----------|----------|----------|
| 13. | Condition: <u>Exhibits only minor surface wear.</u> | <u>E</u> | <u>G</u> | <u>F</u> | <u>P</u> |
| 14. | Exterior Alterations: <u>Hyphen corridor addition connects to Barclay.</u> | <u>E</u> | <u>G</u> | <u>F</u> | <u>P</u> |

Evaluated by: Hannah Simonson, Page & Turnbull **Date:** July 10, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____

Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Raleigh & Claire Shaklee Building (Shaklee Building)

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	7
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	12
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	2
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					21
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	0.63
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	0
				D. INTEGRITY	0.63
ADJUSTED TOTAL (Preliminary total minus Integrity)					21 (rounded from 20.64)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Oliver Art Center & Ralls Painting Studio (Oliver & Ralls Building)

A. ARCHITECTURE

- | | | | | | |
|----|--|---|----|---|----|
| 1. | Exterior/Design: <u>Minimal New Modernist, limited ornament or artistic value.</u> | E | VG | G | FP |
| 2. | Interior: <u>Not evaluated.</u> | E | VG | G | FP |
| 3. | Construction: <u>Wood frame with stucco cladding.</u> | E | VG | G | FP |
| 4. | Designer/Builder: <u>George Miers & Assoc., designers of tertiary importance.</u> | E | VG | G | FP |
| 5. | Style/Type: <u>Undistinguished example of New Modernist design.</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|-----|--|---|----|---|----|
| 6. | Person/Organization: <u>Painting studios and art galleries for art campus.</u> | E | VG | G | FP |
| 7. | Event: <u>Not individually associated with a specific event.</u> | E | VG | G | FP |
| 8. | Patterns: <u>Not associated with any particular social, political, or economic patterns</u> | E | VG | G | FP |
| 9. | Age: <u>Constructed 1989.</u> | E | VG | G | FP |
| 10. | Site: <u>Building has not been moved.</u> | E | VG | G | FP |

C. CONTEXT

- | | | | | | |
|-----|---|---|----|---|----|
| 11. | Continuity: <u>Located in an API, maintains the character of the area.</u> | E | VG | G | FP |
| 12. | Familiarity: <u>Interior campus location, no street presence.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|-----|---|---|---|---|---|
| 13. | Condition: <u>Exhibits only minor surface wear</u> | E | G | F | P |
| 14. | Exterior Alterations: <u>No exterior additions or alterations.</u> | E | G | F | P |

Evaluated by: Hannah Simonson (Page & Turnbull) **Date:** July 10, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |

Site of Opportunity

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____

Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Oliver Art Center & Ralls Painting Studio (Oliver & Ralls Building)

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	1
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	12
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	2
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					15
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	.45
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	0
				D. INTEGRITY	0.45
ADJUSTED TOTAL (Preliminary total minus Integrity)					15 (rounded from 14.55)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Barclay Simpson Sculpture Studio

A. ARCHITECTURE

- | | | | | | |
|----|---|----------|-----------|----------|-----------|
| 1. | Exterior/Design: <u>Very good composition, detailing and artistic merit in New Modern style.</u> | E | VG | G | FP |
| 2. | Interior: <u>Not evaluated</u> | E | VG | G | FP |
| 3. | Construction: <u>Polished concrete base, exposed steel frame, glass block.</u> | E | VG | G | FP |
| 4. | Designer/Builder: <u>Jim Jennings, designer of secondary importance.</u> | E | VG | G | FP |
| 5. | Style/Type: <u>Excellent example of Minimal New Modernist style with high artistic value.</u> | E | VG | G | FP |

B. HISTORY

- | | | | | | |
|-----|--|----------|-----------|----------|-----------|
| 6. | Person/Organization: <u>Large-scale glass and metal sculpture studio for arts campus.</u> | E | VG | G | FP |
| 7. | Event: <u>Last purpose-built building on CCA’s Oakland campus.</u> | E | VG | G | FP |
| 8. | Patterns: <u>Not associated with any particular social, political, or economic patterns</u> | E | VG | G | FP |
| 9. | Age: <u>Completed in 1992.</u> | E | VG | G | FP |
| 10. | Site: <u>Building has not been moved.</u> | E | VG | G | FP |

C. CONTEXT

- | | | | | | |
|-----|---|----------|-----------|----------|-----------|
| 11. | Continuity: <u>Located in an API, helps establish the character of the area.</u> | E | VG | G | FP |
| 12. | Familiarity: <u>Northwest corner of campus; one of few buildings visible from Broadway; highly visible at night.</u> | E | VG | G | FP |

D. INTEGRITY

- | | | | | | |
|-----|---|----------|----------|----------|----------|
| 13. | Condition: <u>Exhibits only minor surface wear</u> | E | G | F | P |
| 14. | Exterior Alterations: <u>No exterior additions or alterations.</u> | E | G | F | P |

Evaluated by: Hannah Simonson (Page & Turnbull) **Date:** July 10, 2019

STATUS

Rating:

- | | | |
|----------------------------|--|---|
| City Landmark Eligibility: | <input type="checkbox"/> Eligible | <input type="checkbox"/> Not eligible |
| National Register Status: | <input type="checkbox"/> Listed | <input type="checkbox"/> In process |
| | <input type="checkbox"/> Determined eligible | <input type="checkbox"/> Appears eligible |
| | <input type="checkbox"/> Appears ineligible | |
| Site of Opportunity | <input type="checkbox"/> | |

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of _____.

(Date)

Attest: _____
Secretary

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION TALLY SHEET FOR LANDMARK ELIGIBILITY**

Preliminary Final

Address: 5212 Broadway – California College of the Arts campus

Name: Barclay Simpson Sculpture Studio

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	20
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	12
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	8
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					40
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	1.2
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	0
				D. INTEGRITY	1.14
ADJUSTED TOTAL (Preliminary total minus Integrity)					39 (rounded from 38.8)

STATUS/RATING

Present Rating (Adjusted Total): A(35+) B(23-34) C(11-22) D(0-10)

Contingency Rating (Preliminary Total): A(35+) B(23-34) C(11-22) D(0-10)

City Landmark Eligibility: Eligible (Present Rating is A or B) Not eligible

**APPENDIX B: CITY OF OAKLAND CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES,
OCTOBER 28, 2013 – GUIDANCE ON HISTORICAL RESOURCES**

CITY OF OAKLAND
CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES
OCTOBER 28, 2013

APPENDIX A

GUIDANCE ON HISTORICAL RESOURCES

In the City of Oakland, an historical resource under CEQA is a resource that meets **any** of the following criteria:

- 1) A resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources;
- 2) A resource included in Oakland's Local Register of historical resources (defined below), unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- 3) A resource identified as significant (e.g., rated 1-5) in a historical resource survey recorded on Department of Parks and Recreation Form 523, unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- 4) Meets the criteria for listing on the California Register of Historical Resources; or
- 5) A resource that is determined by the Oakland City Council to be historically or culturally significant even though it does not meet the other four criteria listed above.

The City of Oakland's Local Register (Historic Preservation Element Policy 3.8) includes the following:

- All Designated Historic Properties (Landmarks, Heritage Properties, Study List Properties, Preservation Districts, and S-7 and S-20 Preservation Combining Zone Properties); and
- Potential Designated Historic Properties that have an existing rating of "A" or "B" or are located within an Area of Primary Importance.

Each of these criteria is discussed in greater detail below:

1) California Register of Historical Resources

The building[s] on the subject site (a) **[are or are not]** listed in the California Register of Historical Resources; and (b) **[have or have not]** been determined eligible by the State Historical

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CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES
OCTOBER 28, 2013

Resources Commission for listing in the California Register of Historical Resources. These buildings **[are or are not]** automatically eligible for listing in the California Register (pursuant to Public Resources Code section 5024.1(d)(1) and (2) and 14 Cal. Code Regs. Section 4851(a)) as they **[have or have not]** been listed in or formerly determined eligible for the National Register of Historic Places or the California Historic Landmarks program (landmarks 770 or higher).

Therefore, the buildings **[are or are not]** considered historical resources under this criterion.

2) City of Oakland Local Register of Historical Resources

A “local register of historical resources” means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution, unless the preponderance of evidence demonstrates otherwise.

In March 1994, the Oakland City Council adopted the Historic Preservation Element of the General Plan. The Historic Preservation Element sets out a graduated system of ratings and designations resulting from the Oakland Cultural Heritage Survey (OCHS) and Oakland Zoning Regulations. The Element provides the following policy related to identifying historic resources under CEQA:

- Policy 3.8 Definition of “Local Register of Historical Resources” and Historic Preservation “Significant Effects” for Environmental Review Purposes: For purposes of environmental review under the California Environmental Quality Act, the following properties will constitute the City of Oakland’s Local Register of Historic Resources:
 - 1) All Designated Historic Properties (Landmarks, Heritage Properties, Study List Properties, Preservation Districts, and S-7 and S-20 Preservation Combining Zone Properties); and
 - 2) Potential Designated Historic Properties that have an existing rating of “A” or “B” or are located within an Area of Primary Importance.

The Oakland Cultural Heritage Survey uses a five-tier rating system for individual properties, ranging from “A” (highest importance) and “B” (major importance) to “E” (of no particular interest). This letter rating is termed the Individual Property Rating of a building and is based on the following criteria:

Visual Quality/Design: Evaluation of exterior design, interior design, materials and construction, style or type, supporting elements, feelings of association, and importance of designer.

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CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES
OCTOBER 28, 2013

History/Association: Association of person or organization, the importance of any event, association with patterns of history, and the age of the building.

Context: Continuity and familiarity of the building within the city, neighborhood, or district.

Integrity and Reversibility: Evaluation of the building's condition, its exterior and interior alterations, and any structural removals.

Properties with conditions or circumstances that could change substantially in the future are assigned both an "existing" and a "contingency" rating. The existing rating (UPPER CASE letter) describes the property under its present condition, while the contingency rating (lower case letter, if any), describes it under possible future circumstances.

The Local Register also includes properties within Areas of Primary Importance (API). An API is a district that appears eligible for the National Register of Historic Places.

Here, the building[s] are rated _____.

Therefore, the buildings [**are or are not**] considered historical resources under this criterion.

3) State Historic Resources Survey/Inventory

A resource evaluated and determined by the State Historic Preservation Office to have a significance rating of 1-5 on a Department of Parks and Recreation Form 523 (historic resources survey) is presumed to be a historical resource unless the preponderance of evidence demonstrates it is not.

Here, a DPR Form 523 [**was submitted on [date] with a significance rating of __**] or [**has not been submitted to the State**]. [**NOTE: AN UPDATE MUST BE PERFORMED**]

Therefore, the buildings [**are or are not**] considered historical resources under this criterion.

(4) Meets Criteria for Listing in the California Register of Historical Resources

A. California Register of Historic Resources

In order for a resource to meet the criteria for listing in the California Register, it must satisfy all of the following three provisions:

CITY OF OAKLAND
CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES
OCTOBER 28, 2013

1. It meets one of the following four criteria of significance (Public Resources Code section 5024.1(c) and CEQA Guidelines section 15064.5):
 - (a) The resource “is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;”
 - (b) The resource “is associated with the lives of persons important in our past;”
 - (c) The resource “embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;” or
 - (d) The resource “has yielded, or may be likely to yield information important in prehistory or history” (this criterion applies primarily to archaeological sites).
2. The resource retains historic integrity;⁴¹ and
3. It is fifty years old or older (except where it can be demonstrated that sufficient time has passed to understand the historical importance of the resource).

B. National Register of Historic Places

Generally, a resource eligible for listing on the National Register of Historic Places is also eligible for listing on the California Register.

The National Register of Historic Places evaluates a resource’s eligibility for listing based on the following four criteria: districts, sites, buildings, structures, and objects.

Criterion A (Event): That are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B (Person): That are associated with the lives of persons significant in our past.

⁴¹ The California Register defines “integrity” as “the authenticity of a property’s physical identity, evidence by the survival of characteristics that existed during the property’s period of significance.” That is, it must retain enough of its historic character or appearance to be recognizable as an historical resource. The California Register regulations specify that integrity is a quality that applies to historic resources in seven ways: location, design, setting, materials, workmanship, feeling, and association. A property must retain most of these qualities to possess integrity. Moved or reconstructed buildings can be eligible under certain circumstances.

CITY OF OAKLAND
CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES
OCTOBER 28, 2013

Criterion C (Design/Construction): That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D (Information Potential): That have yielded, or may be likely to yield, information important in prehistory or history.

Significance: To be listed on the National Register, a property must be shown to be “significant” at the local, state, or national level under one or more of the National Register criteria. Mere association with historic events or trends, individuals, or styles is not enough: the property’s specific association must be considered important as well.

Integrity: The property must also possess historic “integrity.” Integrity is defined as “the ability of a property to convey its significance.” The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

- “Location” refers to the place where the historic property was constructed.
- “Design” is the combination of architectural elements that create the form, structure, and style of the property.
- “Setting” is the physical environment surrounding a historic property.
- “Materials” are the original physical components that were combined during a particular period in time and in a particular pattern to form the historic property.
- “Workmanship” is the physical evidence of the building crafts and skills of a particular culture during a given period.
- “Feeling” is a property’s expression of the aesthetic or historic sense of a particular period of time.
- “Association” is the direct link between an important historic event or person and a historic property.

Special considerations apply to moved or reconstructed properties, cemeteries, religious or commemorative properties, and properties achieving significance within the past 50 years.

Here, the resource[s] [**are or are not**] eligible for listing on the California Register.

CITY OF OAKLAND
CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES
OCTOBER 28, 2013

appear[s] eligible, according to _____, because _____

has/have been formally determined eligible by _____, on [date]

do[es] not appear eligible, according to _____, because _____

has/have been formally determined ineligible by _____, on [date]

Also, the resource[s] [are or are not] eligible for listing on the National Register.

appear[s] eligible, according to _____, because _____

has/have been formally determined eligible by _____, on [date]

do[es] not appear eligible, according to _____, because _____

has/have been formally determined ineligible by _____, on [date]

Therefore, the resources [are or are not] considered historical resources under this criterion.

5) Determined by a Lead Agency to be Historically Significant

The fact that a resource is not considered historic pursuant to the above four criteria does not preclude a lead agency from determining that the resource is nonetheless a “historical resource” for CEQA purposes.

Here, the buildings [are or are not] considered to be historically significant because they [have or have not] been determined by the City of Oakland to be a historic resource [this would be an unusual situation that would require some narrative & explanation].

[NOTE: There are just three very early State Historical Landmarks (Site of College of Calif., Site of St. Mary’s College, Camino of Rancho San Antonio) not covered by the categories above unless SHPO has got around to evaluating them.]

Therefore, the buildings [are or are not] considered historical resources under this criterion.

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APPENDIX B-2
CULTURAL RESOURCES TECHNICAL REPORT

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I. INTRODUCTION

This Cultural Resources Technical Report has been prepared for the proposed California College of the Arts Oakland Campus Site Redevelopment Plan (CCA Redevelopment Plan). The proposed project includes the site of the California College of the Arts' (CCA) four-acre Oakland campus on the southeast side of Broadway between Clifton Street and Pleasant Valley Avenue. The site contains buildings and landscape features built between ca. 1879 and 1992.

The CCA Oakland campus was evaluated in November 2019 by Page & Turnbull and determined to be eligible for listing as a historic district in the California Register of Historical Resources (California Register) under Criterion 1 (Events) for its role as an early and long-operating dedicated arts college in California, and eligible for designation as a City of Oakland Area of Primary Importance (API). In addition, Page & Turnbull's evaluation found four buildings to be individually eligible for listing in the California Register under Criterion 3 (Architecture) for embodying distinctive characteristics of the Third Bay Tradition, Brutalist, and New Modernist architectural styles. The oldest elements within the CCA Oakland campus, the Treadwell Mansion, Carriage House, and associated landscape features dating to between ca. 1879 and 1922, were previously designated as an Oakland Landmark and listed in the National Register of Historic Places (National Register).

The proposed project includes demolition or alteration of buildings and landscape features which are contributors to the California Register-eligible historic district, relocation and/or rehabilitation for reuse of two National Register-listed buildings, and construction of two new multi-unit residential buildings between five and eight stories in height.

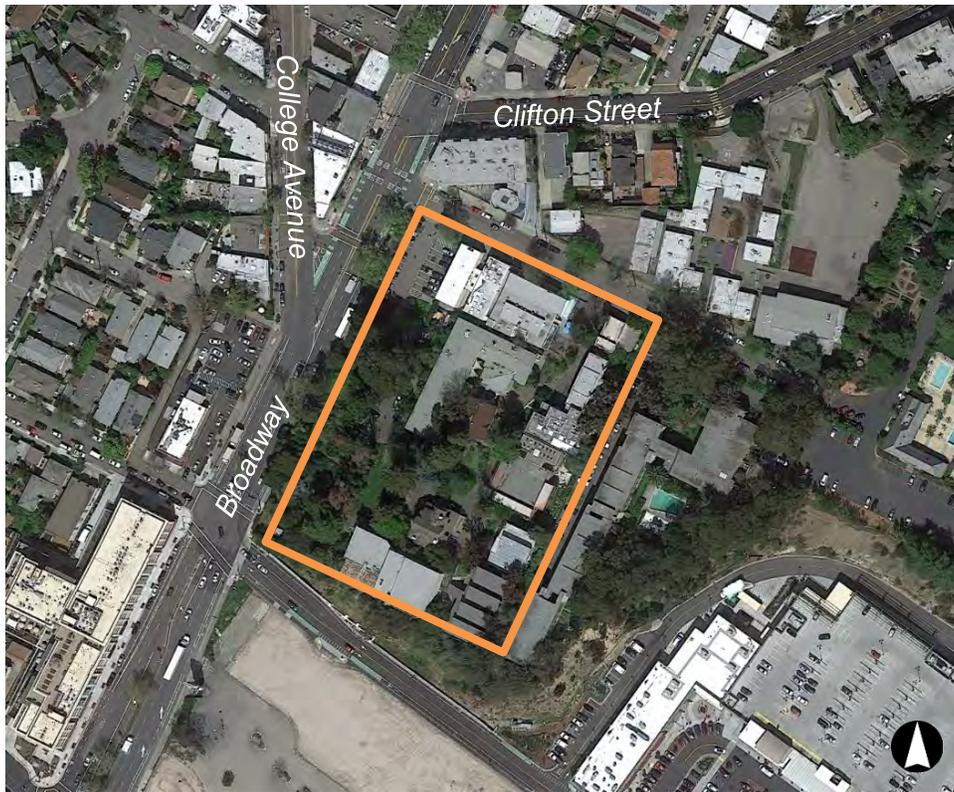


Figure 1. Aerial view of the California College of Art campus in Oakland, outlined in orange.
Source: Google Earth Pro, 2019. Edited by Page & Turnbull.

METHODOLOGY

This report includes a summary of the current status of individual historic resources and historic district contributors within the project site per Page & Turnbull's November 2019 Historic Resource Evaluation (HRE) and lists of character-defining features for individually eligible buildings. Based on the finding of historic significance in Page & Turnbull's 2019 HRE, the proposed project is evaluated for impacts according to CEQA definitions, including an analysis using the *Secretary of the Interior's Standards for Rehabilitation*. The project analysis is based on proposed project drawings and renderings dated May 15, 2020, which were provided to Page & Turnbull by the Emerald Fund via Urban Planning Partners (UPP). All photographs in this report were taken by Page & Turnbull on July 5, 2019 and are also included in the November 2019 Historic Resource Evaluation, unless otherwise noted.

II. SUMMARY OF HISTORIC RESOURCES

ARCHEOLOGICAL RESOURCES

Background research for this topic included a NWIC records search, literature review, and consultation with the Native American Heritage Commission. This research was conducted to identify previously recorded archaeological resources or archaeological studies within and adjacent to the project site. There are no previously recorded resources within the project site. One previously recorded archaeological resource is located within a half-mile radius of the project site: P-01-010992, a prehistoric site containing shell fragments approximately one half mile from CCA. No diagnostic artifacts or human remains are recorded in association with this site.

HISTORIC RESOURCES

Campus buildings within the subject site are between one and three stories in height, and range in date of construction from ca. 1879-1881 (Macky Hall and the Carriage House) to 1992 (the Barclay Simpson Sculpture Studio). Macky Hall is the oldest building on the campus and was constructed between 1879 and 1881 for use as a private residential estate. Macky Hall has been previously known as Hale House, Treadwell Mansion, and Treadwell Hall, in reference to its earlier residents—the Hale family and the Treadwell family. The former house, the Carriage House, and some of the associated grounds were designated a City of Oakland Historic Landmark in August 1975 and were listed in the National Register of Historic Places in 1977.

The estate was purchased in 1922 by Frederick Meyer, founder of the School of the California Guild of Arts and Crafts, and has since that time been associated with this institution, which became known by its current name in 2003. In addition to its array of educational-use buildings, the site also includes mature plantings, pedestrian and auto circulation routes, artwork installations, a surface parking lot, and additional landscape structures.

There are thus two periods of history and identified significance at the site, which are each associated with overlapping but not coterminous historic resources – the Treadwell Estate and the California College of the Arts Historic District. These are described in the following sections.

Treadwell Estate

Macky Hall (formerly known as Treadwell Hall or the Treadwell Mansion) and the Carriage House were designated as a City of Oakland Historic Landmark in August 1975 (LM 75-221), together with two sequoia trees planted in front of Macky Hall, the Broadway Wall and Stairs, and an 80-foot wide view corridor extending westward from Macky Hall to the Broadway right-of-way (**Figure 2**). The property was found significant for its architecture, its association with the Treadwell family, and its role as the campus of the California College of Arts and Crafts. The sequoia trees, which had died, were removed in July 2019 with a permit from the City of Oakland Tree Services Division. The features included in the 1975 Landmark designation are as follows:

The property within an area described by a line around the perimeter of the subject structure and carriage house at a distance of fifteen feet from the foundation line and the property within a corridor measuring forty feet on each side of a line running perpendicular to the south-easterly line of Broadway and extending from the center of the main entrance of Treadwell Hall to said southeasterly line of Broadway. The eighty foot corridor is intended to maintain the view of Treadwell Hall from Broadway and College Avenue and to preserve the stairway within the wall running along Broadway and the two large sequoia gigantea located in front of Treadwell Hall. It is understood that the carriage house will soon be moved to its permanent location on campus and at that time its site will automatically transfer.¹

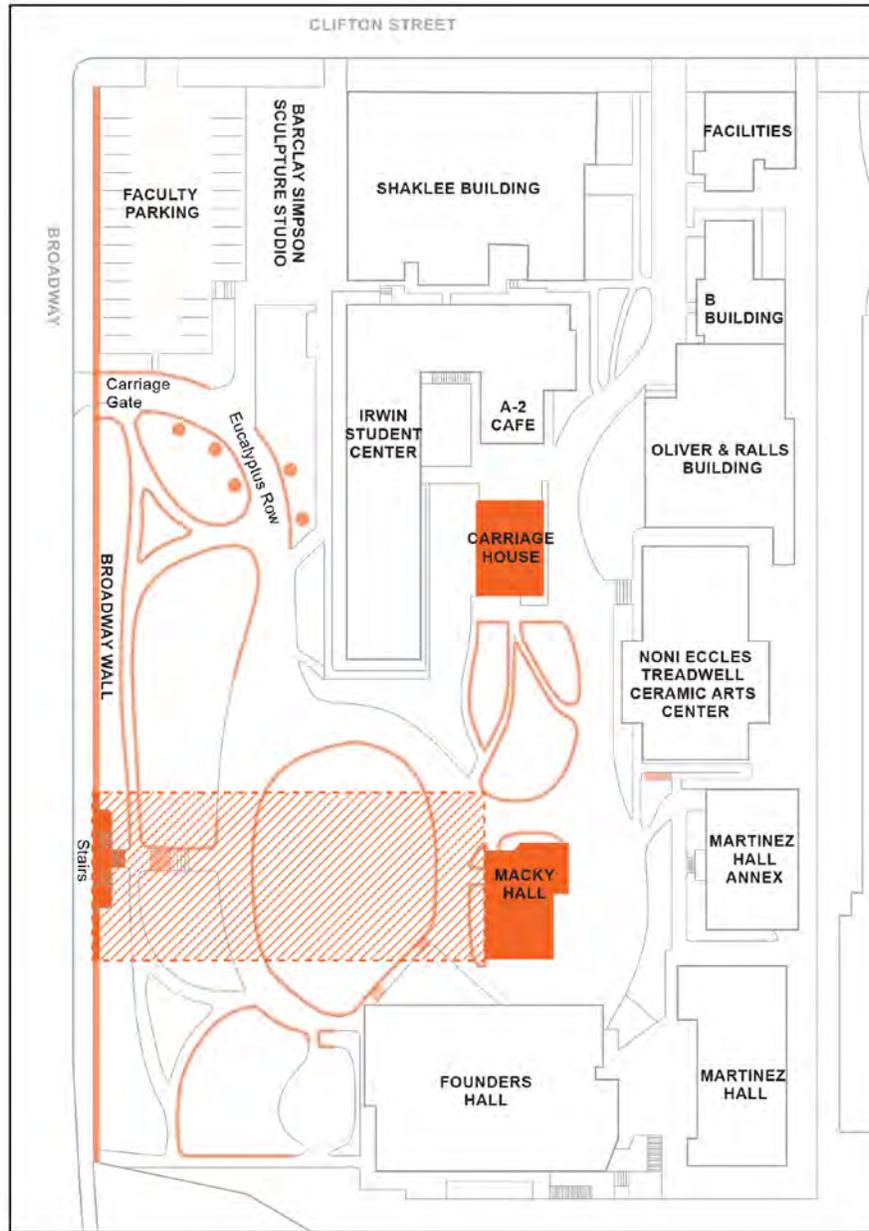
Macky Hall and the Carriage House were placed on the National Register in July 1977 (NPS-77000286). The National Register Nomination Form does not note specific landscape features as contributing features, but does note that bricks incised with the name “Carnegie” are located on the campus, and that the campus is “richly landscaped much in the style of early Victorian estates.”²

Page & Turnbull’s November 2019 evaluation of the CCA property recommended that the entire length of the Broadway Wall, as well as the eucalyptus row adjacent to the vehicle entrance way and the Carnegie bricks installed as landscape features, also be considered contributors to the Treadwell Estate.

Table 1. Treadwell Estate Oakland Landmark and National Register Listing: Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none"> ▪ Macky Hall (c. 1879-1891) ▪ Carriage House (c. 1879-1891) 	<ul style="list-style-type: none"> ▪ Broadway Wall and Stairs (1905) ▪ Eucalyptus Row (pre-1922) ▪ Carnegie Bricks (pre-1922) ▪ 80-foot Wide View Corridor

¹ Oakland Landmarks Preservation Advisory Board, Landmarks Designation, Case File LM 75-221, June 27, 1975, p. 10-11.

² Harry X. Ford, preparer, “National Register of Historic Places Inventory—Nomination Form, Treadwell Mansion and Carriage House,” August 25, 1976 (NPS-77000286, listed July 15, 1977), pages 7-2 and 8-2.



Treadwell Estate

Listed on National Register/Oakland Landmark

- Treadwell Estate Buildings (Listed on National Register/Oakland Landmark)
- Oakland Landmark View Corridor (included in Oakland Landmark; identified by Page & Turnbull as contributing to National Register resource)
- Broadway Wall (Significant Landscape Feature, included in Oakland Landmark)
- Broadway Wall (Significant Landscape Feature, identified by Page & Turnbull)
- Eucalyptus Row (Significant Landscape Feature, identified by Page & Turnbull)
- Carnegie Bricks (Significant Landscape Feature, identified by Page & Turnbull)

Figure 2. Summary findings of Treadwell Estate resources, including buildings and associated landscape features. Source: Page & Turnbull, using CCA Campus base map.

California College of the Arts Historic District

The parcel containing the twelve extant CCA buildings was identified as a City of Oakland Area of Primary Importance (API) by the Oakland Cultural Heritage Survey (OCHS) survey in 1986. In Page & Turnbull’s 2019 Historic Resource Evaluation, the property was found eligible for listing as a historic district in the California Register for significance under Criterion 1 (Events). Page & Turnbull agreed with the 1986 OCHS finding that the property is also eligible for designation as a City of Oakland API. The district is significant for its role in arts education and practice in California, and includes 12 buildings and six landscape features as district contributors. As stated in the 2019 evaluation, the CCA is:

[...] the site of a school which was one of the earliest to offer a unique applied arts education curriculum on the West Coast and which produced graduates—including a very high percentage of women—who entered into professional art careers in the Bay Area and beyond, establishing the school’s regional influence, and as the physical embodiment of the school’s commitment to contemporary themes in architecture and design by housing their classrooms and studios in buildings that go beyond utilitarian institutional needs. The period of significance for this criterion is 1922 to 1992.³

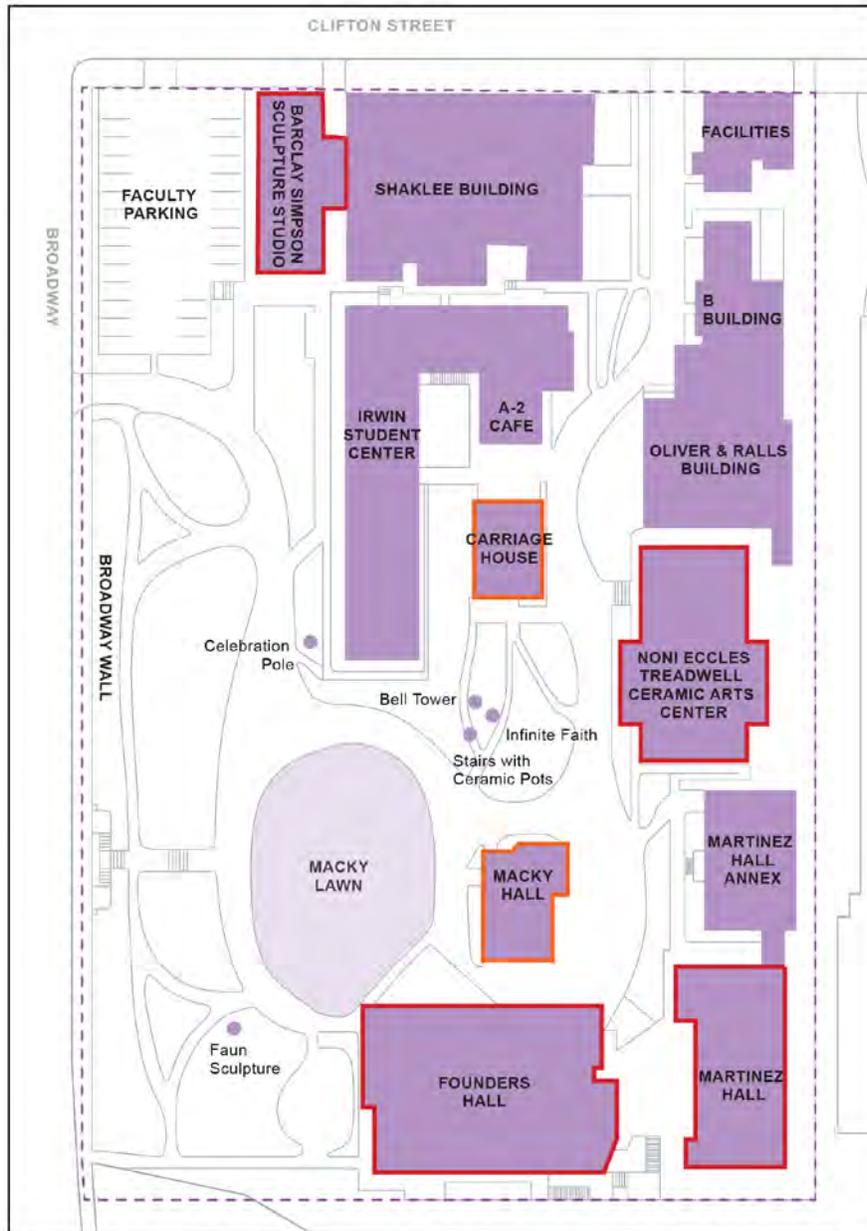
As a California Register-eligible historic district and API, the California College of the Arts campus in Oakland is a qualified historic resource for the purposes of project review under the California Environmental Quality Act (CEQA).⁴ **Table 2** lists the buildings and landscape features that are contributors to the CCA Historic District (**Figure 3**).

Table 2. CCA Historic District Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none"> ▪ Macky Hall (c. 1879-1891) ▪ Carriage House (c. 1879-1891) ▪ Facilities Building (c. 1922-1924) ▪ B Building (c. 1926) ▪ Irwin Student Center (1959) & A-2 Café (1974) ▪ Martinez Hall (1968) ▪ Founders Hall (1968) ▪ Martinez Hall Annex (1970) ▪ Noni Eccles Treadwell Ceramic Arts Center (1973) ▪ Raleigh & Clair Shaklee Building (1979) 	<ul style="list-style-type: none"> ▪ Macky Lawn (n.d.) ▪ Stairs with Ceramic Pots (n.d.) ▪ Faun Sculpture (1926) ▪ <i>Infinite Faith</i> (1959) ▪ Bell Tower (c. 1959-1970) ▪ <i>Celebration Pole</i> (1982)

³ Page & Turnbull, Historic Resource Evaluation, California College of the Arts (San Francisco, 2019), 144.

⁴ Status of historical resources under CEQA is guided by the City of Oakland, CEQA Thresholds of Significance Guidelines, October 28, 2013. Available at <http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak051200.pdf>, accessed January 11, 2019.

Table 2. CCA Historic District Contributing Buildings & Landscape Features	
Contributing Buildings	Contributing Landscape Features
<ul style="list-style-type: none">▪ Oliver Art Center & Ralls Painting Studio (1989)▪ Barclay Simpson Sculpture Studio (1992)	



- California College of the Arts Campus
California Register-Eligible Historic District/Oakland API
- Individually Listed on National Register/Oakland Landmark
 - Individually Eligible for California Register/Oakland Landmark
 - Contributor to California Register-Eligible District/Oakland API
 - Significant Landscape Feature (including Macky Lawn)
 - California Register-Eligible District/Oakland ASI Boundary

Figure 3. CCA Historic District, including buildings and landscape features.
Source: Page & Turnbull, using CCA Campus base map.

Individually Eligible Buildings

In addition to the California Register-eligible district, Page & Turnbull's 2019 evaluation found four buildings to be individually eligible for the California Register under Criterion 3 (Architecture) for their embodiment of elements of significant architectural styles and high artistic value: Martinez Hall, Founders Hall, the Noni Eccles Treadwell Ceramic Arts Center, and the Barclay Simpson Sculpture Studio. Macky Hall and the Carriage House, listed together as an Oakland Landmark and in the National Register, were previously found to possess architectural merit under National Register Criterion C (Architecture).

For a property to be eligible for national, state or local designation under one of the significance criteria, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. To be eligible, a property must clearly contain enough of those characteristics, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials.

According to the Secretary of the Interior's Standards for Rehabilitation, significance for architecture is supported by the retention of features that relate to design, materials, workmanship, location, setting, feeling, and association. The character-defining features of each individually eligible building are summarized below.

Building: Macky Hall

Date: ca. 1879-1891

Status: National Register listed

Style: Queen Anne/Stick Eastlake



Figure 4. Macky Hall, west (primary) façade, facing east.



Figure 5. Macky Hall, north façade, partial view, facing southwest.



Figure 6. Macky Hall, east (rear) façade, facing west.



Figure 7. Macky Hall, south façade

- Mass, scale, size, proportions, and footprint of the building
- Wood cladding including scalloped shingles at third story, horizontal clapboards at first and second stories, and stylized Stick-Eastlake style decorative framing elements
- Complex cross-gabled roof configuration with multiple gabled and shed-roof dormers
- Fenestration pattern, including squared bay windows at west façade, double-hung wood sash windows with wide wood surrounds
- Bargeboards and brackets on gables and dormers
- Recessed entry porch with curb roof and turned wood posts
- First-story porch with turned posts and balusters at east and south facades
- Associated landscape elements, including full extent of Broadway wall with staircase and carriage entrance gate; Eucalyptus row; and Carnegie bricks installed in landscape.

Building: Carriage House

Date: ca. 1879-1891

Status: National Register listed

Style: Queen Anne/Stick Eastlake



Figure 8. Carriage House, partial view of primary (south) façade and east façade, facing north.



Figure 9. Carriage House, partial view of north and west façades, facing southeast.



Figure 10. Carriage House, partial view of west façade, facing northeast.



Figure 11. Carriage House, partial view of east façade, facing west.

Character-Defining Features

- Mass, scale, size, proportions, and footprint of the building
- Wood cladding including horizontal wood channel drop siding at first story, board and batten at second story, paneling between first and second stories
- Two-part roofline with full second story at north
- Clipped gable roof with gabled dormers, floral horns and diamond-shaped mount on roof ridge
- Fenestration pattern, including double-hung wood-sash windows with wide wood surrounds, projecting second-story rectangular bay at north façade
- Bargeboards and brackets on gables and dormers.

Building: Martinez Hall

Date: 1968

Status: California Register eligible

Style: Third Bay Tradition



Figure 12. Martinez Hall, west (primary) façade and partial view of north façade, facing southeast.



Figure 13. Martinez Hall, primary façade detail, south portion of the first and second stories, facing southeast.



Figure 14. Martinez Hall, south façade, partial view, looking east.



Figure 15. Irregular, polychromatic flagstone and pebble patio between Martinez Hall and Founders Hall, looking south

Character-Defining Features

- Mass, scale, size, proportions, and footprint of the building
- Fenestration pattern
- Rustic vertical flush redwood siding
- Sawtooth roof with four elements and windows at the north vertical plane
- Shed roof at second story balcony
- Shed roof canopy at the west façade
- Mural wall at the west façade
- Polychromatic flagstone and pebble courtyard between Martinez Hall and Founders Hall

Building: Founders Hall

Date: 1968

Status: California Register eligible

Style: Brutalism



Figure 16. Founders Hall, north façade, facing southwest.



Figure 17. Founders Hall, west façade, facing southeast.



Figure 18. Recessed entry of Founders Hall, covered by a projecting glass canopy which meets the wood canopy of Martinez Hall, looking west.

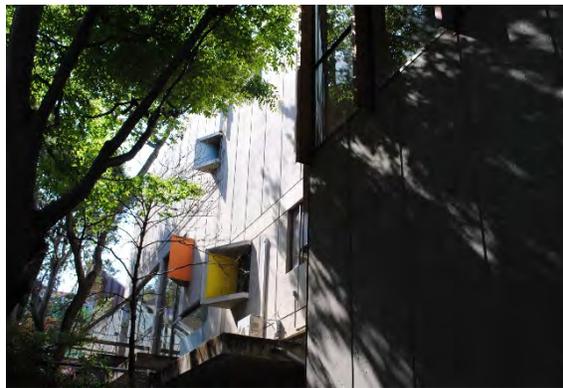


Figure 19. Founders Hall, north façade, second story detail, facing south.

Character-Defining Features

- Mass, scale, size, proportions, and footprint of the building
- Fenestration pattern and material
- Concrete cladding
- Concrete window awnings and their color treatment
- Windows and vertical I-beam ribs at the northwest corner of the building
- Glass awning at the east façade
- Polychromatic flagstone and pebble courtyard between Martinez Hall and Founders Hall

Building: Noni Eccles Treadwell Ceramic Arts Studio

Date: 1973

Status: California Register eligible

Style: Third Bay Tradition



Figure 20. Ceramic Arts Center, south portion of primary (west) façade, facing east.



Figure 21. Ceramic Arts Center, recessed entry accessed via concrete steps at the primary (west) façade, facing east.



Figure 22. Ceramic Arts Center, portion of south façade with trellis detail, looking northeast



Figure 23. Projecting shed roof volume at the south end of the rear façade, looking northwest

Character-Defining Features

- Mass, scale, size, proportions, and footprint of the building
- Cantilevered second-story massing
- Fenestration pattern
- Striated, unglazed terra cotta stack bond block cladding
- Concrete belt course and cornice
- Shed roof elements
- Slatted wood trellis sunshades
- Clerestory windows
- Visual transparency through east-west axis of the building

Building: Barclay Simpson Sculpture Studio

Date: 1992

Status: California Register eligible

Style: New Modernism



Figure 24. East and north facades of the Barclay Simpson Sculpture Studio, looking southwest. The Shaklee Building (left) is attached by the central hyphen volume.



Figure 25. West and south façades of the Barclay Simpson Sculpture Studio, looking northeast



Figure 26. Detail of inscribed, polished concrete base, west façade, looking northeast.



Figure 27. View southeast toward north and west façades.

Character-Defining Features

- Mass, scale, size, proportions, and footprint of the building
- Polished concrete base
- Steel grid structure with inset glass block panels on west, north, and south facades, and fiber-reinforced concrete panels on the north and east façades
- Inset round, unfinished metal chimney pipe on the north facade

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) is state legislation (Pub. Res. Code §21000 et seq.) that provides for the development and maintenance of a high-quality environment for the present-day and future through the identification of significant environmental effects.⁵ CEQA applies to “projects” proposed to be undertaken or requiring approval from state or local government agencies. “Projects” are defined as “[...] activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps.”⁶ Historic and cultural resources are considered to be part of the environment. In general, the lead agency must complete the environmental review process as required by CEQA. In the case of the proposed CCA Redevelopment Plan, the City of Oakland will act as the lead agency.

In completing an analysis of a project under CEQA, it must first be determined if the project site possesses a historical resource. A site may qualify as a historical resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a). The four categories are:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources

⁵ California Environmental Quality Act (CEQA), accessed June 10, 2019, http://leginfo.ca.gov/faces/codes_displayexpandedbranch.xhtml?tocCode=PRC&division=13.&title=&part=&chapter=&article=

⁶ Ibid.

Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.

In general, a resource that meets any of the four criteria listed in CEQA Guidelines Section 15064.5(a) is considered to be a historical resource unless “the preponderance of evidence demonstrates” that the resource is not historically or culturally significant.”⁷

CITY OF OAKLAND CEQA THRESHOLDS OF SIGNIFICANCE GUIDELINES

As a certified local government and the lead agency in CEQA determinations, the City of Oakland has developed thresholds for initiating review of historical resources under CEQA. Guidance on historical resources developed by the City of Oakland in 2013 states that a resource that meets any of the following criteria is a historical resource under CEQA.

1. A resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources;
2. A resource included in Oakland’s Local Register of historical resources (defined below), unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
3. A resource identified as significant (e.g., rated 1-5) in a historical resource survey recorded on Department of Parks and Recreation Form 523, unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
4. Meets the criteria for listing on the California Register of Historical Resources; or
5. A resource that is determined by the Oakland City Council to be historically or culturally significant even though it does not meet the other four criteria listed above.

Based on Page & Turnbull’s 2019 Historic Resource Evaluation, 12 buildings which are contributors to the California Register-eligible CCA Historic District, as well as the six landscape features that are contributors to the CCA Historic District and four landscape features that are contributors to the National Register-listed and Oakland Landmark Treadwell Estate, should be considered historical resources under CEQA.⁸

THRESHOLD FOR SUBSTANTIAL ADVERSE CHANGE

According to CEQA, a “project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment.”⁹ Substantial adverse change is defined as: “physical demolition, destruction,

⁷ Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.

⁸ The Treadwell Mansion and Carriage House contribute to the CCA Historic District as well as the City Landmark and National Register-listed resource.

⁹ CEQA Guidelines subsection 15064.5(b).

relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired.”¹⁰ The historic significance of an historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance” and that justify or account for its inclusion in, or eligibility for inclusion in, the California Register.¹¹ Thus, a project may cause an adverse change in a historic resource but still not have a significant effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less than significant, negligible, neutral, or even beneficial.

In other words, a project may have an impact on a historical resource, and that impact may or may not impair the resource’s eligibility for inclusion in the California Register. If an identified impact would result in a resource that is no longer able to convey its historic significance and is therefore no longer eligible for listing in the California Register, then it would be considered a significant effect.

In addition, according to Section 15126.4(b)(1) of the Public Resources Code (CEQA), if a project adheres to the *Secretary of the Interior’s Standards for the Treatment of Historic Properties* (the Standards), the project’s impact “will generally be considered mitigated below the level of a significance and thus is not significant.”¹²

According to the City of Oakland Thresholds of Significance Guidelines, a project would have a significant impact on the environment in relation to cultural and historical resources if it would cause any of the following:

1. 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 Historical Resources, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1-5);
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
4. Disturb any human remains, including those interred outside of formal cemeteries.¹³

¹⁰ CEQA Guidelines subsection 15064.5(b)(1).

¹¹ CEQA Guidelines subsection 15064.5(b)(2).

¹² CEQA Guidelines subsection 15126.4(b)(1).

¹³ City of Oakland, CEQA Thresholds of Significance Guidelines, October 28, 2013. Available at: <http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak051200.pdf>, accessed January 11, 2019.

IV. PROPOSED PROJECT IMPACT AND COMPATIBILITY ANALYSIS

This section analyzes the project-specific impacts of the proposed CCA Redevelopment Plan on the environment, as required by the California Environmental Quality Act (CEQA). The following analysis describes the proposed project; assesses its compliance with the Secretary of the Interior's Standards for Rehabilitation; and identifies cumulative impacts.

PROPOSED PROJECT DESCRIPTION

This proposed project description is based on a Pre-Application Submission set of drawings and perspective renderings dated November 29, 2018, as well as the "California College of Arts Oakland Campus Redevelopment Plan: Amendment to Environmental Application Plan Set" dated May 15, 2020 and a revised project description updated on May 8, 2020.

Overall Project Description

According to the Amendment to Environmental Application Plan Set and updated project description, the proposed development includes construction of two new residential buildings between five and eight stories in height to provide 462 residential units and 261 parking spaces. The development would include 16,945 square feet of office space (or residential amenity space) comprising 7,760 square feet in Macky Hall, 2,875 square feet in Carriage House and 6,310 square feet on the ground floor of a new building along Broadway. In addition to construction of the proposed residential buildings, the project would include development of the landscape to include a north-south promenade between Buildings A and B, a community entry plaza and event space at the southeast corner of Building A, a community garden between Building B and the relocated Carriage House, and a glade and sculpture garden in the sloping open space south of Buildings A and west of Macky Hall and the relocated Carriage House. New pathways and staircases would be installed to provide pedestrian access from Broadway to the Glade and Sculpture Garden, and to provide accessible routes within those areas. Construction of the project would require demolition of ten buildings which are contributors to the CCA Historic District, as well as removal or alteration of nine landscape features which are contributors to the CCA Historic District or the historic Treadwell Estate (**Table 3**).

Construction of the project as proposed would require demolition of the following existing buildings and features:

- Facilities Building (ca. 1922-1924, Contributor to CCA Historic District): To be demolished to facilitate construction of Building B.
- B Building (ca. 1926, Contributor to CCA Historic District): To be demolished to facilitate construction of a new Building B.
- Irwin Student Center (1959, Contributor to CCA Historic District): To be demolished to facilitate construction of Building A.

- Martinez Building (1968, Individually California Register Eligible, Contributor to CCA Historic District): To be demolished to facilitate construction of Buildings B.
- Founders Hall (1968, Individually California Register Eligible, Contributor to CCA Historic District): To be demolished to facilitate relocation of the Carriage House and construction of new landscape features.
- Martinez Annex (1970, Contributor to CCA Historic District): To be demolished to facilitate construction of Building B.
- Noni Eccles Treadwell Ceramic Arts Center (1973, Individually California Register Eligible, Contributor to CCA Historic District): To be demolished to facilitate construction of Building B.
- Raleigh and Claire Shaklee Building (1979, Contributor to CCA Historic District): To be demolished to facilitate construction of Building A.
- Oliver and Ralls Building (1989, Contributor to CCA Historic District): To be demolished to facilitate construction of Building B.
- Barclay Simpson Sculpture Studio (1992, Individually California Register Eligible, Contributor to CCA Historic District): To be demolished to facilitate construction of Building A.
- Broadway Wall (ca. 1905, Contributor to Treadwell Estate Landmark): A 230-foot northern portion of the Broadway Wall, including the vehicle entry gate and arch, will be demolished to facilitate construction of Building A and installation of pedestrian access routes to the Sculpture Garden and Glade. The wall, inclusive of the stairs, will be retained between the new ramped pedestrian path from to the Sculpture Garden to the southern edge of the site.
- Eucalyptus Row (pre-1922, Contributor to Treadwell Estate Landmark): To be removed to facilitate construction of Building A.
- Carnegie Bricks (pre-1922, Contributor to Treadwell Estate Landmark): To be removed to facilitate construction of Building A, Entry Plaza, Event Space, Glade, and Sculpture Garden pathways.

The proposed project includes the rehabilitation and/or alteration for reuse of the following buildings and landscape features:

- Macky Hall (ca. 1879-1891): Rehabilitated according to the Secretary of the Interior's Standards, with building system, structural, and accessibility upgrades. The exterior would be maintained and repaired, and exterior character-defining features would be retained.
- Carriage House (ca. 1879-1891): To be relocated approximately 240 feet to the south of its current location to facilitate construction of Building A and rehabilitated according to the Secretary of the Interior's Standards, with building system, structural, and accessibility upgrades.
- Broadway Wall and Stairs (ca. 1905): The staircase and the southern 242-foot portion of the wall would be retained as landscape features. The wall, inclusive of the stairs, will be retained

between the new ramped pedestrian path from to the Sculpture Garden to the southern edge of the site.

- Landscape Elements (various dates of construction): The faun sculpture, *Infinite Faith* sculpture, Bell Tower, and *Celebration Pole* would be relocated to the Sculpture Garden.

The project does not propose to alter the 80-foot-wide view corridor which is a contributor to the Treadwell Estate Oakland Landmark.

Table 3. Proposed alterations to historical resources.		
Buildings and features to be entirely demolished or removed are shaded.		
Building/Feature	Type	Proposed Alteration
Macky Hall (c. 1879-1881)	Building	Retained and rehabilitated
Carriage House (c. 1879-1881)	Building	Relocated and rehabilitated
Facilities Building (c. 1922-1924)	Building	Demolished
B Building (c. 1926)	Building	Demolished
Irwin Student Center (1959), A-2 Café (1974)	Building	Demolished
Founders Hall (1968)	Building	Demolished
Martinez Hall (1968)	Building	Demolished
Martinez Hall Annex (1970)	Building	Demolished
Noni Eccles Treadwell Ceramic Arts Center (1973)	Building	Demolished
Raleigh and Claire Shaklee Building (1979)	Building	Demolished
Oliver & Ralls Building (1989)	Building	Demolished
Barclay Simpson Sculpture Studio (1992)	Building	Demolished
Broadway Wall and Stairs (1905)	Landscape Feature	Partially demolished
Eucalyptus Row (pre-1922)	Landscape Feature	Removed
Carnegie Bricks (pre-1922)	Landscape Feature	Removed
Faun Sculpture (1926)	Landscape Feature	Relocated and rehabilitated
Macky Lawn (n.d.)	Landscape Feature	Partially retained
Stairs with Ceramic Pots (n.d.)	Landscape Feature	Removed
<i>Infinite Faith</i> (1959)	Landscape Feature	Relocated and rehabilitated
Bell Tower (c. 1959-1970)	Landscape Feature	Relocated and rehabilitated
<i>Celebration Pole</i> (1982)	Landscape Feature	Relocated and rehabilitated

IMPACT ON THE CALIFORNIA COLLEGE OF THE ARTS HISTORIC DISTRICT

The CCA Historic District consists of 12 contributing buildings and six landscape features within a sloping four-acre parcel. Page & Turnbull's 2019 Historic Resource Evaluation found that the CCA Historic District appears eligible under California Register Criterion 1 for its association with arts education and practice in Oakland. The parcel which includes all 12 buildings and associated landscape features was found to be an API by the OCHS in 1986.

The project proposes demolition of 10 of the 12 contributing buildings to the CCA Historic District. The project would retain the contributing Macky Hall and the Carriage House, two buildings that predate the college's use of the site but were converted for use by the art school. The proposed demolitions would erase the architectural and artistic practice that characterized the campus through nearly seven decades of growth in Oakland. Contributing landscape features, including the fawn sculpture, *Infinite Faith*, Bell Tower, and *Celebration Pole* would be relocated and rehabilitated, and Macky Lawn would be partially retained. Other character-defining site features will be removed or altered, including:

- Spatial relationships between contributing buildings
- Siting of contributing buildings within the sloped topography of the site, including clustering of buildings on the eastern side of the site
- Meandering, informal network of circulation routes through campus, with primarily pedestrian access
- Vehicular ingress and egress routes limited to the northwest portion of the property, at the Broadway gate and Clifton Avenue driveways
- Orientation of purpose-built contributing buildings inward toward the center of campus (away from public streets).

The demolition of so many contributing buildings and landscape features proposed as part of the project would cause the historic district to lose historic integrity. These alterations would cause a significant adverse change that would result in the loss of California Register eligibility of the CCA Historic District. The impact on the historic district would be Significant and Unavoidable.

Because the demolition of contributing buildings and landscape features would lead to a loss of California Register eligibility of the CCA Historic District, the rehabilitation of the remaining two buildings and compatibility of proposed new construction is irrelevant to consideration of the district. Discussion of rehabilitation and compatibility is included in the analysis that follows, however, as it relates to the Treadwell Estate, which is an Oakland City Landmark and listed in the National Register.

PROJECT-SPECIFIC IMPACTS ON INDIVIDUAL HISTORIC RESOURCES AT THE SITE

Four of the buildings proposed to be demolished appear to be individually eligible for the California Register under Criterion 3, for their embodiment of significant architectural styles, association and their high artistic value. These include two Third Bay Tradition buildings, Martinez Hall and the Noni Eccles Treadwell Ceramic Arts Center; the Brutalist, concrete Founders Hall; and the New

Modernist Barclay Simpson Sculpture Studio. The demolitions of these buildings would constitute a significant adverse change to historic resources, and therefore the impact on these buildings would be Significant and Unavoidable.

Two additional buildings listed on the National Register, Macky Hall and the Carriage House, the two oldest buildings on the project site, would be rehabilitated as part of the proposed project. The following section discusses the impacts of the proposed project on these two buildings and associated landscape features.

IMPACTS ON AND COMPATIBILITY WITH TREADWELL ESTATE

The Treadwell Estate Oakland Landmark and National Register resource, including updated findings in Page & Turnbull's 2019 Historic Resource Evaluation, consists of two buildings, Macky Hall and the Carriage House, as well as four landscape features: the full length of Broadway Wall and Stairs; the Eucalyptus Row; the 80-foot-wide view corridor; and the Carnegie Bricks installed along roads and pathways in the west and southwest portions of the site. The proposed project would rehabilitate Macky Hall at its current location and continue its use as office space. The project would relocate the Carriage House to the south of Macky Hall, near the southern boundary of the site, and rehabilitate it for use as office space. Of the four contributing landscape features identified by Page & Turnbull's 2019 Historic Resource Evaluation, the Carnegie bricks and Eucalyptus Row would be removed by the proposed project. The northern 230 feet of the Broadway Wall and Stairs would be removed. A 242-foot southern portion of the 472-foot Broadway Wall and Stairs, containing the pedestrian staircase, to the west of Macky Hall, would be retained. The 80-foot wide view corridor described in the 1975 Oakland Landmark designation, extending westward from Macky Hall to Broadway, would be retained. Though this feature was obscured by dense, high vegetation growth at the time of Page & Turnbull's 2019 Historic Resource Evaluation, the project does not propose to further obscure the view corridor.

The proposed project would retain the two primary architectural resources associated with the Treadwell Estate Oakland Landmark and National Register-listed resource —Macky Hall and the Carriage House—in addition to portions of two of the four contributing landscape element. As the proposed project has the potential to impact historical resources, compliance of the project with respect to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* is analyzed in the following section.

Secretary of the Interior's Standards

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings provides standards and guidance for reviewing proposed work on historic properties.¹⁴ The Standards for the Treatment of Historic

¹⁴ Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, (U.S. Department of the Interior National Park Service Technical Preservation Services, Washington, D.C.: 2017), accessed August 5, 2019, <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

Properties are used by federal agencies in evaluating work on historic properties. They have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards for the Treatment of Historic Properties are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Projects that comply with the Standards for the Treatment of Historic Properties benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource.¹⁵ Projects that *do not* comply with the Standards for the Treatment of Historic Properties may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

The Secretary of the Interior offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

Preservation: The Standards for Preservation “require retention of the greatest amount of historic fabric, along with the building’s historic form, features, and detailing as they have evolved over time.”

Rehabilitation: The Standards for Rehabilitation “acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.”

Restoration: The Standards for Restoration “allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods.”

Reconstruction: The Standards for Reconstruction “establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes.”¹⁶

Typically, one set of standards is chosen for a project based on the project scope. In this case, the proposed project scope is seeking to move, alter, and add to historic buildings. Therefore, the Standards for Rehabilitation are applied.

Rehabilitation Standard 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Discussion: The Treadwell Estate, inclusive of Macky Hall, the Carriage House, and four landscape features, were historically associated with a residential use and since 1922 have been associated with an educational use. The proposed project includes a mixture of uses on the site, including residential, office, and art space. Macky Hall and the Carriage House would be used as office space and/or

¹⁵ CEQA Guidelines subsection 15064.5(b)(3).

¹⁶ Grimmer, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, accessed August 5, 2019.

residential amenity space. These uses are similar enough to CCA's art school educational use to be considered compatible with the historic use of those buildings, and primarily will require interior alterations and compatible accessible entrance upgrades. To accommodate the new uses on the site, the Carriage House would be moved southeast of Macky Hall, a move that would constitute the fourth time the building has been moved. Prior to 1976, the Carriage House was located northeast of Macky Hall, at the current location of the Martinez Annex, but was moved to a temporary foundation in 1976 and moved again to its current location immediately north of Macky Hall by 1978. The proposed new location of the Carriage House southeast of Macky Hall would create a spatial relationship between the two buildings that would be similar to the spatial relationship they had during the Treadwell Estate era, when the Carriage House was set near but slightly east of the mansion.

However, the overall proposed mixed-use development of the site would alter site features that characterize the Treadwell Estate by removing the northern 49 percent of the wall from the Broadway Wall and Stairs, the entirety of the Eucalyptus Row, and the Carnegie Bricks, which contribute to the Treadwell Estate.

Because there are multiple elements to the historic resource that would be affected in varying degrees by the new use plan for the site, the proposed project would be in partial compliance with Rehabilitation Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.*

Discussion: The proposed project would retain the character of Macky Hall, the Carriage House, and remaining 51 percent of the Broadway Stairs as individual entities. Though the Pre-Application Submission and Amendment to Environmental Application Plan Set are not detailed at this stage of development, the project intends to rehabilitate the two buildings and stairs to meet the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, retaining the buildings' significant Stick-Eastlake style and character-defining architectural features. This includes the buildings' historic mass, scale, size, proportions, cladding, roof configurations, fenestration, porches, and architectural ornament. Thus, distinctive materials and features that characterize these contributors to the Treadwell Estate will be retained and preserved. The CCA Redevelopment Plan would also retain the view corridor to Broadway from Macky Hall. However, as described under Rehabilitation Standard 1, other contributing landscape features are proposed to be removed, including nearly half of the wall from the Broadway Wall and Stairs, the Eucalyptus Row, and Carnegie Bricks.

Because there are multiple elements to the historic resource that would be affected in varying degrees by the proposed project, it would be in partial compliance with Rehabilitation Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Discussion: The proposed project would primarily involve two treatments to the Treadwell Estate: it would rehabilitate contributing elements (Macky Hall, the Carriage House, and the stair portion of the Broadway Wall and Stairs) or remove them (much of the wall from the Broadway Wall and Stairs, Eucalyptus Row, and Carnegie Bricks) rather than reusing portions of them elsewhere on the property. No conjectural features or elements from other historic properties are proposed to be added.

Therefore, as designed, the proposed project would be in compliance with Rehabilitation Standard 3.

Rehabilitation Standard 4: *Changes to a property that have acquired significance in their own right will be retained and preserved.*

Discussion: A number of alterations to Macky Hall and the Carriage House occurred prior to the 1977 and 1978 designations of the Treadwell Estate as an Oakland Landmark and National Register property. However, many of them were removed during a 1988 restoration project. For example, at Macky Hall, the partially attached storage building at the east and a three-story exterior stair were removed. These previous alterations at Macky Hall had not achieved significance in their own right. The current location of the Carriage House is not the original location; thus, moving it to a new location that remains in close proximity to the mansion will not affect the ability of the Carriage House to contribute to the Treadwell Estate historic resource.

Therefore, as designed, the proposed project would be in compliance with Rehabilitation Standard 4.

Rehabilitation Standard 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Discussion: The proposed project intends to rehabilitate Macky Hall, the Carriage House, and the remaining 242 feet of the Broadway Wall and Stairs following the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. It is assumed that distinctive materials, features, finishes, construction techniques, and examples of craftsmanship that characterize those buildings and features will be preserved. The project would also remove 230 feet of the wall from the Broadway Wall and Stairs, the Eucalyptus Row, and the Carnegie Bricks, which would affect those features' materials, finishes, and construction techniques.

Because there are multiple elements to the historic resource that would be affected in varying degrees by the proposed project, it would be in partial compliance with Rehabilitation Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Discussion: Because the proposed project intends to rehabilitate Macky Hall, the Carriage House, and the southern 242-foot portion of the Broadway Wall and Stairs to meet the Secretary of the Interior's Standards for the Treatment of Historic Properties, it is assumed that repair of those historic features will be prioritized over replacement and that any new features will match the old in design, color, texture, and materials. Replacement of missing features will be substantiated by documentary and physical evidence. This Standard, which relates to the deterioration of architectural features, does not apply to the contributing landscape features that are proposed to be entirely removed, such as the northern 230 feet of the Broadway Wall, Eucalyptus Row, and Carnegie Bricks.

As planned, the proposed project would be in compliance with Rehabilitation Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Discussion: Because the proposed project intends to rehabilitate Macky Hall, the Carriage House, and the southern 242-foot portion of the Broadway Wall and Stairs to meet the Secretary of the Interior's Standards for the Treatment of Historic Properties, it is assumed that if it is necessary to use chemical or physical treatments, these methods would not involve the use of harmful treatments that would damage the historic elements.

As planned, the proposed project would be in compliance with Rehabilitation Standard 7.

Rehabilitation Standard 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

Discussion: The proposed project would involve a significant amount of cut and fill work. Based on a records search, literature review, and consultation with the Native American Heritage Commission, there are no previously recorded archaeological resources or archaeological studies within and adjacent to the project site. However, if archaeological materials or deposits are discovered during construction, the proposed project would be in compliance with Rehabilitation Standard 8 so long as standard discovery procedures outlined by the City of Oakland are followed.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Discussion: As discussed previously, minimal exterior alterations would occur to Macky Hall and the Carriage House's historic features in order to comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. The 80-Foot Wide View Corridor from Broadway to Macky Hall, which is identified in the Oakland Landmark designation, would also be retained. Alteration of

the Broadway Wall and Stairs will remove historic materials and features, and alter the spatial relationship of the wall to the site, reducing it from a continuous boundary along the west side of the CCA campus to enclose only the southern half. Removal of the Carnegie bricks and Eucalyptus Row will result in the loss of historic materials and features that define the landscape areas of the Treadwell Estate.

New construction on the site would include two new residential buildings and new landscaping, comprising a north-south promenade between Buildings A and B, an entry plaza and event space at the southeast corner of Building A, and a glade and sculpture garden in the sloping open space south of Building A and west of Macky Hall and the relocated Carriage House. New pathways and staircases would be installed to provide pedestrian access from Broadway to the Glade and Sculpture Garden, and to provide accessible routes within those spaces.

The current environment of the CCA campus includes buildings constructed ca. 1922 to 1992 that surround Macky Hall and the Carriage House, though all of the existing buildings are two to three stories in height. The new residential buildings are proposed to be between five and eight stories in height (approximately 80' to 90' at their tallest), and would thus be substantially taller and out of scale and proportion with the three-story Macky Hall and two-story Carriage House. The new construction would be designed in a modern architectural vocabulary that would be differentiated from and not particularly compatible with the Stick-Eastlake style of Macky Hall and the Carriage House.

While the scale and design of the two new buildings is not compatible with the historic Treadwell Estate, the new buildings are set back to the north and east from Macky Hall and the relocated Carriage House. The siting of the new buildings allows the Treadwell Estate era buildings and retained portion of the Broadway Wall and Stairs to remain visible from Broadway at the southwest quadrant of the site, and legible as a separate, historic complex within the new development. The park-like setting of the buildings' immediate surroundings will be reminiscent of their original setting in a landscaped, late-nineteenth century estate.

Nevertheless, due to the removal of contributing landscape features of the Treadwell Estate historic resource and incompatible new construction on the site, the proposed project would not be in compliance with Rehabilitation Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Discussion: The proposed project would involve the removal of much of the wall portion of the contributing Broadway Wall and Stairs, Eucalyptus Row, and Carnegie Bricks. If the proposed redevelopment project was hypothetically removed in the future, these features would remain impaired but the essential form and integrity of the stair portion of the Broadway Wall and Stairs, Macky Hall, the Carriage House would remain intact.

Because there are multiple elements to the historic resource that would be affected in varying degrees by the proposed project, it would be in partial compliance with Rehabilitation Standard 10.

ANALYSIS OF PROJECT-SPECIFIC IMPACTS UNDER CEQA

As the above analysis demonstrates, the CCA Redevelopment Project, as currently designed, appears to be in compliance with five of the ten Secretary of the Interior's Standards for Rehabilitation, in partial compliance with four of the Standards, and not in compliance with one of the Standards. Most notably, the project is not in compliance with the Standard 9, which relates to the removal of historic materials and compatibility of new construction on the site.

According to Section 15126.4(b)(1) of the Public Resources Code (CEQA), if a project complies with the Standards for Rehabilitation, the project's impact "will generally be considered mitigated below a level of significance and thus is not significant." As the proposed project does not comply with all of the *Standards for Rehabilitation*, it may cause a significant adverse impact under CEQA. The following analysis is provided to determine if the proposed project may affect the Treadwell Estate's character-defining features and historic integrity to the extent that its significance would be materially impaired.

The project is assumed to make minimal changes to character-defining features and materials at the exterior of Macky Hall and the Carriage House so that rehabilitation treatment of the two buildings would meet the *Secretary of the Interior's Standards for Rehabilitation*. For example, the project would retain the buildings' character-defining mass, scale, size, proportions, cladding, roof configurations, fenestration, porches, and architectural ornament.

Associated landscape elements from the early estate era of development, including the Eucalyptus Row, Carnegie Bricks installed as landscape features, and a 230-foot portion of the north side of the Broadway Wall, including the carriage entrance gate, would be removed.

Proposed new construction on the site would involve changes to the setting of the Treadwell Estate as an individual historic resource. The eight-story Building B (80') would obstruct views toward the Treadwell Estate from Broadway and Clifton Street, as it would rise high above the historic buildings. Further, as described under Rehabilitation Standard 9, the two new buildings would be identifiable as new construction, but would not be compatible with the massing, scale, proportion, and architectural features of Macky Hall and the Carriage House. It is important to note that the Treadwell estate has retained its eligibility and significance related to its character as a late-nineteenth-century estate despite the construction and use of several adjacent modern buildings associated with the site's use as CCA, which feature expansive concrete, glass, and metal surfaces. The incompatibility of the proposed new construction, therefore, is more a matter of scale and massing than of design characteristics. While incompatible in scale, the siting of Building A at the northwest corner of the site, and Building B along the eastern edge of the site, would generally allow Macky Hall, the relocated Carriage House, and the retained portion of the Broadway Wall and Stairs to retain some of their park-like landscaped estate setting. The southwest portion of the site would not have any new buildings, and views of the two historic buildings and retained portion of the Broadway Wall and Stairs would be preserved through the character-defining view corridor included in the 1975

Landmark designation. Seven mature redwood trees would be retained on site, and additional proposed trees would visually buffer the historic buildings from the new construction to an extent..

The CCA Redevelopment Project would directly affect contributing landscape features, and would lessen the Treadwell Estate's integrity of setting, materials, feeling, and association. This could affect the ability of the Treadwell Estate to remain eligible for listing as an Oakland Landmark and National Register property, and would constitute a significant adverse impact. The impact could become less than significant with the implementation of mitigation measures to document historic and existing conditions at the site.

V. CONCLUSION

The CCA Oakland campus includes resources associated with two significant eras. The Treadwell Estate includes the oldest elements within the CCA Oakland campus: the Treadwell Mansion, Carriage House, and associated landscape features dating to between ca. 1879 and ca. 1922. The Treadwell estate is listed in the National Register and is a designated Oakland Landmark. The parcel in its entirety was identified in 1986 as a City of Oakland API. The CCA Oakland campus, related to operation of the California College of the Arts beginning in 1922, was evaluated in August 2019 by Page & Turnbull. The site was determined to be eligible for listing as a historic district in the California Register under Criterion 1 (Events) for its role as an early and long-operating dedicated arts college in California. In addition, Page & Turnbull's evaluation found four buildings to be individually eligible for listing in the California Register under Criterion 3 (Architecture) for embodying distinctive characteristics of the Third Bay Tradition, Brutalist, and New Modernist architectural styles. In total, the CCA Oakland campus includes 12 buildings which are contributors to the CCA Historic District, six landscape features that are contributors to the CCA Historic District, and four landscape features that are contributors to the National Register-listed Treadwell Estate Oakland Landmark. These buildings and features should be considered historical resources under CEQA.

This Cultural Resources Technical Report finds that the CCA Redevelopment Project would cause a significant and unavoidable impact on the CCA Historic District as well as the four individually significant buildings: Martinez Hall, Founders Hall, the Noni Eccles Treadwell Ceramic Arts Center, and the Barclay Simpson Sculpture Studio. Implementation of the proposed project would cause the district, and these four buildings, to lose eligibility for listing in the California Register.

As it relates to the National Register-listed Treadwell Estate, Oakland Landmark, Page & Turnbull evaluated the CCA Redevelopment Project according to the *Secretary of the Interior's Standards for Rehabilitation*. The proposed project was determined to fully comply with five of the ten Standards, to partially comply with four Standards, and to be not in compliance with one Standard. The proposed project has the potential to affect the eligibility of the property for listing as an Oakland Landmark and as a historic resource listed in the National Register of Historic Places. This would constitute a significant impact. The impact could become less than significant with mitigation measures developed to document the historic and existing conditions of the resource, and ensure the preservation and retention of character-defining features of its retained contributors.

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APPENDIX C
NON-CEQA TRANSPORTATION ASSESSMENT

Draft Memorandum

Date: June 6, 2022

To: Carla Violet, Urban Planning Partners
Brandon Northart, Urban Planning Partners

From: Bill Burton & Diwu Zhou, Fehr & Peers

Subject: CCA Oakland Campus Project – Non CEQA Elements

WC19-3574

This memorandum summarizes our traffic analysis, site plan assessment, collision analysis, and a transportation and parking demand management plan for the proposed mixed-use development (hereby referred to as the project) at the current California College of the Arts (CCA) campus located at the southeast corner of the Broadway/Clifton Street intersection in Oakland, California. The project site is shown in **Figure 1** (all figures and attachments are included at the end of the memorandum).

This analysis examines the project's proposed site plan, provided in **Attachment A**, to develop the CCA Oakland campus property with the following key initial plan elements:

- Construction of 510 residential units focused in two building complexes, one located along the site's eastern edge and one at the corner of Clifton Street and Broadway; and
- Construction of 16,945 square feet of office space and 1,408 square feet of ground floor café/retail space fronting Broadway
- Total of 268 off-street parking spaces, with 258 dedicated to residents and 10 dedicated to employees.

Traffic Analysis

This section evaluates how project traffic may affect the neighboring intersections along the Broadway corridor.

Project Travel Characteristics

The amount of traffic associated with the project considers:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the project site.
2. **Trip Distribution and Assignment** – The *direction and amount* of vehicle trips added to roadways as they approach and depart the project site is projected.

The proposed project trip generation and trip distribution forms the basis for evaluating potential project effects on the surrounding roadway network.

Trip Generation

Trip generation for the proposed project was estimated using the *Trip Generation Manual, 10th Edition* (2017) published by the ITE, as presented in **Table 1**. The proposed project's on-site residential, office, and retail uses are expected to generate 2,259 vehicle trips, including 180 morning and 169 evening peak hour trips on a typical weekday. The number of vehicle trips generated by existing CCA uses to be removed was estimated through site observations of travel to and from on-site parking lots. These observations identified approximately 100 daily vehicle trips, including 14 morning and 10 evening peak hour trips on a typical weekday. The net new trips forecast to be generated by the proposed project include 2,159 daily vehicle trips, including 166 morning and 159 evening peak hour trips on a typical weekday.

The project described above and evaluated in Table 1 is the project as proposed and evaluated in the environmental documentation. However, we understand that the project applicant is considering several potential development options which include varying levels of residential and office land uses. The options under consideration would all have similar transportation outcomes. The detailed intersection analysis presented herein evaluates the development option which would represent the "worst case" from a trip generation and intersection operations perspective. That option would entail an alternative including 300 residential units, 70,000 square feet of office space and 1,408 square feet of ground floor commercial. **Table 2** presents the results of the trip generation analysis prepared for that "worst case" option.

Table 1: Project Trip Generation – CEQA Analysis

Use	Setting/ Location	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) ¹	Dense Multi- Use Urban	510 Occupied Dwelling Units	1,953	40	108	148	87	51	138
Office ²	General Urban/ Suburban	16,945 sq. ft.	170	17	3	20	3	16	19
Café/Retail ³	General Urban/ Suburban	1,408 sq. ft.	160	8	6	14	9	5	14
Café/Retail (Internalization – 15%)			-24	-1	-1	-2	-1	-1	-2
<i>Project Trip Generation</i>			<i>2,259</i>	<i>64</i>	<i>116</i>	<i>180</i>	<i>98</i>	<i>71</i>	<i>169</i>
CCA Campus	Urban	Existing to be removed	100	12	2	14	2	8	10
<i>Existing CCA Campus Trip Generation:</i>			<i>-100</i>	<i>-12</i>	<i>-2</i>	<i>-14</i>	<i>-2</i>	<i>-8</i>	<i>-10</i>
Net New Trips:			2,159	52	114	166	96	63	159

Notes:

1. Land use category 221 – Multifamily Housing (Mid-Rise) in a Dense Multi-Use Urban Setting
2. Land use category 710 – General Office Building in a General Urban/Suburban Setting
3. Land Use Category 932 - High Turnover (Sit Down) Restaurant in a General Urban/Suburban Setting

Source: *Trip Generation Manual* (10th Edition), ITE, 2017; Fehr & Peers, 2022.

As presented in Table 2, the “worst case” option would generate 1,966 daily vehicle trips, including 179 morning and 174 evening peak hour trips on a typical weekday. The net new trips forecast to be generated by this option include 1,866 daily vehicle trips, including 165 morning and 164 evening peak hour trips on a typical weekday. The transportation analysis summarized in this memorandum is based on this “worst case” trip generation. However, it should be noted that the options under consideration have similar trip generation characteristics and would result in similar transportation outcomes and recommendations.

Table 2: Project Trip Generation (Worst Case Option)

Use	Setting/ Location	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) ¹	Dense Multi- Use Urban	300 Occupied Dwelling Units	1,150	23	63	86	51	30	81
Office ²	General Urban/ Suburban	70,000 sq. ft.	680	70	11	81	13	68	81
Café/Retail ³	General Urban/ Suburban	1,408 sq. ft.	160	8	6	14	9	5	14
Café/Retail (Internalization – 15%)			-24	-1	-1	-2	-1	-1	-2
Project Trip Generation			1,966	100	79	179	72	102	174
CCA Campus	Urban	Existing to be removed	100	12	2	14	2	8	10
<i>Existing CCA Campus Trip Generation:</i>			<i>-100</i>	<i>-12</i>	<i>-2</i>	<i>-14</i>	<i>-2</i>	<i>-8</i>	<i>-10</i>
Net New Trips:			1,866	88	77	165	70	94	164

Notes:

1. Land use category 221 – Multifamily Housing (Mid-Rise) in a Dense Multi-Use Urban Setting
2. Land use category 710 – General Office Building in a General Urban/Suburban Setting
3. Land Use Category 932 - High Turnover (Sit Down) Restaurant in a General Urban/Suburban Setting

Source: *Trip Generation Manual* (10th Edition), ITE, 2017; Fehr & Peers, 2022.

Trip Distribution

Trip distribution for proposed project was estimated by isolating a transportation analysis zone with the proposed project land-use and conducting a select-link analysis using the Alameda County Travel Demand Model. Trip distribution plots based on this tool are provided in **Attachment B**. The expected trip assignment for the proposed project is presented on **Figure 2**.

Selection of Study Intersections

Study Intersections are defined within the City of Oakland's *Transportation Impact Review Guidelines* for Land Use Development Projects (2017) as:

- All intersection(s) of streets adjacent to the project site;
- All signalized intersection(s), all-way stop-controlled intersection(s) or roundabouts where 100 or more peak hour trips are added by the project;
- All signalized intersection(s) with 50 or more project-related peak hour trips AND existing LOS D-E-F; and
- Side-street stop-controlled intersection(s) where 50 or more peak hour trips are added by the project to any individual movement other than the major-street through movement.

The following intersections satisfy the above criteria:

1. Broadway/Broadway Terrace [Adjacent]
2. Broadway/Clifton Street [Adjacent]
3. Broadway/College Avenue [Adjacent]
4. Broadway/Coronado Avenue [100 Trips Added]
5. Broadway/51st Street/Pleasant Valley Avenue [100 Trips Added]
6. Clifton Street/Project Driveway [Adjacent]

Project Impact Assessment

We evaluated traffic operations at the study intersections along the Broadway corridor for the following scenarios:

- Existing No Project Condition – Existing conditions based on multimodal traffic counts collected on Tuesday, January 29, 2019 (**Figures 3 and 4**).
- Existing Plus Project Condition – Existing conditions traffic plus net new traffic generated by the Project (**Figure 5**);
- Cumulative No Project Condition – Cumulative year conditions based on forecast traffic growth using the Alameda County Travel Demand Model (**Figure 6**); and

- Cumulative Plus Project Condition – Cumulative traffic volumes plus traffic generated by the Project (**Figure 7**).

The Cumulative conditions analysis reflects overall increases in population and employment growth across the City and region per current projections.

Analysis Tools

The traffic operations analysis uses the Synchro/SimTraffic 10.0 software, based on the procedures outlined in the Transportation Research Board's *Highway Capacity Manual, 6th Edition*. Intersection operation inputs include vehicle, bicycle, and pedestrian volumes, lane geometry, signal phasing and timing, pedestrian crossing times, and peak hour factors.

Intersection operations are described using the term "Level of Service" (LOS). LOS is a quantitative measure of the average delay experienced by a driver at the intersection. It ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delay. **Tables 3** and **4** provide descriptions of various LOS and the corresponding ranges of delay.

Intersection Level of Service

Table 5 shows that the addition of project traffic would worsen vehicle delays at the study intersections. The intersection of *Broadway/51st Street* serves as a downstream bottleneck for vehicles traveling southbound along the Broadway corridor, causing upstream queueing impacts at the intersection of *Broadway/Broadway Terrace* in the morning peak hour in both the Existing and Cumulative scenarios. The intersection of *Broadway/51st Street* also becomes a downstream bottleneck in the evening peak hour in the Cumulative scenario due to the projected growth in vehicle volumes; the intersection lacks the capacity to serve the projected demand.

The intersection of *Broadway/51st Street* also serves as an upstream bottleneck for vehicles traveling northbound along the Broadway corridor in the evening peak hour. This intersection currently operates independently and is not coordinated with any of the other intersections along the corridor. Simulation results are provided in **Attachment C**.

Consultant Recommendation 1: Traffic signals at the four signalized study intersections along the Broadway corridor should be interconnected to provide coordination in the southbound direction during the morning peak period and in the northbound direction during the evening peak period.

Table 3: Signalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0

Source: *Highway Capacity Manual, 6th Edition.*

Table 4: Unsignalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Little or no delays	< 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: *Highway Capacity Manual, 6th Edition.*

Table 5: Intersection Level of Service Results

	Intersection	Control	Peak Hour	Existing No Project		Existing Plus Project		Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Broadway/ Broadway Terrace	Signal	AM	13.7	B	19.6	B	85.3	F	91.4	F
			PM	8.7	A	13.3	B	72.6	E	76.4	E
2	Broadway/ Clifton Street	SSSC ¹	AM	5 (19)	A (C)	5.6 (24.1)	A (C)	10 (26)	B (D)	12.7 (37.8)	B (E)
			PM	8 (27)	A (D)	8.6 (26.1)	A (D)	17 (26)	C (D)	18.9 (52.2)	C (F)
3	Broadway/ College Ave	Signal	AM	12.6	B	13.7	B	20.0	B	22.2	C
			PM	17.3	B	17.6	B	37.0	D	39.0	D
4	Broadway/ Coronado Ave	Signal	AM	12.2	B	14.8	B	20.3	C	22.0	C
			PM	21.8	C	23.1	C	40.8	D	42.6	D
5	Broadway/ 51 st St	Signal	AM	43.2	D	46.3	D	58.2	E	65.4	E
			PM	51.3	D	62.0	E	89.9	F	91.9	F
6	Clifton Street/ Project Driveway	SSSC ¹	AM	-	-	7.9 (19.0)	A (C)	-	-	64.4 (>99)	F (F)
			PM	-	-	23.3 (40.8)	B (E)	-	-	87.8 (>99)	F (F)

Notes:

- SSSC = side street stop-controlled intersection; average delay or LOS is followed by the delay or LOS for the worst movement in parentheses.

Source: Fehr & Peers, 2022.

Vehicle Queuing at Clifton Street

The addition of project traffic would substantially increase queuing on the westbound approach at the intersection of *Broadway/Clifton Street*, as presented in **Table 6**. The finding above is contingent upon vehicles obeying the existing “KEEP CLEAR” striping on Broadway at the Clifton Street intersections to allow left turn movements out. Observations have found that this striping is not always followed.

Table 6: Queuing Results – Clifton Street (westbound)

	Intersection	Control	Peak Hour	Existing No Project		Existing Plus Project		Cumulative No Project		Cumulative Plus Project	
				Avg.	Max.	Avg.	Max.	Avg.	Max.	Avg.	Max.
2	Broadway/ Clifton Street	SSSC ¹	AM	50	75	51	65	50	75	55	76
			PM	25	75	48	65	50	75	53	58

Notes:

- SSSC = side street stop-controlled intersection;
- Queue lengths are measured in feet. The average vehicle occupies 25' feet in queue.

Source: Fehr & Peers, 2022.

Consultant Recommendation 2: Construct a raised median on Broadway between College Avenue and Broadway Terrace. Left turns into and out of Clifton Street at the intersection of *Broadway/Clifton Street* would be prohibited with this installation.

On-street parking on the east side of Broadway between College Avenue and Clifton Street should be removed and converted to additional queue storage for the northbound right-turn pocket at the intersection of *Broadway/Broadway Terrace* and into the project site. Paint “KEEP CLEAR” pavement markings at the intersection of Broadway/Clifton Street in the right-turn pocket.

Implementation of Recommendations

Implementation of the above recommendation in the existing scenario would improve the project site access, as presented in **Table 7**, and minimize queuing along the westbound approach at the intersection of *Broadway/Clifton Street*, as presented in **Table 9**.

Table 7: Mitigated Intersection Level of Service Results – Existing Conditions

Intersection	Control	Peak Hour	Existing No Project		Existing Plus Project		Existing Plus Project Plus Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
1 Broadway/ Broadway Terrace	Signal	AM	13.7	B	19.6	B	12.1	B
		PM	8.7	A	13.3	B	8.3	A
2 Broadway/ Clifton Street	SSSC ¹	AM	5 (19)	A (C)	5.6 (9.4)	A (C)	3.7 (7.1)	A (C)
		PM	8 (27)	A (D)	8.6 (26.1)	A (D)	4.9 (12)	A (B)
3 Broadway/ College Ave	Signal	AM	12.6	B	13.7	B	10.4	B
		PM	17.3	B	17.6	B	13.5	B
4 Broadway/ Coronado Ave	Signal	AM	12.2	B	14.8	B	7.8	D
		PM	21.8	C	23.1	C	17	B
5 Broadway/ 51 st St	Signal	AM	43.2	D	46.3	D	32.7	C
		PM	51.3	D	62.0	E	43.4	D
6 Clifton Street/ Project Driveway	SSSC ¹	AM	-	-	7.9 (19.0)	A (C)	2.1 (6.4)	A (A)
		PM	-	-	23.3 (40.8)	B (E)	5.4 (10.5)	A (B)

Notes:

1. SSSC = side street stop-controlled intersection; average delay or LOS is followed by the delay or LOS for the worst movement in parentheses.

Source: Fehr & Peers, 2022.

Implementation of the recommendations would similarly not mitigate the failing operating conditions with the project in the cumulative scenario due to capacity limitations at the intersection

of *Broadway/51st Street*, as presented in **Table 8**. This finding is consistent with the results of the Shops at the Ridge EIR analysis (i.e. cumulative LOS F/significant and unavoidable).

Table 8: Mitigated Intersection Level of Service Results – Cumulative Conditions

	Intersection	Control	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project Plus Mitigation	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Broadway/ Broadway Terrace	Signal	AM	85.3	F	89.8	F	67.9	E
			PM	72.6	E	76.8	E	56.0	E
2	Broadway/ Clifton Street	SSSC ¹	AM	10 (26)	B (D)	14 (48)	B (E)	8.6 (11.8)	A (B)
			PM	17 (26)	C (D)	18 (44)	C (E)	10.6 (22.3)	B (C)
3	Broadway/ College Ave	Signal	AM	20.0	B	22.3	C	19.0	B
			PM	37.0	D	36.5	D	43.9	D
4	Broadway/ Coronado Ave	Signal	AM	20.3	C	23.2	C	16.0	B
			PM	40.8	D	40.7	D	26.6	C
5	Broadway/ 51 st St	Signal	AM	58.2	E	66.0	E	71.3	E
			PM	89.9	F	91.4	F	82.0	F
6	Clifton Street/ Project Driveway	SSSC ¹	AM	-	-	64.4 (>99)	F (F)	3.8 (10.6)	A (B)
			PM	-	-	87.8 (>99)	F (F)	17.5 (36.1)	C (E)

Notes:

1. SSSC = side street stop-controlled intersection; average delay or LOS is followed by the delay or LOS for the worst movement in parentheses.

Source: Fehr & Peers, 2022.

Table 9: Mitigated Queuing Results – Clifton Street (westbound)

	Intersection	Control	Peak Hour	Existing Plus Project		Existing Plus Project Plus Mitigation		Cumulative Plus Project		Cumulative Plus Project Plus Mitigation	
				Avg.	Max.	Avg.	Max.	Avg.	Max.	Avg.	Max.
2	Broadway/ Clifton Street	SSSC ¹	AM	51	65	43	66	55	76	46	69
			PM	48	65	42	57	53	58	47	60

Notes:

1. SSSC = side street stop-controlled intersection;
2. Queue lengths are measured in feet. The average vehicle occupies 25' feet in queue.

Source: Fehr & Peers, 2022.

Collision History

Collision data, for the five years between January 01, 2015 and December 31, 2019, was downloaded from the Transportation Injury Management System (TIMS) database. **Table 10** summarizes the collision data by type and location, and **Table 11** summarizes the collision data by severity.

Table 10: Collision History by Severity

Location		Collision Severity			
		Fatal	Injured (severely)	Injured (visible)	Injured (complained of pain)
Intersection					
1	Broadway/Broadway Terrace	0	0	0	0
2	Broadway/Clifton Street	0	1	0	0
3	Broadway/College Ave	0	0	0	1
4	Broadway/Coronado Ave	0	0	1	0
5	Broadway/51 st St	0	0	3	3
Roadway Segment					
6	Broadway from Broadway Tr to Clinton S	0	0	0	0
7	Broadway from Clifton St to College Ave	0	0	0	0
8	Broadway from College Ave to Coronado Ave	0	0	0	2
9	Broadway from Coronado Ave to 51 st St	0	0	0	0
Total Collisions:		0	1	4	6

Source: Transportation Injury Management System, 2015-2019; Fehr & Peers, 2022.

Table 10 shows eleven collisions reported during the five-year timeframe at the study roadway segments and intersections. Three of the eleven collisions involved bicycles and/or pedestrians, with two of them being bicycle collisions (See **Table 11**). Eighty-two percent of the collisions occurred at intersections, with the *Broadway/51st Street* intersection being the top collision prone location. Of the eleven collisions, approximately 55 percent of the collisions were broadside collisions.

Table 11: Collision History by Type

Location	Collision Type								
	Head-On	Side-swipe	Rear End	Broad-side	Hit Object	Over-turned	Vehicle/Pedestrian	Other	
Intersection									
1	Broadway/Broadway Terrace	0	0	0	0	0	0	0	0
2	Broadway/Clifton Street	0	0	0	1	0	0	0	0
3	Broadway/College Ave	0	0	0	1	0	0	0	0
4	Broadway/Coronado Ave	0	0	0	0	0	0	1	0
5	Broadway/51 st St	0	1	1	2	0	0	0	2
Roadway Segment									
6	Broadway from Broadway Tr to Clinton S	0	0	0	0	0	0	0	0
7	Broadway from Clifton St to College Ave	0	0	0	0	0	0	0	0
8	Broadway from College Ave to Coronado Ave	0	0	0	2	0	0	0	0
9	Broadway from Coronado Ave to 51 st St	0	0	0	0	0	0	0	0
Total Collisions:		0	1	1	6	0	0	1	2

Source: Transportation Injury Management System, 2015-2019; Fehr & Peers, 2022.

The following collision trends were noted:

- Motor vehicle broadside collisions resulting from violating automobile right of way at the intersection of Broadway/ Clifton Street;
- Bicycle-involved collisions resulting from unsafe speed and improper turning at the Broadway/ 51st Street intersection;
- Motor vehicle broadside collisions resulting from improper turning at the Broadway/ College Avenue intersection;
- Motor vehicle broadside collisions resulting from violating automobile right of way and traffic signals and signs at the Broadway/ 51st Street intersection;
- Motor vehicle rear end collisions at the Broadway/ 51st Street intersection;
- Pedestrian-involved collision resulting from violating pedestrian right of way at the Broadway/Coronado Avenue intersection;
- Other types of collision resulting from unsafe speed at the Broadway/ 51st Street intersection; and

- Motor vehicle broadside collisions resulting from violating automobile right of at the Broadway from College Avenue to Coronado Avenue segment.

Predictive Crash Frequency

The *Highway Safety Manual* (HSM, 2010) provides a methodology to predict the number of collisions for intersections and street segments based on roadway and intersection characteristics, such as vehicle and pedestrian volumes, number of lanes, signal phasing, on-street parking, and number of driveways. **Table 12** presents the predicted collision frequencies for the four intersections and one segment that had at least one collision using the HSM Predictive Method for Urban and Suburban Arterials and compares the predicted and reported collision frequencies; refer to **Attachment D**.

While the data was collected between 2015 and 2019, to maintain a direct comparison between the reported and predicted collision frequencies, this analysis uses the intersection geometry and control type from 2019.

Table 12: Predicted Collision Frequencies vs Actual

	Location	Type ¹	AADT ² (major)	AADT ² (minor)	Total Collisions (Actual)	Collisions per year (Actual)	Predicted Collision Frequency	Difference ³
Intersection								
2	Broadway/Clifton Street	3-leg ST	16,600	500	1	0.2	1	-0.8
3	Broadway/College Ave	3-leg SG	22,400	7,300	1	0.4	3.3	-2.9
4	Broadway/Coronado Ave	4-leg ST	20,000	1,400	1	0.2	2.2	-2
5	Broadway/51 st St	4-leg SG	20,000	20,700	6	1.2	6.5	-5.3
Roadway Segment								
8	Broadway from College Ave to Coronado Ave	4D	22,400		2	0.4	0.3	+0.1

Notes:

1. SG = 3 signalized intersection; ST = unsignalized intersection; 4D = 4-lane divided arterial.
2. Average annual daily traffic (AADT) was estimated using the existing PM peak hour counts collected in 2019 multiplied by ten.
3. Negative values indicate that the actual collision frequency is less than the predicted collision frequency for a typical intersection with similar attributes. Positive values indicate that the actual collision frequency is greater than the predicted collision frequency for a typical intersection with similar attributes.

Source: Fehr & Peers, 2022.

HSM Countermeasures

Table 13 presents potential countermeasures from the HSM that could address some of the issues identified.

Table 13: Potential Countermeasures for Consideration

Countermeasure	CMF Value
Increase all red clearance interval at the intersections of Broadway/ College Avenue and Broadway/ 51 st Street	0.798
Prohibit left turns at the intersection of Broadway/ Clifton Street	0.45
Install Red-light indicator lights at the intersections of at Broadway/ College Avenue and Broadway/ 51 st Street	0.60
Install red light cameras at the intersections of Broadway/ College Avenue and Broadway/ 51 st Street	0.84

Source: Highway Safety Manual, 2010; Fehr & Peers, 2022.

Each countermeasure provides a multiplicative crash-modification factor (CMF) that provides an estimated reduction in collisions per year.

Consultant Recommendation 3: Increase the all red clearance interval at the intersections of Broadway/ College Avenue and Broadway/ 51st Street to provide greater time separation between opposing movements and to clear the intersection of vehicles between signal phases.

Consultant Recommendation 4: Prohibit left turns at the Broadway/ Clifton Street intersection to prevent violation of automobile right of way and broadside collisions.

Consultant Recommendation 5: Install red-light indicator lights or red-light cameras at the intersections of Broadway/ College Avenue and Broadway/ 51st Street to enhance visibility of red lights and reduce the frequency of crashes resulting from drivers disobeying traffic signals.

Site Analysis

This section provides a review of site access, circulation, and parking based on the project's conceptual site plan (Attachment A).

Site Access and Circulation

Vehicular

Vehicular access to and from the site would be provided by three driveways on Clifton Street, accessed via an existing unsignalized intersection at Broadway. The unsignalized intersection of *Broadway/Clifton Street* is located between the closely spaced signalized intersections of *Broadway/Broadway Terrace* and *Broadway/College Avenue*. Freeway access is provided via Broadway and 51st Street.

The westernmost project driveway, located approximately 85 feet east of Broadway, would provide vehicular access into (outbound movements would not be allowed) the main building's parking garage. The project's middle driveway, located approximately 255 feet east of Broadway, would provide access to an internal loop with the eastern driveway – creating a one-way passenger loading zone for passenger pickup/drop-off (for TNCs and other users) and moving vans. Vehicles may enter from the center driveway but may not enter. The easternmost driveway would provide vehicular access into and out of the eastern building's parking garage and egress from the internal loop roadway.

Consultant Recommendation 6: The final site plan should retain three driveways and designate curb space for loading for passenger loading and/or commercial vehicles along the internal loop formed by the easternmost and center project driveways. As shown on the conceptual site plan, the delineation of inbound and outbound movements from the garage versus pick-up and drop-off activity is not well defined. This area should be designed and defined to adequately segregate garage movements from pick-up and drop-off activities.

The westernmost driveway as shown is located approximately 85 feet west of Broadway. Queuing calculations, presented in a previous section of this report, find that this location is adequately spaced, provided that certain mitigation measures are provided (turn restrictions and signal interconnect).

Pedestrian

Pedestrian access to the project site is provided by sidewalks along the project frontage on Broadway and Clifton Street. The preliminary site plan shows pedestrian site access points from both Broadway and Clifton Street. Pedestrian facilities around the site are shown on **Figure 8**.

Consultant Recommendation 7: Along the project frontage, curb extensions should be constructed at the intersection of *Broadway/Clifton Street* and *Broadway/College Avenue*.

Bicycle

Bicycle access to the site is provided by Class II bike lanes on Broadway that extend from 25th Street in the south to the freeway overpass prior to the Caldecott Tunnel. Broadway between 25th Street and West Grand Avenue is a Class III bicycle route. The preliminary site plan shows bicycle site access points from both Broadway and Clifton Street. The proposed project also includes 510 bicycle parking spaces. The nearest bike share (Ford Go Bike) station is located on the corner of Broadway and Coronado Avenue. Existing and planned bicycle facilities are presented in **Figure 9**.

Transit

Local and regional transit access to the project site is provided by the Alameda-Contra Costa Transit District (AC Transit) bus service and Bay Area Rapid Transit (BART) train service. AC transit provides local service to the area via routes 51A and 851 and regional service to San Francisco via routes CB and V. The bus stop nearest to the project site is located at the intersections of *Broadway/College Avenue*, as shown on **Figure 10**. Local school bus services are also provided by AC Transit (Lines 605, 660, 662, 682, and 696).

Consultant Recommendation 8: Additional transit amenities are required at the bus stop located along the project frontage, including the construction of a bus boarding island, bus shelter, and concrete bus pad at the intersection of *Broadway/College Avenue*.

The Rockridge BART Station is located approximately 0.5 miles northeast of the project site. AC Transit bus routes 51A and 851 provide service between the Rockridge BART Station and the project site.

Emergency Vehicle Access

Factors such as number of access points, roadway width, and proximity to fire stations determine whether a project provides sufficient emergency access. The main project building is contiguous to Broadway and Clifton Street. Access to the eastern building is provided via Clifton Street and a fire

access road which runs along its eastern boundary. Emergency vehicle access to the interior of the site is available via the main north-south promenade if necessary.

The fire station most likely to serve the site is Oakland Fire Station No. 8 located on 51st Street, 0.7 miles from the project site. Emergency vehicles would travel along 51st Street and Broadway to access the project site.

Consultant Recommendation 9: The final site plan should ensure adequate clearance and roadway widths are provided for emergency vehicles access throughout the project site.

Off-Street Parking

The project proposes to provide 268 vehicular parking spaces, 258 for residents and 10 for employees. The proposed vehicular parking supply for the project was evaluated based on available parking demand data at similar developments. The proposed parking supply was also compared to the City of Oakland Municipal Code requirements.

Estimated Vehicle Parking Demand

The estimated peak parking demand was predicted using the *Parking Generation Manual, 5th Edition* (2019), published by the Institute of Transportation Engineers (ITE), as presented in **Table 14**.

Table 14: Estimated Peak Parking Demand

Use	Size	Parking Spaces
Residential ¹	510 Dwelling Units	515
Office ²	16,945 sq. feet	40
Retail/Cafe ³	1,408 sq. feet	13
Parking Demand:		568 spaces

Notes:

1. Land use category 221 – Multifamily Housing (Mid-Rise) in a Dense Multi-Use Urban Setting;
 $P = 1.04 * (X) - 15.22$; X = Dwelling Units
2. Land use category 710 – General Office Building in a General Urban/Suburban Setting;
 $P = 2.39 * (X)$; X = 1000 sq. ft. GFA
3. Land use category 932 – High Turnover (Sit-Down) Restaurant in a General Urban/Suburban Setting;
 $P = 9.44 * (X)$; X = 1,000 square feet

Source: *Parking Generation Manual* (5th Edition), ITE, 2019; Fehr & Peers, 2022.

Based on the ITE methodology and statistics the residential portion of the project is expected to generate demand for approximately 515 spaces (approximately 1.0 vehicle per household). Compared to automobile ownership statistics from the American Community Survey for the census tract¹, this is significantly lower than the local average (approximately 1.9 vehicles per household). The entirety of the project is expected to generate demand for approximately 568 spaces.

Parking demand data in the *Parking Generation Manual, 5th Edition* was largely collected prior to the introduction of Transportation Networking Companies (TNC). With the proliferation of TNC and fleet services, ownership of vehicles will likely decrease in areas that can support alternatives such as walking, biking, and transit for some trip purposes. MTC's Vital Signs, which monitors key trends in the Bay Area, shows that land-use density decreases the need to own a vehicle. Permitted off-street parking reductions are discussed further in the next section.

Municipal Code (Vehicle Parking)

Chapter 17.116 of the City of Oakland's Municipal Code provides off-street parking requirements based on zoning. The project site, currently zoned RM-3 (Residential - Mixed Housing), is required to provide one parking space for each dwelling unit, one parking space for each six hundred square feet of floor area on the ground floor of a building for the commercial uses, and one parking space for each one thousand square feet of floor area not on the ground floor of a building for the commercial uses. As presented in **Table 15**, the project is required to provide 543 parking spaces.

¹ Automobile ownership for the project Census Tract (4042) was taken from the American Community Survey (2016) – <1% of households have no vehicle, 28% have one, 53% have two, and 18% have three+ vehicles.

Table 15: Municipal Code Off-Street Vehicular Parking Requirements

Use	Size	Base Parking Requirement	Number of Spaces	
			Base Requirement	50% Reduction ¹
Residential	515 Dwelling Units	1 space per Dwelling Unit	515	258
Office (Ground Floor)	10,330 sq. feet	1 space per 600 sq. feet	18	9
Office (Above Ground Floor)	6,615	1 space per 1,000 sq. feet	7	4
Commercial Use (Ground Floor)	1,408 sq. feet	1 space per 600 sq. feet	3	2
Off-Street Parking Requirement:			543 spaces	273 spaces

Notes:

1. Off-street parking requirement may be reduced with a conditional use permit if the development is located in a commercial corridor zone by up to fifty percent.

Source: City of Oakland Municipal Code; Fehr & Peers, 2022.

If the development incorporates parking demand management measures (Subsection 17.116.110.C), the Code allows for reductions of up to 50% in the parking requirement. The parking reduction percentages for the demand management measures described below can be added together to create a greater parking reduction:

1. Affordable housing units that have a base parking minimum of three-quarter space per dwelling unit or more may provide:
 - a. One-half (1/2) space per affordable housing unit if within a Transit Accessible Area; and
 - b. Three-quarters (3/4) space per affordable housing unit if not within a Transit Accessible Area.
2. A project that is within a Transit Accessible Area receives a thirty percent (30%) reduction in the parking requirement. This reduction cannot be applied to the parking ratio for affordable housing that already receives a reduction above.
3. On-site public or private car share spaces² reduces the requirement by twenty percent (20%).
4. Off-site public or private car share spaces² reduces the requirement by ten percent (10%).

² The project is required to provide three (3) car-share parking spaces that will be counted towards the minimum required parking spaces. The car-share space can be privately operated and maintained by the property owner or provided to a public car-share organization that is accessible to both non-residents and resident subscribers. If off-site, the car-share spaces must be within 600 feet of the building site.

5. The provision of month transit passes (placed on a Regional Transit Connection Clipper Card) to each dwelling unit in an amount equal to either one-half the price of an Adult 31-Day AC Transit Pass or an AC Transit EasyPass, reduces the requirement by ten percent (10%).
6. Subsection 17.117.150 allows a reduction in the total number of off-street automobile parking spaces at the ratio of one automobile space for six bicycle spaces provided in excess of the bicycle parking requirements. (up to 5%).

The project is located directly adjacent to a high-quality transit corridor (Route 51A operates along the Broadway/College Avenue corridors with 10 to 15-minute peak headways during both the morning and afternoon peak commute periods), and therefore is located within a Transit Accessible Area (30% reduction). In addition, the project proposes three car sharing spaces and is allowed an additional 20% reduction. The project also provides enough excess bicycle parking to satisfy a 5% reduction in the vehicular parking supply. These three reductions allow the project eligibility for the maximum allowable reduction of 50 percent. With the reductions the project is required to provide a minimum of 258 residential and 15 commercial parking spaces.

Municipal Code (Bicycle Parking)

Chapter 17.117 of the City of Oakland's Municipal Code provides bicycle parking requirements for new developments based on zoning. The project (zone RM-3) is required to provide one long-term bicycle space for each four dwelling units and one short-term bicycle space for each twenty dwelling units, one long-term bicycle space for each 12,000 square feet of floor area and one short-term bicycle space for each 2,000 square feet of floor area reserved for a limited service café and one long-term bicycle space for each 10,000 square feet of floor area and one short-term bicycle space for each 20,000 square feet of floor area reserved for office.

The project (510 dwelling units) is required to provide 128 long-term bicycle spaces and 26 short-term bicycle spaces for the residential units, two long-term bicycle spaces and two short-term bicycle spaces for the limited-service café (minimum requirement), and two long-term bicycle spaces and two short-term bicycle spaces for the office minimum requirement). In total the development is required to provide 162 bicycle parking spaces - 132 long-term and 30 short-term.

A total of 510 bicycle parking spaces would be provided on-site, with 27 being short term bicycle parking (bicycle rooms/racks that are accessible to the public) and 483 being long term bicycle parking (secured with key card access for residents and employees).

The project will also provide an excess of 348 bicycle parking spaces; therefore, the project is allowed to reduce the vehicular parking space requirement by 5%.

On-Street Parking

Most streets in the project vicinity provide on-street parking on both sides of the roadway. **Figure 11** summarizes the parking conditions on the major streets in the vicinity of the site.

Metered parking is available on Broadway, between Coronado Avenue and Broadway Terrace, and College Avenue. Unmetered parking is available on Clifton Street, Broadway Terrace, other portions of Broadway, and various local streets.

Transportation Demand Management Plan

Per the City of Oakland Standard Conditions of Approval, all land use projects that generate more than 50 net new morning or evening peak hour vehicle trips must prepare a Transportation and Parking Demand Management (TDM) Plan. The following TDM Strategies are required under the *Transportation Impact Review Guidelines* (City of Oakland, 2017):

- Improvements to the existing bus stop located along the project frontage at the intersection of *Broadway/College Avenue*, including:
 - Construction of a bus boarding island with a concrete bus pad to allow buses to stop and board passengers without ever leading the travel lane. The existing bicycle lane would be relocated behind the boarding island.
 - Installation of a bus shelter to include benches, trash receptacles, and real-time transit information.

The consultant recommends moving the bus stop to the stop bar once the project is constructed; the project will remove the existing driveway on Broadway.

- Installation of amenities consistent with the *Oakland Walks! Pedestrian Plan Update* (City of Oakland, 2017) including pedestrian-scale lighting, trees along the roadway, and public art.
- Construction of new sidewalks, curb ramps, curb, and gutter along the project frontage. Curb extensions should be constructed along the project frontage when feasible; construct curb extensions at the intersection of *Broadway/Clifton Street* and *Broadway/College Avenue*.
- Paving and restriping of roadway to midpoint of street sections adjacent to the project and to accommodate any improvements to improvement safety and site access for vehicles, bicycles, and pedestrians.
- Pedestrian crossing improvements at the intersection of *Broadway/College Avenue*, including:

- Construction of curb extension at the crosswalk located along the project frontage;
- Construction of raised median on Broadway between College Avenue and Broadway Terrace;
- Signal upgrades to the intersection of *Broadway/College Avenue* (assuming the signal infrastructure is older than 15 years), which could include upgrading existing signal equipment and poles to current standards; and
- Trenching and placement of conduit for providing traffic signal interconnect along Broadway if not already constructed.

In addition, the consultant recommends the following TDM measures:

- Inclusion of shower and locker facilities for employees who walk or bike to work;
- Free designated parking spaces for on-site car-sharing programs and/or car-sharing memberships for employees or tenants;
- Direct on-site sale of transit passes purchased and sold at a bulk rate (through programs such as AC Transit Easy Pass) and/or provision of a transit subsidy to residents;
- Distribution of information concerning alternative transportation options to residents and employees; and
- Unbundled parking for residents to separate the cost to rent a parking space from the cost to rent an apartment.

Projects that generate 100 or more net new morning or evening peak hour vehicle trips are required to submit an annual compliance report for the first five years following completion of the project. The annual report shall document the status and effectiveness of the TDM program, including the actual vehicle trip reduction achieved by the project during operation.

Potential Traffic Diversions onto Residential Streets Due to Broadway/Clifton Turn Restrictions

The project proposes to take all vehicular access from the Broadway and Clifton Street intersection, which provides access challenges due to the configuration of Broadway. Due to existing inadequate intersection spacing and other geometric issues, turn restrictions are proposed at the Broadway/Clifton intersection (Consultant Recommendation 2). If implemented, these turn restrictions will only allow access to Clifton Street via right turns in and right turns out. The restrictions would create the potential for traffic diversions onto neighborhood streets, namely Thomas Avenue, Monroe Avenue, Manila Avenue, and Bryant Avenue. To evaluate these potential diversions, the following analysis was conducted:

- Weekday morning and evening peak hour turning movement counts were assembled for the Thomas Avenue/Broadway Terrace, Thomas Avenue/Monroe Avenue, Broadway/Monroe Avenue/Manila Avenue, Manila Avenue/Bryant Avenue and Bryant Avenue/College Avenue intersections. Intersection movement counts were collected using StreetLight Data, with data from Fall 2019 being used as the basis of the counts (current manual turning movement counts were not collected due to the on-going Covid-19 pandemic).
- Potential travel diversions onto local area streets as a result of the turn restrictions at Broadway/Clifton Street were estimated. The anticipated project trip distribution from was used to estimate potential trip diversions onto local area streets along with vehicular travel time runs conducted on potential routes of travel.
- Existing peak hour levels of service at the five intersections listed above were calculated using the methodology set forth in the Transportation Research Board's Highway Capacity Manual.

Potential Traffic Diversions

Table 16 presents the estimated weekday morning and evening peak hour traffic that may choose to divert onto Thomas Avenue, Monroe Avenue, Manila Avenue, and Bryant Avenue. Estimates were developed by calculating travel times on alternative routes from the Broadway/Broadway Terrace intersection to where project trips are likely to be distributed. As an example, trips that want to turn left out of the project site and travel south on Broadway would have options to complete their trip with this turn being prohibited. Options for restricted outbound left turn movements include:

- Turn right onto Broadway Terrace, left on Thomas Avenue, left on Monroe Avenue, and left back onto Broadway.
- Turn right onto Broadway, left onto Manila Avenue, left onto Bryant Avenue, left onto College Avenue, and back onto Broadway.
- Trips heading toward SR-24, 51st Street, and the City of Berkeley are considered unlikely to use Thomas Avenue or Monroe Avenue, and instead could travel eastbound down Broadway before turning onto left onto Manila Avenue, depending on their ultimate destination. Many of these trips would choose to continue to travel northbound down Broadway to complete their trip via SR-24.
- Trips destined for northbound College Avenue would likely use Broadway to Manila Avenue before turning right onto College Avenue.

Options for restricted inbound left turn movements include:

- Most inbound left turn movements would adjust their paths of travel to arrive from the south on Broadway. As the majority of vehicle trips generated by the project are expected to be residents who would be knowledgeable of turn restrictions, this is considered to be the most likely outcome.
- Trips arriving from the east on Broadway could choose to make a legal u-turn at the Broadway/51st Street intersection to complete their right turn movement into the project site. This would be the quickest path of travel for a restricted inbound left turn movement.

Table 16 presents the maximum anticipated weekday peak hour diversions of traffic onto local neighborhood streets associated with the left turn restrictions.

Table 16: Weekday Peak Hour Potential Neighborhood Traffic Diversions

Roadway	Morning Peak Hour	Evening Peak Hour
Thomas Avenue	30	40
Monroe Avenue	30	40
Manila Avenue	50	60
Bryant Avenue	40	50

Source: Fehr & Peers, 2022.

Intersection Levels of Service

Table 17 summarizes morning and evening peak hour vehicle delay for existing conditions and existing plus project reflecting the maximum anticipated trip diversions for the five intersections mentioned above. The roadway operations analysis indicates that the proposed project is unlikely to degrade intersection operations or contribute to an increase in vehicle delays. All intersections are expected to function at Levels of Service A or B which is indicative of traffic conditions with low levels of vehicle delay.

Table 17: Weekday Peak Hour LOS with Potential Trip Diversions (Due to Left Turn Restrictions at Broadway/Clifton)

Intersection	Control	AM Peak Hour				PM Peak Hour			
		Existing without Project		Existing with Project Mitigation		Existing without Project		Existing with Project Mitigation	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 Thomas Avenue/Broadway Terrace	SSSC	1.3 (12.7)	A (B)	1.6 (13)	A (B)	0.8 (11.6)	A (B)	1.1 (12.4)	A (B)
2 Thomas Avenue/Monroe Avenue	SSSC	1.7 (9.5)	A (A)	2.6 (9.9)	A (A)	1.5 (10.5)	A (B)	2.5(11)	A (B)
3 Broadway/Manila Avenue	Signal	8.8	A	9.3	A	10.6	B	11	B
4 Bryant Avenue/Manila Avenue	SSSC	3.2 (9.4)	A (A)	3.5 (9.5)	A (A)	2.4 (9.8)	A(A)	2.5 (10.1)	A (B)
5 Bryant Avenue/College Avenue	SSSC	1.5 (14.4)	A (B)	2.2 (15.5)	A (C)	0.9 (14)	A (B)	1.7 (17.5)	A(C)

Notes:

SSSC = side street stop-controlled intersection; average delay or LOS is followed by the delay or LOS for the worst movement in parentheses. Delay reported in seconds per vehicle.

Source: Fehr & Peers, 2022.

Alameda County Transportation Commission Roadway Analysis

A separate analysis of regional roadway was prepared to comply with the requirements of the Alameda County Transportation Commission (Alameda CTC). The Alameda CTC requires the analysis of project impacts to Metropolitan Transportation System (MTS) roadways identified in the congestion management plan (CMP) for development projects that would generate more than 100 PM peak hour trips. As shown in earlier sections, the proposed project would generate more than 100 PM peak hour trips.

This section outlines this roadway analysis, which considers the potential effect of the project on freeways, major arterials, and other major roadways as designated by Alameda CTC. Main items of discussion include the geographic scope of the Alameda CTC roadway analysis, the analysis method, and the results for 2020 and 2040.

Alameda CTC Roadway Analysis Study Area

The following freeway and surface street segments in Oakland were included in this analysis:

1. SR-13 from south of the SR-24 interchange to the I-580 interchange (6 segments)
2. SR-24 from east of the I-580 interchange to west of Broadway (4 segments)
3. Broadway from east of 27th Street to west of Keith Avenue (5 segments)
4. Claremont Avenue from north of Telegraph Avenue to South of College Avenue (5 segments)
5. Grand Avenue from east of MacArthur Boulevard to west of Oakland Avenue (4 segments)

Traffic Forecasts

The Alameda Countywide Travel Demand Model was used to forecast 2020 and 2040 traffic volumes on the MTS roadway system. The forecasts for the MTS system differ from the intersection forecasts previously discussed in the following aspects:

- Regional model may not include some minor streets, potentially overstating traffic volumes on the roadways included in the model.
- The MTS roadway analysis reports the outputs of the Alameda CTC model directly on a roadway segment level and the analysis does not consider the added capacity from turn pockets at intersections.

The results of the Alameda CTC model were used to forecast the No Project condition for 2020 and 2040. Project trips were distributed to the MTS roadway segments (including both freeways and surface streets) identified above using the project trip distribution presented in earlier sections. The distribution of project trips onto the MTS segments results in the Project volumes for 2020 and 2040.

Analysis Method

Operations of the MTS freeway and surface street segments were assessed based on volume-to-capacity (V/C) ratios. For freeway segments, a per-lane capacity of 2,000 vehicles per hour was used. For surface streets, a per-lane capacity of 800 vehicles per hour was used. These capacities do not reflect additional capacity provided at intersections through turn pockets. Roadway segments with a V/C ratio greater than 1.0 are assigned LOS F.

Performance Criteria

Alameda CTC strives to maintain the performance of the MTS roadway network. Performance issues related to Alameda CTC policy may arise if the project results in the following:

- The addition of project traffic causes a segment's operation to degrade to LOS F.
- The addition of project trips causes the V/C ratio to increase by 0.02 or more on a segment that already operates at LOS F without the project traffic.

Analysis Results

The MTS PM Peak Hour roadway segment analysis under 2020 and 2040 conditions are provided in **Attachment E**.

Results of the 2020 analysis indicate that the proposed project would not degrade roadway segments to unacceptable levels, nor do any of the roadway segments operate below a LOS E.

In 2040, the addition of project trips would not degrade roadway segments to unacceptable levels. SR-13 southbound between Broadway Terrace and Moraga Avenue is projected to operate at a LOS F. However, project trips would only result in a 0.0012 increase in the V/C ratio on that segment, well below the 0.02 threshold. The 2040 roadway segment analysis indicates that the proposed project would not result in any policy violations on the roadway segments analyzed.

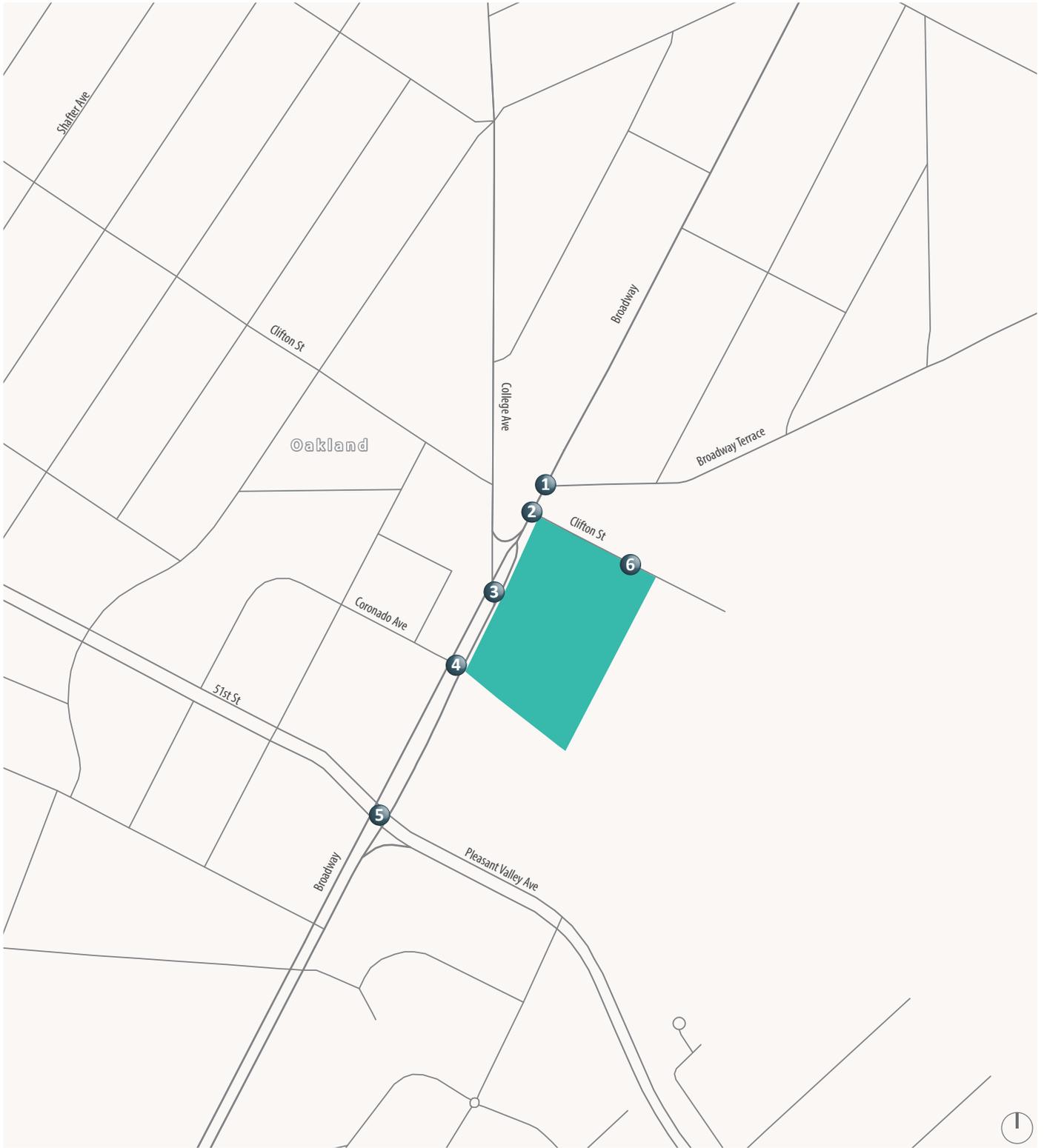
Conclusions

This completes our traffic analysis, site plan assessment, collision analysis, and a transportation and parking demand management plan for the proposed mixed-use development at the current California College of the Arts (CCA) campus located at the southeast corner of the Broadway/Clifton Street intersection in Oakland, California. Please call Bill at (510) 834-3200 with questions.

Attachments:

Figure 1	Project Site Vicinity
Figure 2	Project Trip Assignment
Figure 3	Existing Conditions Peak Hour Intersection Traffic Volumes
Figure 4	Existing Peak Hour Bicycle and Pedestrian Volumes
Figure 5	Existing with Project Conditions Peak Hour Intersection Traffic Volumes
Figure 6	Cumulative without Conditions Peak Hour Intersection Traffic Volumes
Figure 7	Cumulative with Project Conditions Peak Hour Intersection Traffic Volumes

Figure 8	Pedestrian Facilities
Figure 9	Existing and Planned Bicycle Facilities
Figure 10	Existing Transit Service Near Site
Figure 11	Parking Conditions on Major Streets
Attachment A	CCA Oakland Conceptual Site Plan
Attachment B	Project Trip Distribution
Attachment C	Traffic Simulation Results
Attachment D	Urban and Suburban Predictive Method Collision Worksheets
Attachment E	MTS Roadway Segment Analysis

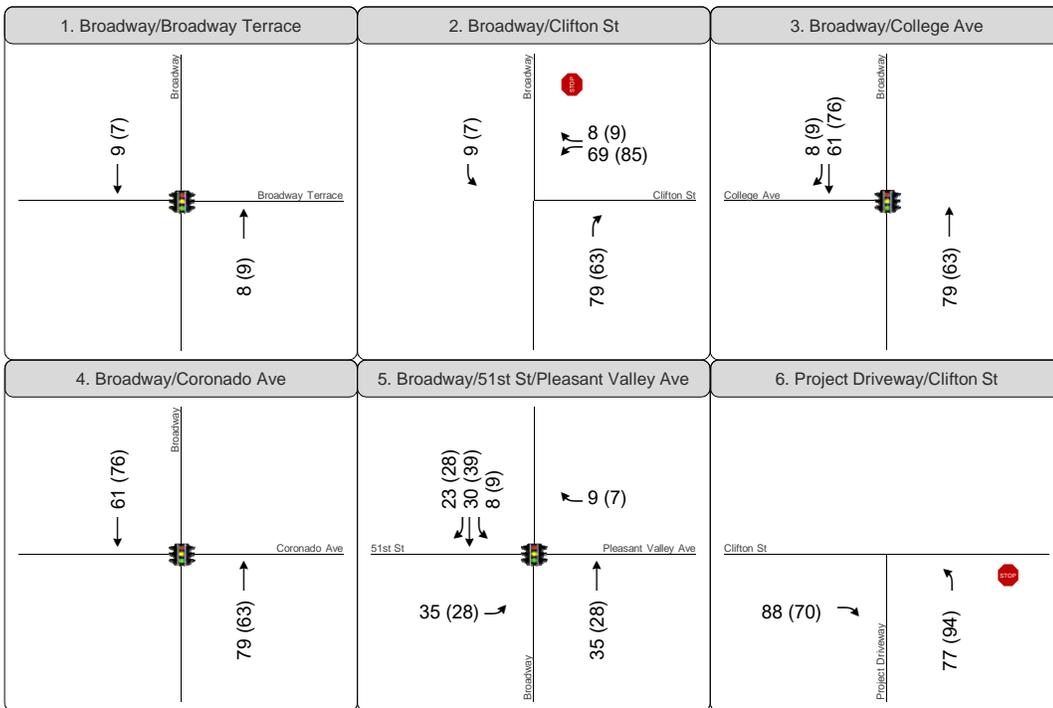
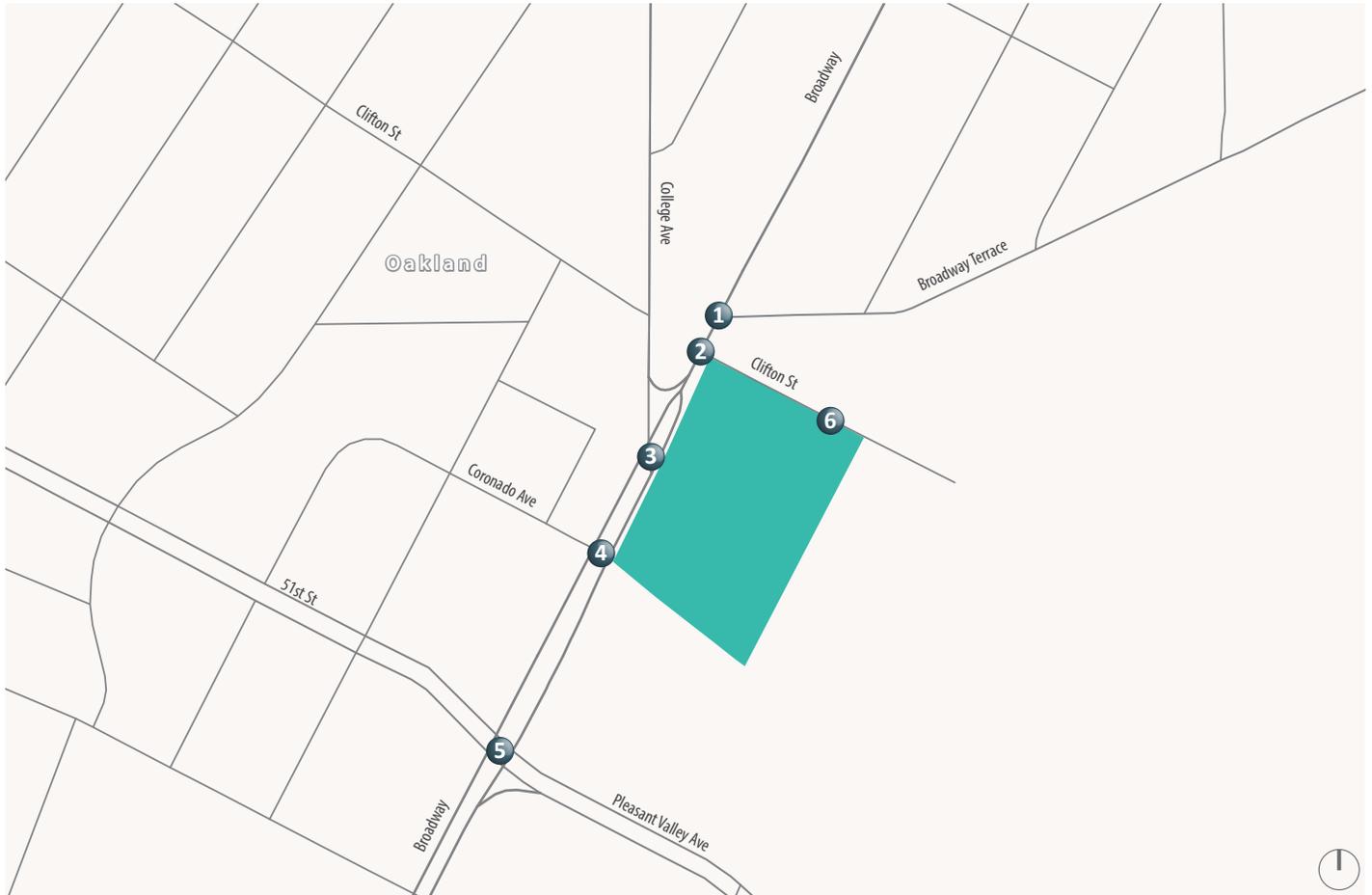


Project Site
 # Study Intersection



Figure 1

Transportation Study Area

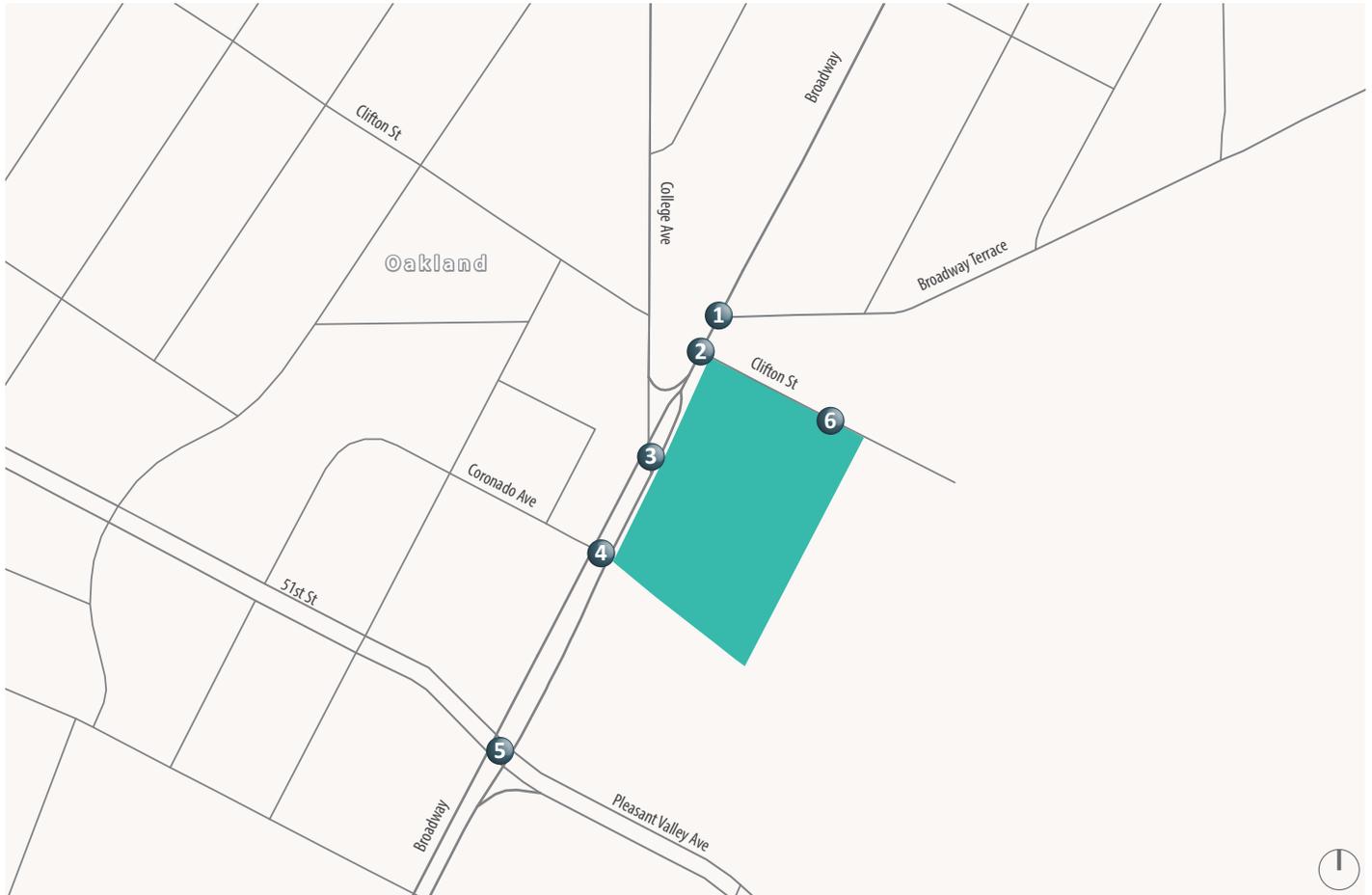


- XX (YY) AM (PM) Peak Hour Traffic Volumes
- Signalized Intersection
- Stop Sign
- Project Site
- Study Intersection



Figure 2

Project Trip Assignment



1. Broadway/Broadway Terrace	2. Broadway/Clifton St	3. Broadway/College Ave
<p>484 (394) 19 (47)</p> <p>18 (18) 402 (202)</p> <p>304 (581) 187 (466)</p>	<p>862 (590) 24 (6)</p> <p>18 (13) 27 (21)</p> <p>473 (1,034) 44 (11)</p>	<p>84 (73) 805 (538)</p> <p>245 (388)</p> <p>246 (272) 517 (1,045)</p>
4. Broadway/Coronado Ave	5. Broadway/51st St/Pleasant Valley Ave	6. Project Driveway/Clifton St
<p>6 (13) 937 (818) 107 (95)</p> <p>142 (188) 0 (2) 12 (48)</p> <p>16 (56) 1 (16) 8 (38)</p> <p>0 (12) 605 (1,073) 31 (41)</p>	<p>128 (143) 547 (306) 282 (455)</p> <p>240 (273) 369 (358) 119 (93)</p> <p>100 (159) 241 (596) 103 (67)</p> <p>83 (89) 296 (694) 97 (191)</p>	<p>45 (34) 0 (0)</p> <p>68 (17) 0 (0)</p> <p>0 (0) 0 (0)</p>

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- Signalized Intersection
- Stop Sign
- Project Site
- Study Intersection



Figure 3

Existing Conditions Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

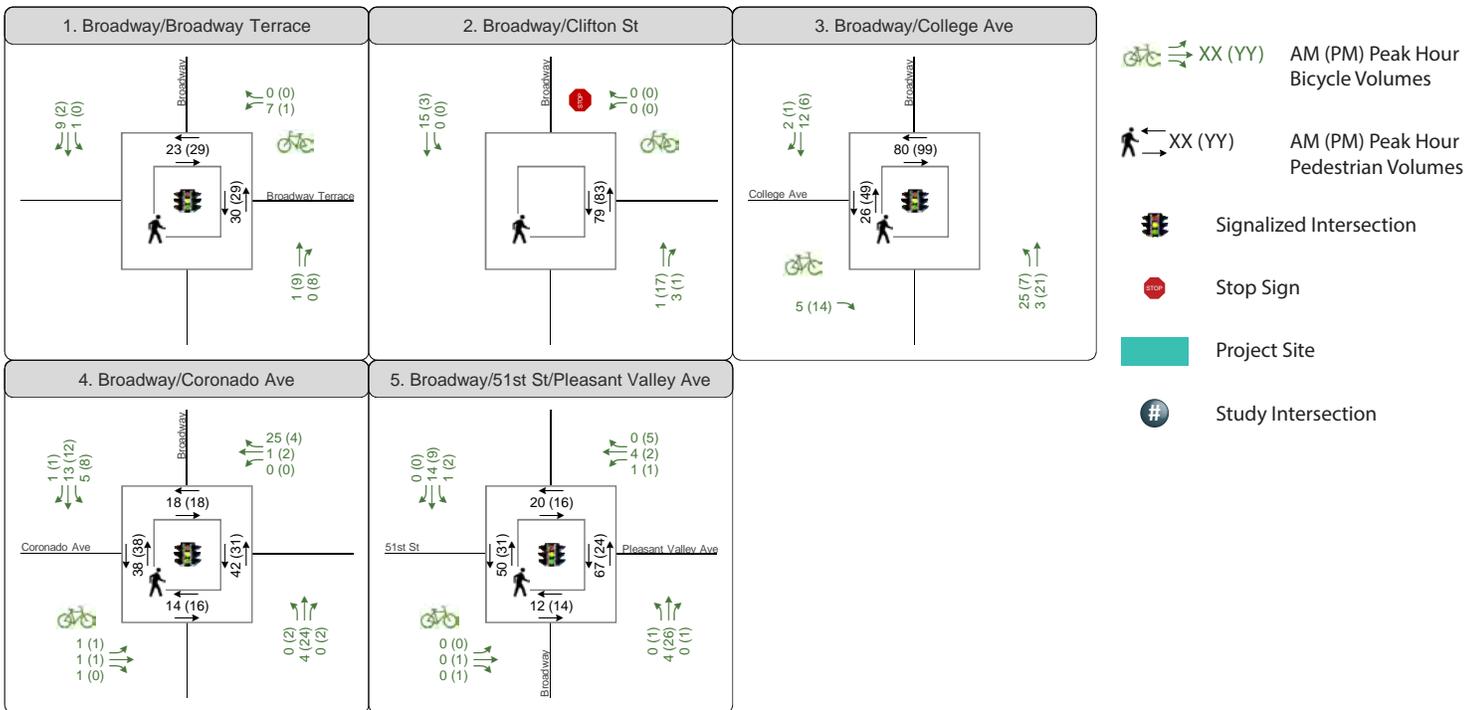
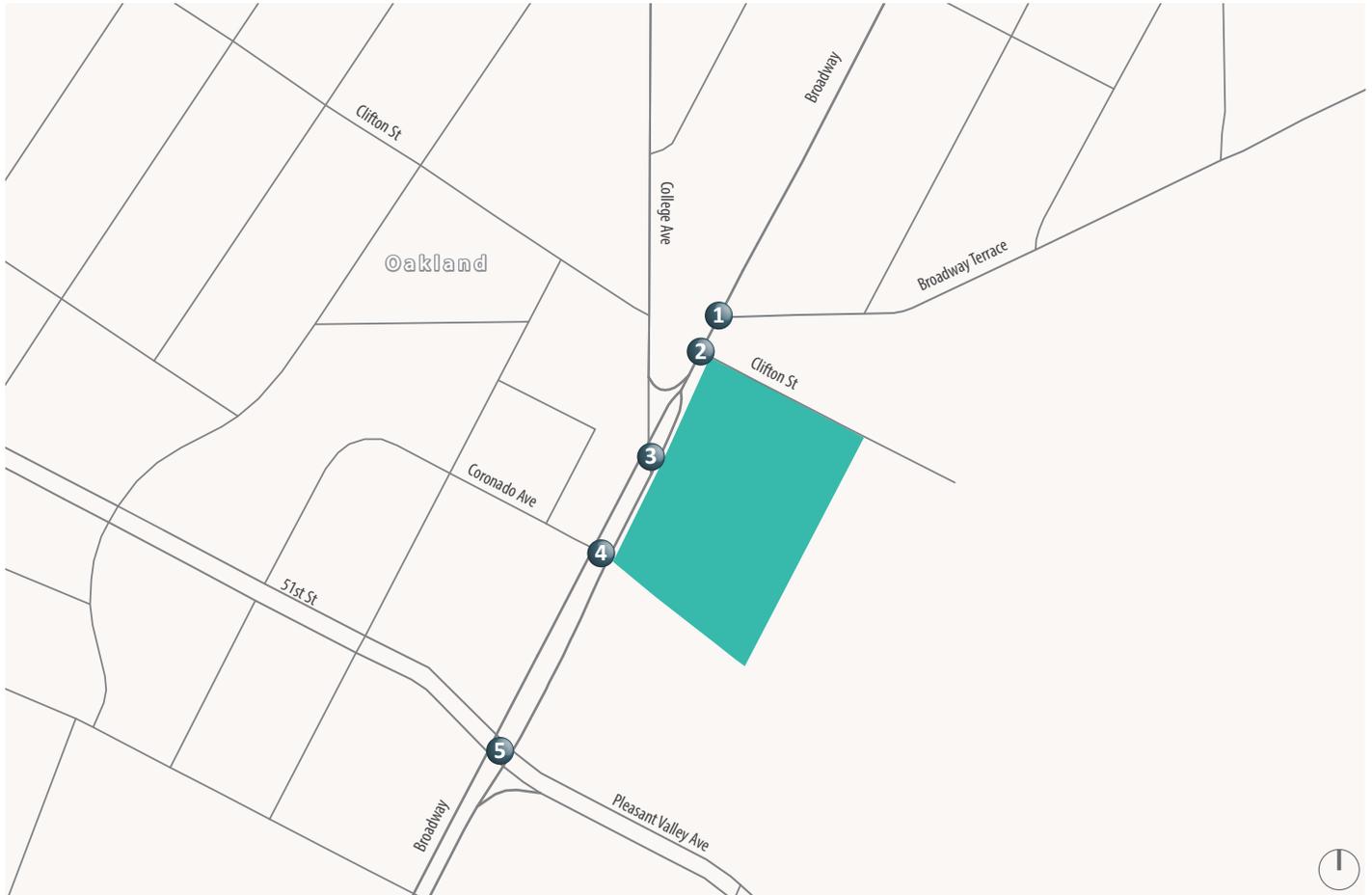
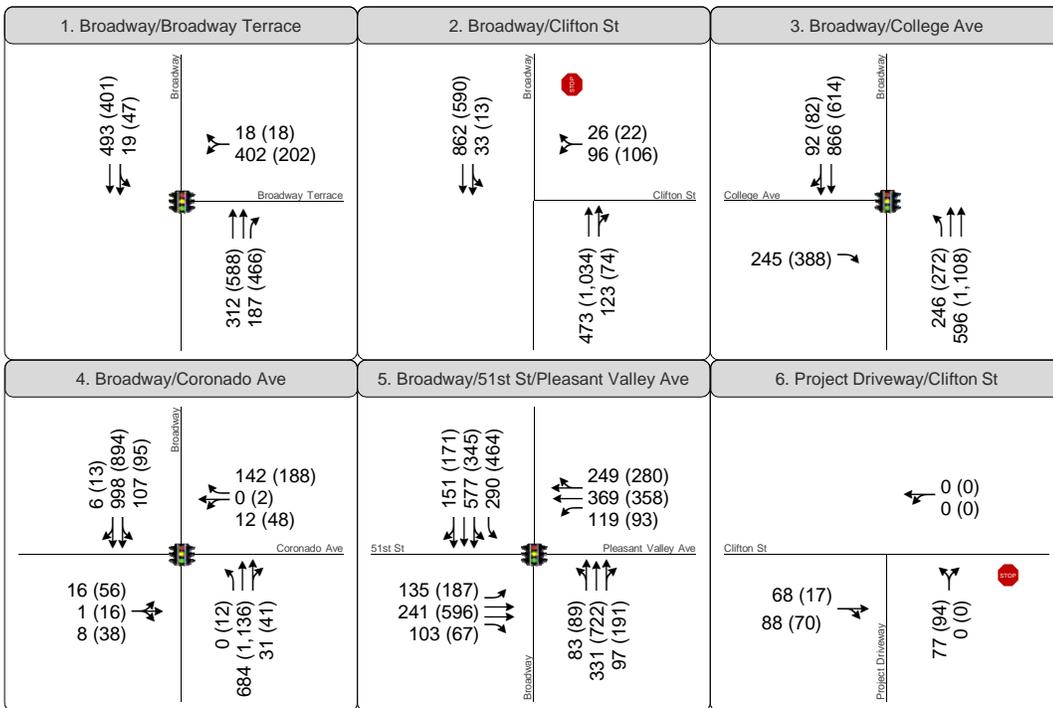
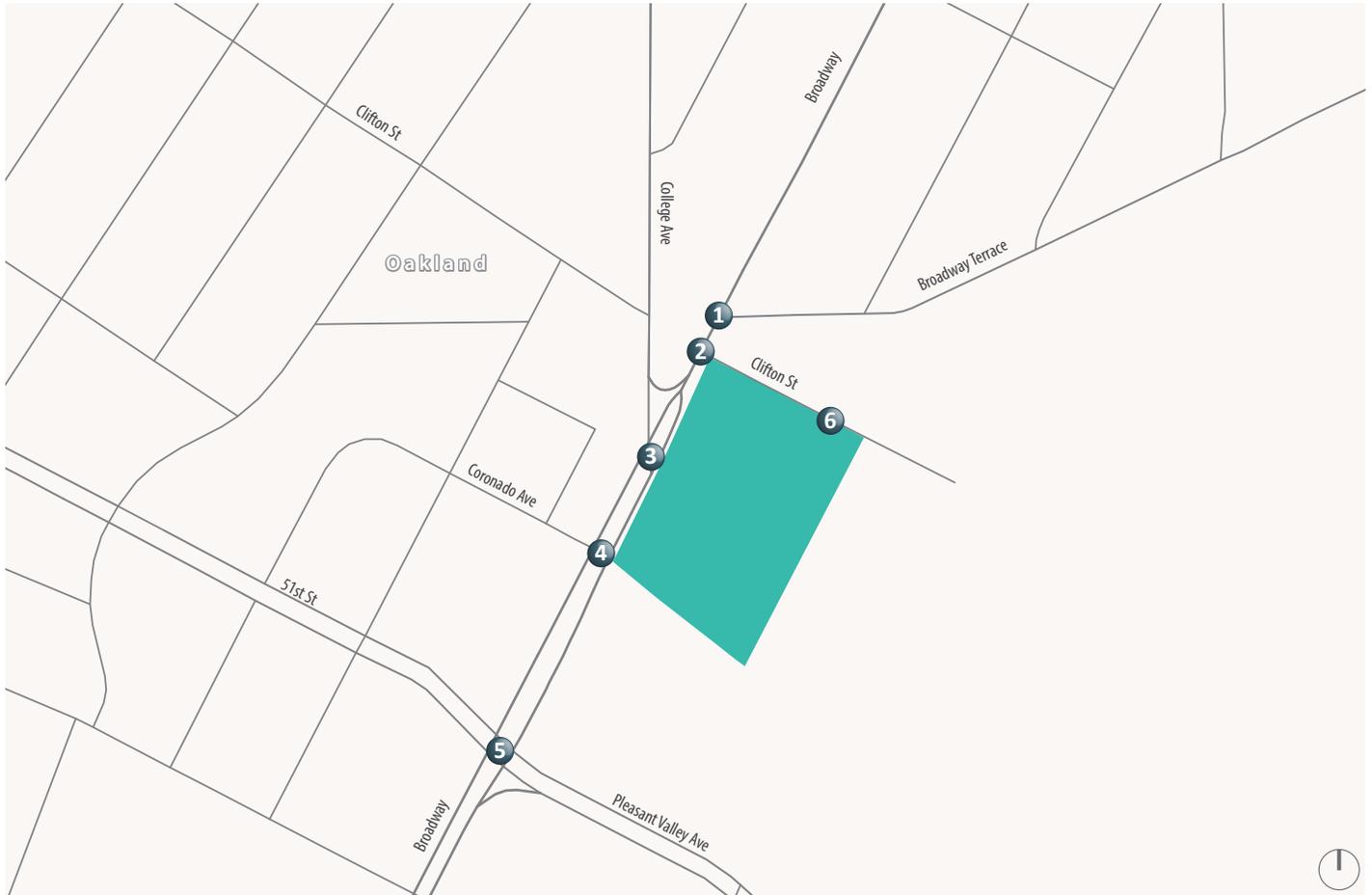


Figure 4

Existing Peak Hour Bicycle and Pedestrian Volumes

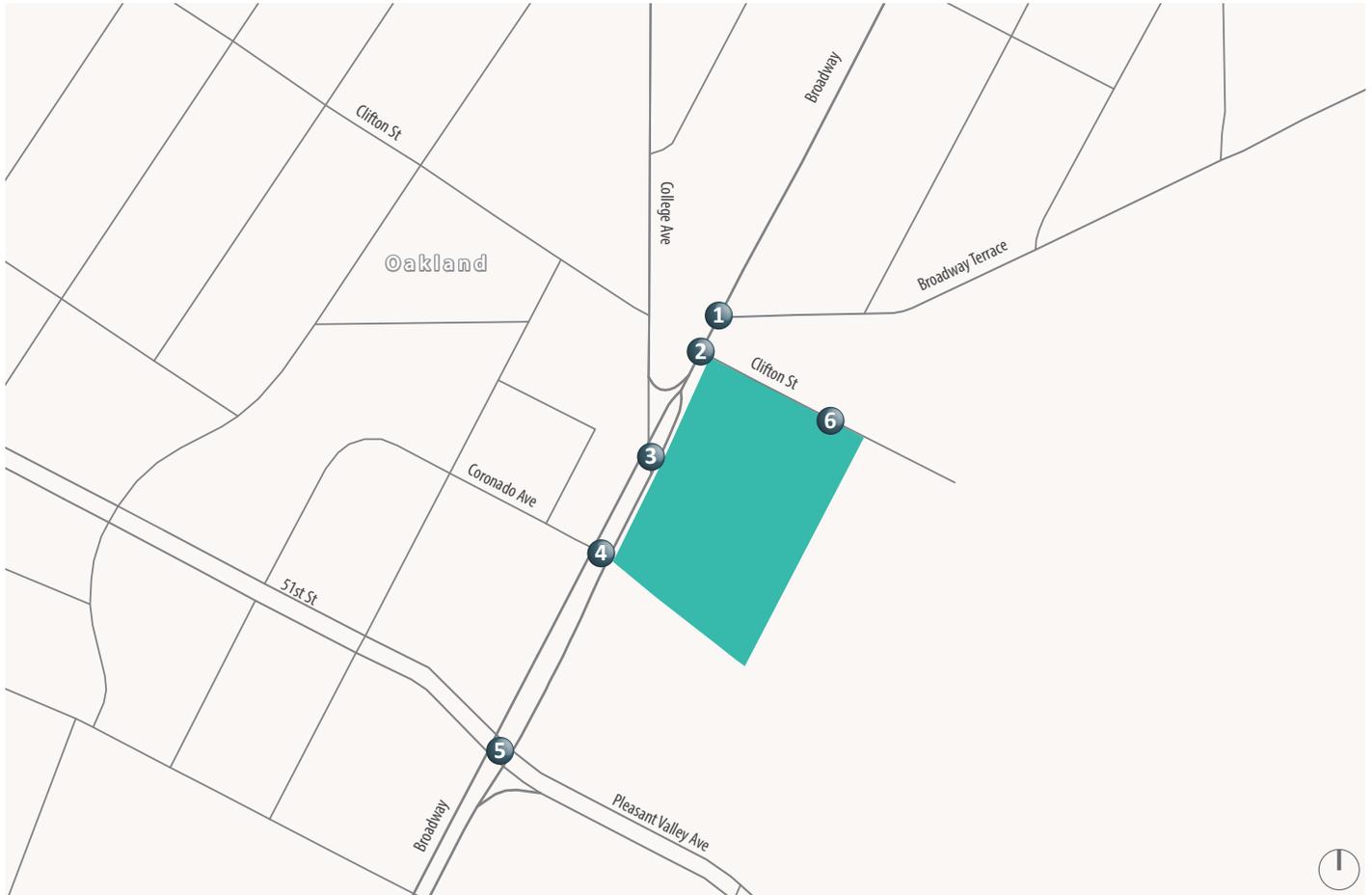


- XX (YY) AM (PM) Peak Hour Traffic Volumes
- Signalized Intersection
- Stop Sign
- Project Site
- Study Intersection



Figure 5

Existing with Project Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls



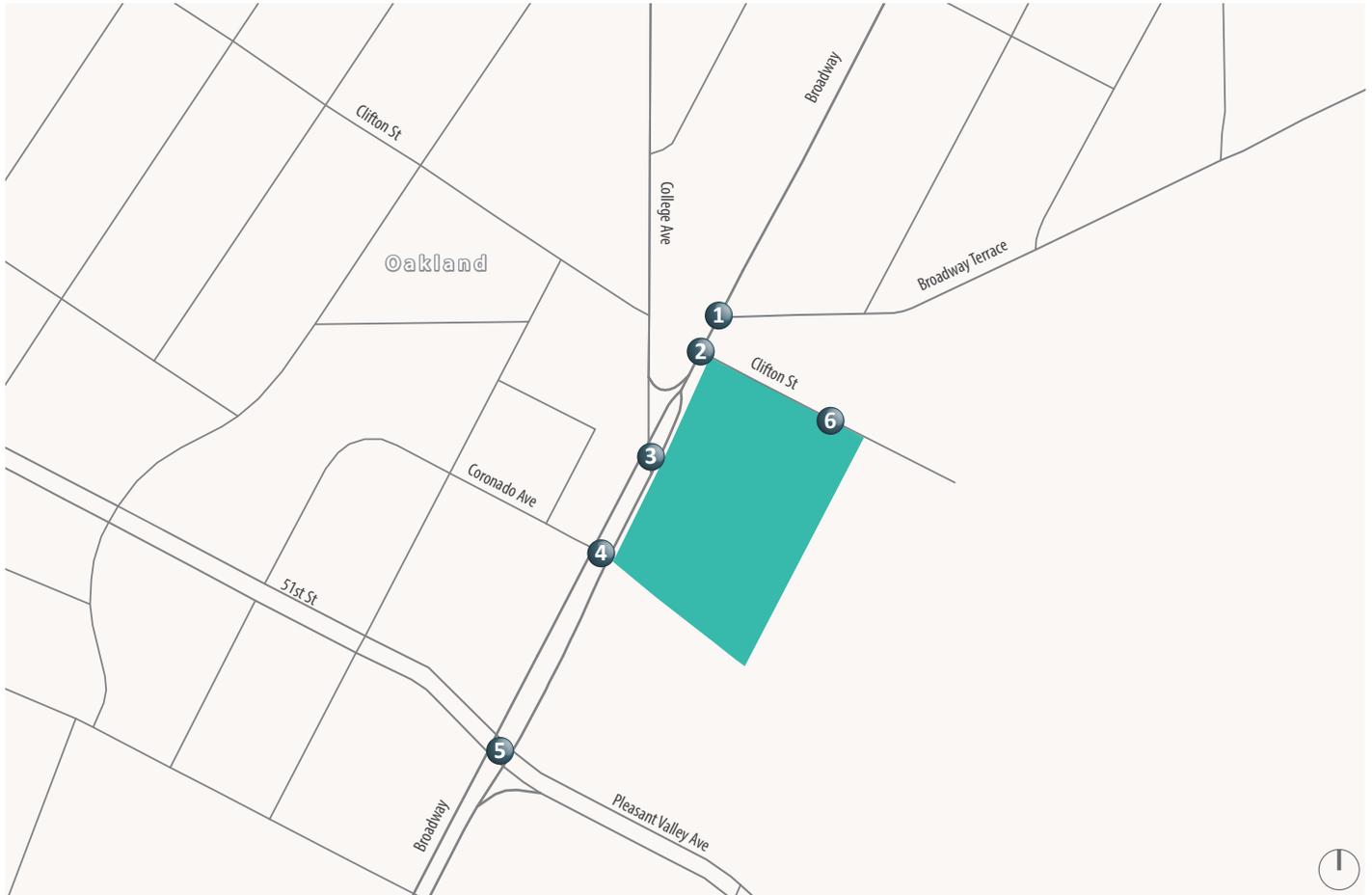
1. Broadway/Broadway Terrace	2. Broadway/Clifton St	3. Broadway/College Ave
<p>778 (610) 30 (60)</p> <p>30 (30) 530 (280)</p> <p>470 (900) 250 (590)</p>	<p>1,250 (880) 58 (10)</p> <p>20 (20) 30 (30)</p> <p>700 (1,470) 50 (20)</p>	<p>110 (90) 1,170 (820)</p> <p>300 (510)</p> <p>300 (330) 750 (1,490)</p>
4. Broadway/Coronado Ave	5. Broadway/51st St/Pleasant Valley Ave	6. Project Driveway/Clifton St
<p>10 (20) 1,350 (1,210) 110 (100)</p> <p>140 (200) 0 (10) 20 (50)</p> <p>20 (60) 10 (20) 10 (40)</p> <p>0 (20) 890 (1,560) 40 (50)</p>	<p>190 (210) 780 (440) 410 (650)</p> <p>350 (400) 530 (510) 170 (140)</p> <p>150 (230) 350 (850) 150 (100)</p> <p>120 (130) 430 (1,000) 140 (280)</p>	<p>50 (50) 0 (0)</p> <p>68 (30) 0 (0)</p> <p>0 (0) 0 (0)</p>

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- Signalized Intersection
- Stop Sign
- Project Site
- Study Intersection



Figure 6

**Cumulative without Project Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls**



1. Broadway/Broadway Terrace	2. Broadway/Clifton St	3. Broadway/College Ave
<p>759 (617) 30 (60)</p> <p>30 (30) 530 (280)</p> <p>478 (907) 250 (590)</p>	<p>1,250 (880) 39 (79)</p> <p>28 (29) 99 (115)</p> <p>700 (1,470) 129 (83)</p>	<p>118 (99) 1,231 (896)</p> <p>300 (510)</p> <p>300 (330) 829 (1,553)</p>
4. Broadway/Coronado Ave	5. Broadway/51st St/Pleasant Valley Ave	6. Project Driveway/Clifton St
<p>10 (20) 1,411 (1,286) 110 (100)</p> <p>140 (200) 0 (10) 20 (50)</p> <p>20 (60) 10 (20) 10 (40)</p> <p>0 (20) 969 (1,623) 40 (50)</p>	<p>227 (230) 831 (464) 422 (657)</p> <p>359 (407) 530 (510) 170 (140)</p> <p>185 (258) 350 (850) 150 (100)</p> <p>120 (130) 465 (1,028) 140 (280)</p>	<p>50 (74) 0 (0)</p> <p>80 (6) 88 (94)</p> <p>77 (70) 0 (0)</p>

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- Signalized Intersection
- Stop Sign
- Project Site
- Study Intersection



Figure 7

**Cumulative with Project Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls**

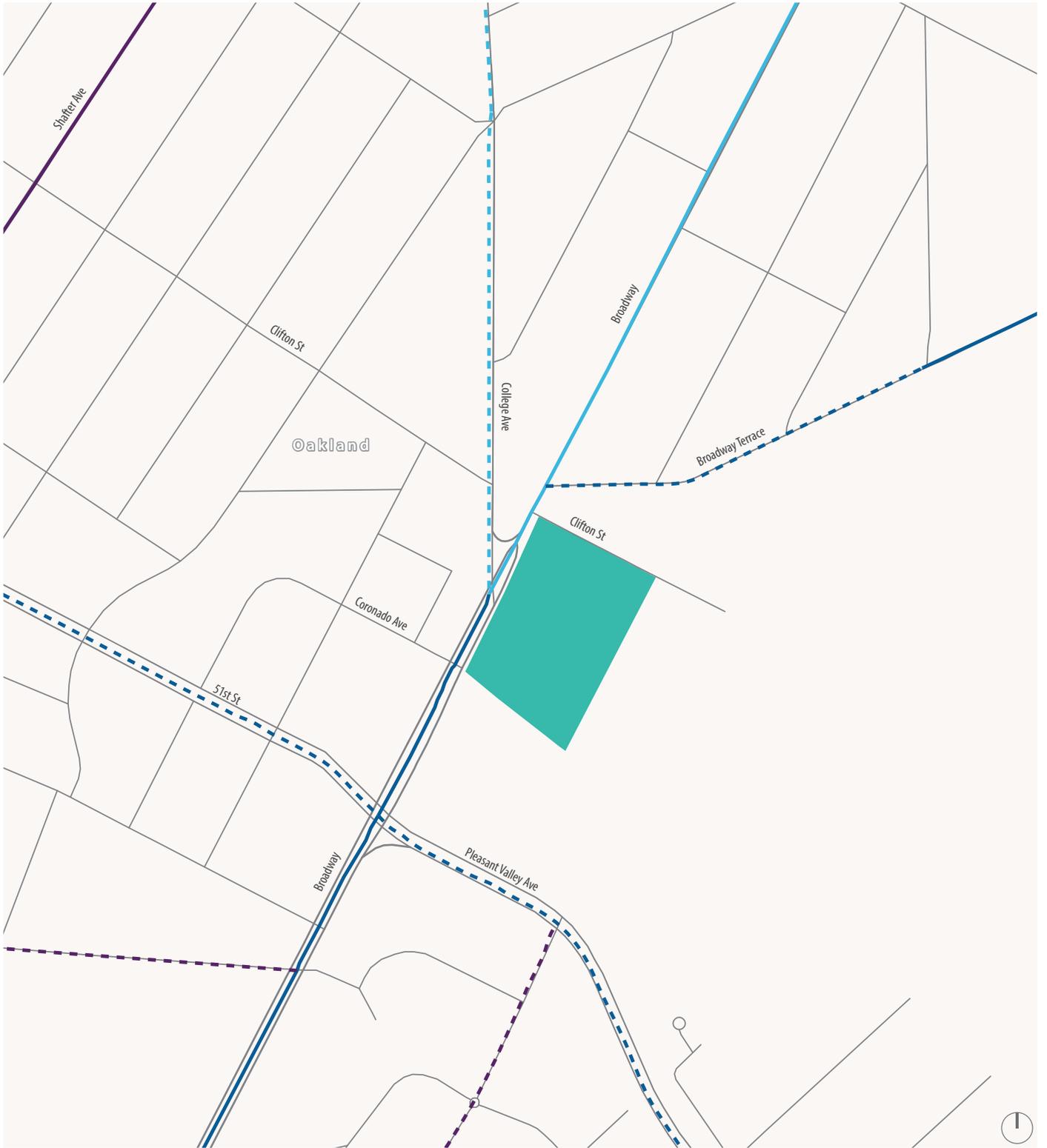


Crosswalk
 Side Crossing
 Corner Crossing
 Sidewalks

Figure 8

Pedestrian Facilities





Source: Oakland Bicycle Master Plan

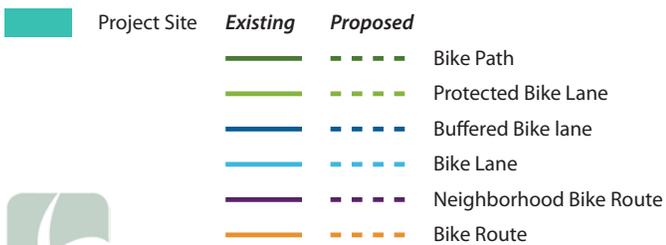


Figure 9

Existing and Planned Bicycle Facilities



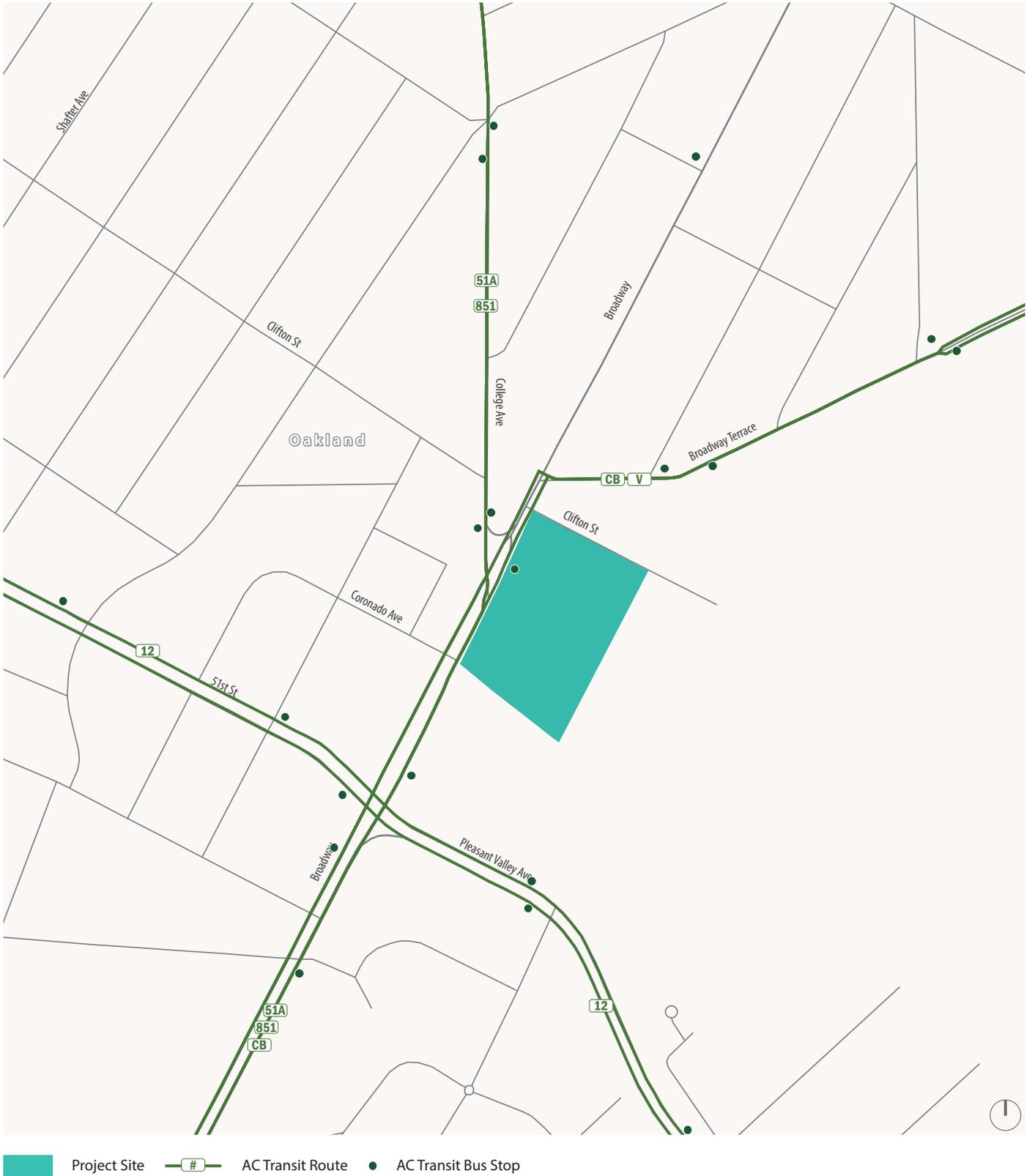


Figure 10

Existing Transit Service Near Site





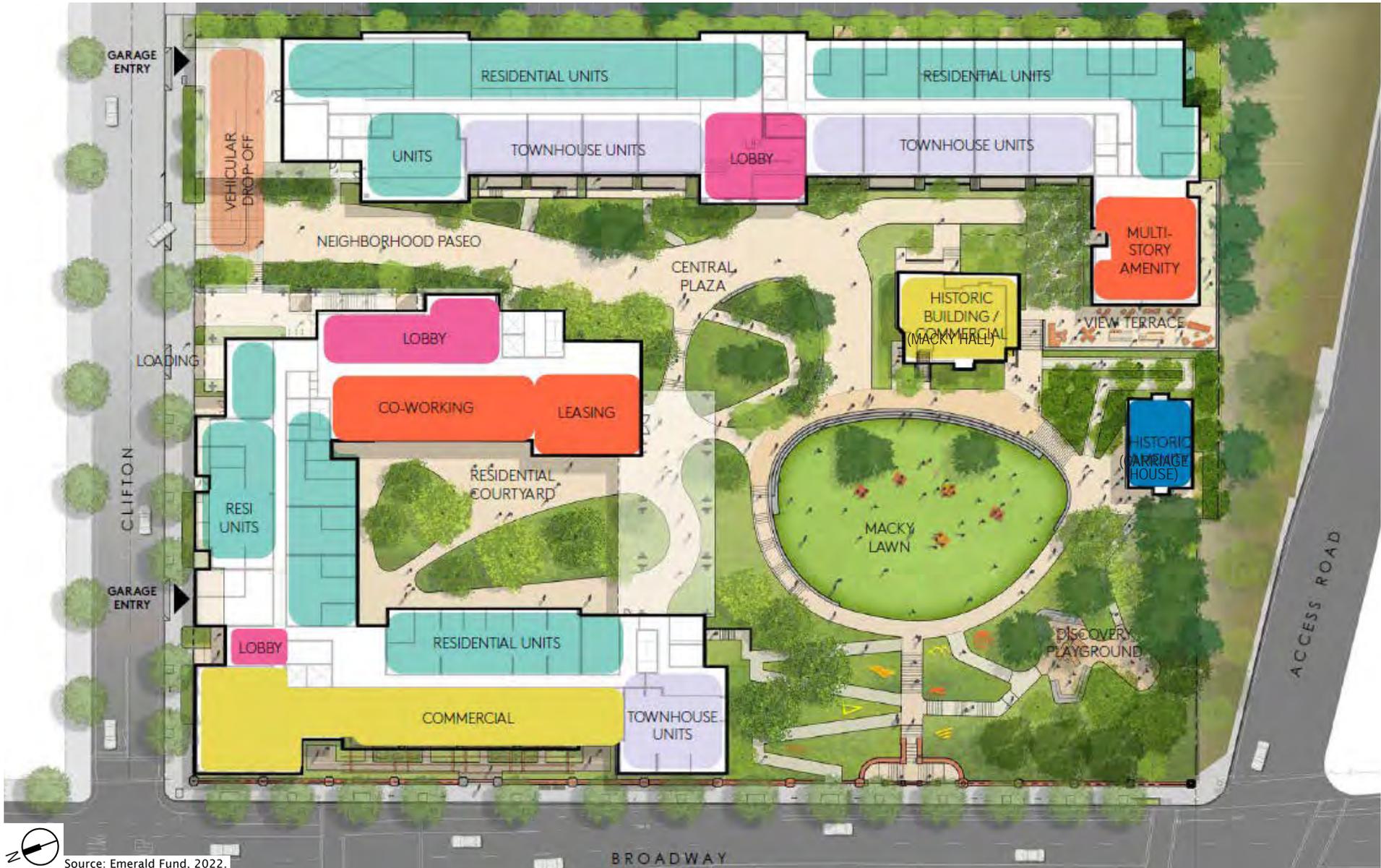
- No Parking
- Metered Parking
- Unrestricted Parking
- Bus Stop
- Ford GoBike Station

Figure 11

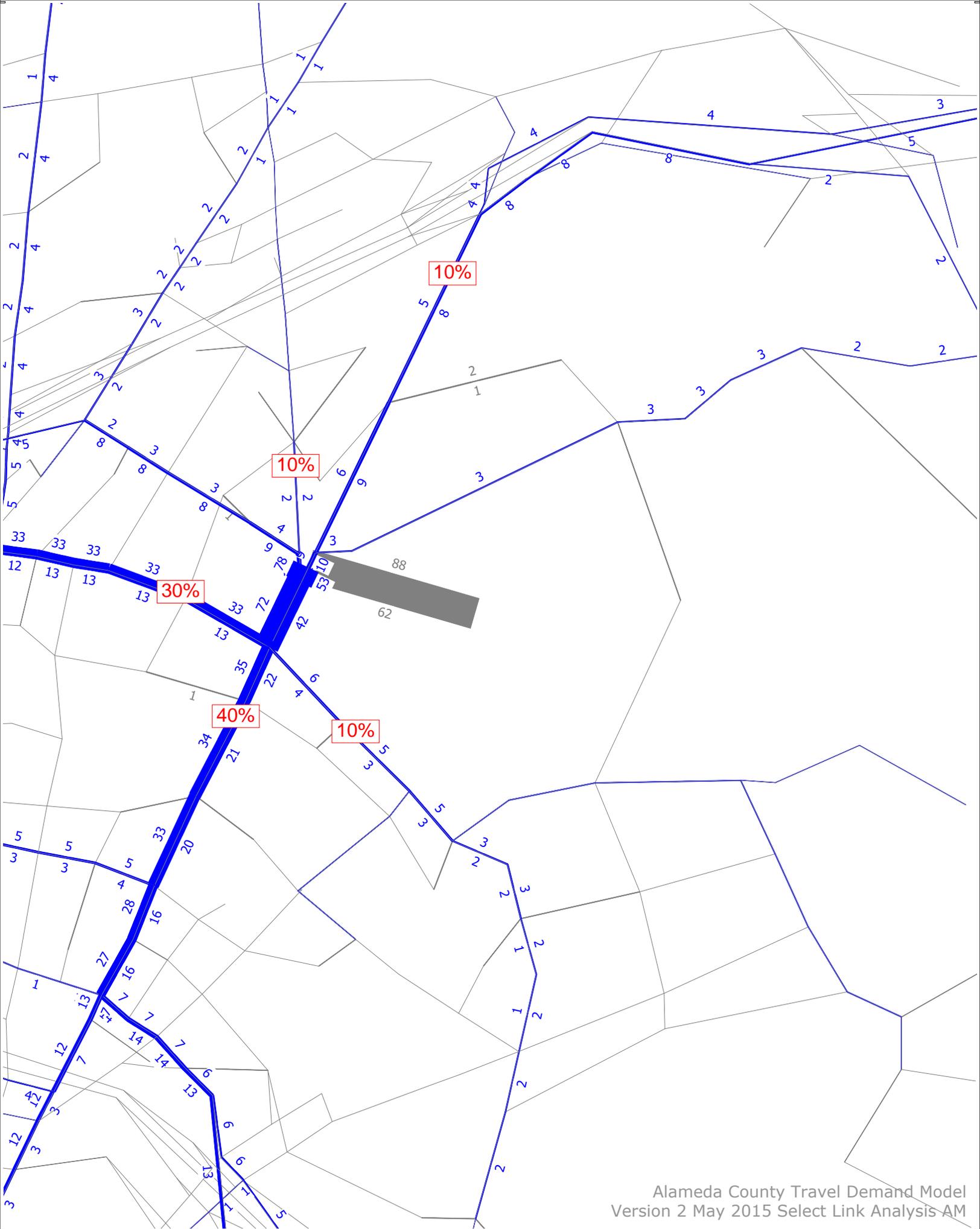
Parking Conditions on Major Streets



**Attachment A –
CCA Oakland Conceptual Site Plan**



Attachment B – Project Trip Distribution



Attachment C – Traffic Simulation Results

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing No Project
AM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	304	326	107.3%	10.7	0.8	B
	Right Turn	187	189	101.1%	3.5	0.3	A
	Subtotal	491	515	104.9%	8.1	0.8	A
SB	Left Turn	19	21	109.5%	13.0	6.5	B
	Through	484	472	97.6%	10.1	3.1	B
	Right Turn						
	Subtotal	503	493	98.0%	10.3	3.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	402	412	102.4%	24.2	13.0	C
	Through						
	Right Turn	18	21	115.0%	24.3	11.2	C
	Subtotal	420	433	103.0%	24.2	12.8	C
Total		1,414	1,441	101.9%	13.7	5.3	B

Intersection 2 **Broadway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	473	494	104.5%	6.6	1.3	A
	Right Turn	44	51	115.2%	4.1	1.1	A
	Subtotal	517	545	105.4%	6.4	1.2	A
SB	Left Turn	24	23	95.0%	5.5	3.4	A
	Through	862	861	99.8%	2.8	1.0	A
	Right Turn						
	Subtotal	886	883	99.7%	2.9	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	27	25	93.3%	18.6	7.4	C
	Through						
	Right Turn	18	20	113.3%	10.7	8.5	B
	Subtotal	45	46	101.3%	15.4	8.1	C
Total		1,448	1,474	101.8%	4.6	0.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing No Project
AM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	246	249	101.2%	14.7	1.8	B
	Through	517	546	105.6%	10.2	1.4	B
	Right Turn						
	Subtotal	763	795	104.2%	11.6	1.2	B
SB	Left Turn						
	Through	805	799	99.3%	13.4	3.2	B
	Right Turn	84	88	104.4%	2.9	0.8	A
	Subtotal	889	887	99.7%	12.4	3.0	B
EB	Left Turn						
	Through						
	Right Turn	245	241	98.4%	16.5	2.7	B
	Subtotal	245	241	98.4%	16.5	2.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,897	1,923	101.4%	12.6	1.5	B

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	605	632	104.4%	7.4	1.5	A
	Right Turn	31	32	101.9%	8.1	5.6	A
	Subtotal	636	663	104.3%	7.4	1.5	A
SB	Left Turn	107	106	98.8%	26.8	8.2	C
	Through	937	929	99.1%	14.0	2.7	B
	Right Turn	6	7	115.0%	8.6	9.4	A
	Subtotal	1,050	1,041	99.2%	15.3	2.9	B
EB	Left Turn	16	18	111.9%	26.3	8.0	C
	Through	1	1	140.0%	8.6	16.7	A
	Right Turn	8	10	118.8%	20.0	21.6	B
	Subtotal	25	29	115.2%	21.4	7.9	C
WB	Left Turn	12	11	90.8%	26.4	17.2	C
	Through						
	Right Turn	142	149	104.6%	9.1	2.2	A
	Subtotal	154	159	103.5%	10.2	2.3	B
Total		1,865	1,893	101.5%	12.2	1.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing No Project
AM Peak Hour

Intersection 5

Broadway/51st St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	83	83	100.5%	45.5	5.3	D
	Through	296	307	103.6%	46.8	5.5	D
	Right Turn	97	100	103.2%	3.2	0.5	A
	Subtotal	476	490	103.0%	38.0	3.2	D
SB	Left Turn	282	277	98.1%	45.6	7.1	D
	Through	547	529	96.7%	43.0	2.7	D
	Right Turn	128	128	99.8%	27.8	9.1	C
	Subtotal	957	934	97.6%	41.4	1.8	D
EB	Left Turn	100	110	109.9%	72.8	5.4	E
	Through	241	239	99.3%	42.5	4.6	D
	Right Turn	103	104	101.1%	9.0	4.4	A
	Subtotal	444	453	102.1%	43.5	4.2	D
WB	Left Turn	119	117	98.6%	76.3	7.3	E
	Through	369	379	102.7%	47.3	5.4	D
	Right Turn	240	246	102.4%	35.8	4.5	D
	Subtotal	728	742	101.9%	48.4	3.3	D
Total		2,605	2,619	100.5%	43.2	1.5	D

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	58	116	132	73	106
Average Queue (ft)	28	33	55	36	35
95th Queue (ft)	55	95	127	79	90
Link Distance (ft)	53	122	122	49	49
Upstream Blk Time (%)	2	0	1	8	7
Queuing Penalty (veh)	1	1	3	36	32
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing No Project
PM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	581	575	99.0%	7.7	1.0	A
	Right Turn	466	475	101.9%	3.9	0.3	A
	Subtotal	1,047	1,050	100.3%	6.0	0.6	A
SB	Left Turn	47	46	97.9%	20.8	10.4	C
	Through	394	394	100.0%	10.3	7.7	B
	Right Turn						
	Subtotal	441	440	99.8%	11.5	7.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	202	204	101.0%	16.8	3.0	B
	Through						
	Right Turn	18	20	110.0%	16.6	7.2	B
	Subtotal	220	224	101.7%	16.7	3.1	B
Total		1,708	1,714	100.3%	8.7	2.3	A

Intersection 2 **Broadway/Clifton** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,034	1,037	100.3%	9.4	1.1	A
	Right Turn	11	12	110.0%	5.8	5.0	A
	Subtotal	1,045	1,049	100.4%	9.4	1.1	A
SB	Left Turn	6	5	81.7%	8.8	8.5	A
	Through	590	593	100.4%	4.2	3.9	A
	Right Turn						
	Subtotal	596	597	100.2%	4.2	3.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	21	22	102.9%	24.0	11.0	C
	Through						
	Right Turn	13	12	89.2%	26.8	36.0	D
	Subtotal	34	33	97.6%	24.5	12.8	C
Total		1,675	1,680	100.3%	8.0	1.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing No Project
PM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	272	280	102.8%	21.2	2.7	C
	Through	1,045	1,049	100.4%	13.8	2.1	B
	Right Turn						
	Subtotal	1,317	1,329	100.9%	15.3	1.9	B
SB	Left Turn						
	Through	538	544	101.0%	20.8	9.6	C
	Right Turn	73	72	98.6%	3.5	2.2	A
	Subtotal	611	616	100.7%	19.0	9.2	B
EB	Left Turn						
	Through						
	Right Turn	388	385	99.1%	22.0	3.8	C
	Subtotal	388	385	99.1%	22.0	3.8	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,316	2,329	100.6%	17.3	2.3	B

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	12	12	103.3%	78.4	26.4	E
	Through	1,073	1,092	101.8%	17.4	4.2	B
	Right Turn	41	40	98.5%	18.3	8.4	B
	Subtotal	1,126	1,145	101.7%	18.0	4.1	B
SB	Left Turn	95	96	101.2%	56.8	16.2	E
	Through	818	822	100.5%	20.1	3.2	C
	Right Turn	13	12	90.8%	12.3	12.0	B
	Subtotal	926	930	100.5%	23.9	4.0	C
EB	Left Turn	56	54	96.1%	38.9	10.4	D
	Through	16	15	95.0%	35.0	13.2	D
	Right Turn	38	43	112.4%	23.8	11.7	C
	Subtotal	110	112	101.5%	33.2	8.2	C
WB	Left Turn	48	52	109.2%	27.3	6.5	C
	Through	2	3	125.0%	12.1	18.1	B
	Right Turn	188	182	96.6%	27.3	15.2	C
	Subtotal	238	237	99.4%	26.9	11.9	C
Total		2,400	2,423	101.0%	21.8	3.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing No Project
PM Peak Hour

Intersection 5

Broadway/51st St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	89	87	97.9%	67.5	7.5	E
	Through	694	702	101.1%	65.7	9.6	E
	Right Turn	191	190	99.4%	23.1	13.4	C
	Subtotal	974	979	100.5%	58.0	8.9	E
SB	Left Turn	455	469	103.0%	47.6	2.9	D
	Through	306	307	100.5%	47.1	1.7	D
	Right Turn	143	144	100.8%	25.1	8.4	C
	Subtotal	904	920	101.8%	43.5	2.5	D
EB	Left Turn	159	161	101.0%	100.1	14.9	F
	Through	596	587	98.5%	44.4	3.6	D
	Right Turn	67	67	99.7%	22.4	11.8	C
	Subtotal	822	815	99.1%	54.9	4.8	D
WB	Left Turn	93	88	95.1%	71.4	10.7	E
	Through	358	359	100.2%	49.2	5.9	D
	Right Turn	273	276	101.1%	35.8	11.5	D
	Subtotal	724	723	99.9%	46.7	6.4	D
Total		3,424	3,437	100.4%	51.3	3.6	D

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	54	139	155	78	100
Average Queue (ft)	25	94	117	27	31
95th Queue (ft)	54	159	161	76	87
Link Distance (ft)	54	122	122	49	49
Upstream Blk Time (%)	3	4	8	7	8
Queuing Penalty (veh)	1	23	41	22	23
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project
AM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	312	307	98.5%	10.1	1.5	B
	Right Turn	187	188	100.6%	3.5	0.5	A
	Subtotal	499	496	99.3%	7.6	1.0	A
SB	Left Turn	19	18	96.8%	17.8	11.4	B
	Through	493	477	96.8%	13.6	6.7	B
	Right Turn						
	Subtotal	512	496	96.8%	13.7	6.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	402	400	99.4%	39.9	41.6	D
	Through						
	Right Turn	18	19	107.8%	36.7	47.5	D
	Subtotal	420	419	99.8%	39.8	41.8	D
Total		1,431	1,410	98.5%	19.6	14.7	B

Intersection 2 **Broadway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	473	468	98.9%	5.5	1.2	A
	Right Turn	123	122	98.8%	3.1	1.2	A
	Subtotal	596	589	98.9%	5.0	1.2	A
SB	Left Turn	33	33	98.5%	6.7	3.6	A
	Through	862	844	97.9%	3.6	1.9	A
	Right Turn						
	Subtotal	895	877	98.0%	3.7	2.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	96	91	94.5%	24.1	9.4	C
	Through						
	Right Turn	26	30	115.8%	12.7	6.3	B
	Subtotal	122	121	99.0%	21.2	8.3	C
Total		1,613	1,587	98.4%	5.6	1.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project
AM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	246	245	99.7%	19.8	2.2	B
	Through	596	591	99.1%	9.5	1.7	A
	Right Turn						
	Subtotal	842	836	99.3%	12.4	1.2	B
SB	Left Turn						
	Through	866	852	98.3%	14.6	3.8	B
	Right Turn	92	83	90.4%	3.3	1.2	A
	Subtotal	958	935	97.6%	13.5	3.5	B
EB	Left Turn						
	Through						
	Right Turn	245	246	100.4%	19.2	2.6	B
	Subtotal	245	246	100.4%	19.2	2.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,045	2,017	98.6%	13.7	1.9	B

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	684	683	99.9%	9.3	3.0	A
	Right Turn	31	35	111.3%	8.0	4.3	A
	Subtotal	715	718	100.4%	9.3	3.0	A
SB	Left Turn	107	102	94.9%	31.8	11.5	C
	Through	998	992	99.4%	17.2	4.4	B
	Right Turn	6	7	111.7%	17.8	15.5	B
	Subtotal	1,111	1,100	99.0%	18.4	4.6	B
EB	Left Turn	16	13	82.5%	31.0	13.1	C
	Through	1	1	120.0%	13.0	19.4	B
	Right Turn	8	10	121.3%	16.5	9.3	B
	Subtotal	25	24	96.4%	24.4	7.5	C
WB	Left Turn	12	12	98.3%	29.1	15.9	C
	Through						
	Right Turn	142	142	100.3%	8.8	1.8	A
	Subtotal	154	154	100.1%	9.9	2.0	A
Total		2,005	1,996	99.6%	14.8	3.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project
AM Peak Hour

Intersection 5 Broadway/51st St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	83	82	98.8%	53.0	9.1	D
	Through	331	335	101.3%	57.3	6.1	E
	Right Turn	97	93	96.1%	14.4	6.6	B
	Subtotal	511	510	99.9%	48.2	5.7	D
SB	Left Turn	290	283	97.7%	52.3	4.9	D
	Through	577	561	97.2%	44.0	1.8	D
	Right Turn	151	152	100.9%	31.8	6.5	C
	Subtotal	1,018	997	97.9%	44.4	1.9	D
EB	Left Turn	135	133	98.7%	71.3	8.4	E
	Through	241	249	103.4%	40.2	6.2	D
	Right Turn	103	106	102.4%	9.5	3.2	A
	Subtotal	479	488	101.9%	42.3	4.5	D
WB	Left Turn	119	119	100.0%	69.8	10.5	E
	Through	369	371	100.6%	49.3	4.1	D
	Right Turn	249	249	100.0%	42.3	9.2	D
	Subtotal	737	739	100.3%	50.0	4.6	D
Total		2,745	2,734	99.6%	46.3	1.2	D

Intersection 6 Project Driveway/Clifton St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	77	80	103.6%	19.0	20.6	C
	Through						
	Right Turn						
	Subtotal	77	80	103.6%	19.0	20.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	68	64	93.7%	0.4	0.2	A
	Right Turn	88	91	103.2%	0.2	0.1	A
	Subtotal	156	155	99.0%	0.3	0.1	A
WB	Left Turn						
	Through	45	41	90.9%	11.5	9.3	B
	Right Turn						
	Subtotal	45	41	90.9%	11.5	9.3	B
Total		278	275	99.0%	7.9	7.4	A

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	65	122	138	84	67
Average Queue (ft)	51	30	40	49	36
95th Queue (ft)	66	93	114	82	77
Link Distance (ft)	53	122	122	49	49
Upstream Blk Time (%)	25	0	1	13	8
Queuing Penalty (veh)	30	0	2	58	33
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project
PM Peak Hour

Intersection 1 Broadway/Broadway Terrace Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	590	484	82.1%	8.1	1.9	A
	Right Turn	466	387	83.1%	3.8	0.3	A
	Subtotal	1,056	872	82.5%	6.1	1.1	A
SB	Left Turn	47	45	94.9%	29.0	26.8	C
	Through	401	395	98.4%	18.3	17.4	B
	Right Turn						
	Subtotal	448	439	98.1%	19.3	18.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	202	191	94.6%	33.5	18.9	C
	Through						
	Right Turn	18	19	105.0%	20.8	17.8	C
	Subtotal	220	210	95.5%	32.4	18.7	C
Total		1,724	1,521	88.2%	13.3	7.2	B

Intersection 2 Broadway/Clifton St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,034	848	82.0%	7.4	1.4	A
	Right Turn	74	57	76.9%	5.7	1.8	A
	Subtotal	1,108	905	81.6%	7.3	1.3	A
SB	Left Turn	13	13	99.2%	7.0	4.5	A
	Through	590	573	97.1%	7.1	5.8	A
	Right Turn						
	Subtotal	603	586	97.2%	7.2	5.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	106	109	102.5%	26.1	7.1	D
	Through						
	Right Turn	22	23	105.5%	20.9	11.8	C
	Subtotal	128	132	103.0%	25.0	6.8	D
Total		1,839	1,622	88.2%	8.6	2.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project
PM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	272	225	82.5%	17.6	2.8	B
	Through	1,108	906	81.7%	9.7	1.7	A
	Right Turn						
	Subtotal	1,380	1,130	81.9%	11.3	1.5	B
SB	Left Turn						
	Through	614	603	98.2%	26.4	14.7	C
	Right Turn	82	79	96.8%	6.3	4.4	A
	Subtotal	696	682	98.0%	24.4	14.1	C
EB	Left Turn						
	Through						
	Right Turn	388	388	99.9%	25.3	3.9	C
	Subtotal	388	388	99.9%	25.3	3.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,464	2,200	89.3%	17.6	4.3	B

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	12	8	66.7%	29.8	24.5	C
	Through	1,136	881	77.6%	12.0	2.3	B
	Right Turn	41	32	78.5%	13.2	6.1	B
	Subtotal	1,189	922	77.5%	12.2	2.1	B
SB	Left Turn	95	94	99.1%	59.8	20.7	E
	Through	894	881	98.5%	21.4	7.4	C
	Right Turn	13	14	108.5%	15.7	10.6	B
	Subtotal	1,002	989	98.7%	25.0	7.7	C
EB	Left Turn	56	58	102.7%	34.3	6.2	C
	Through	16	16	101.9%	31.4	18.8	C
	Right Turn	38	35	91.3%	23.9	7.6	C
	Subtotal	110	109	98.6%	30.4	5.3	C
WB	Left Turn	48	49	102.5%	29.5	8.1	C
	Through	2	2	100.0%	11.7	15.2	B
	Right Turn	188	192	102.2%	13.7	3.2	B
	Subtotal	238	243	102.2%	17.6	2.3	B
Total		2,539	2,262	89.1%	23.1	3.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project
PM Peak Hour

Intersection 5

Broadway/51st St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	89	57	64.0%	95.3	12.0	F
	Through	722	468	64.8%	106.4	4.3	F
	Right Turn	191	120	62.6%	79.5	14.2	E
	Subtotal	1,002	645	64.3%	100.2	5.1	F
SB	Left Turn	464	450	97.0%	46.5	3.3	D
	Through	345	337	97.5%	45.6	4.0	D
	Right Turn	171	172	100.6%	28.9	5.1	C
	Subtotal	980	959	97.8%	43.1	2.6	D
EB	Left Turn	187	185	98.7%	110.5	24.9	F
	Through	596	606	101.6%	42.3	4.6	D
	Right Turn	67	65	97.2%	25.0	7.6	C
	Subtotal	850	855	100.6%	55.9	7.3	E
WB	Left Turn	93	92	98.6%	78.6	12.1	E
	Through	358	360	100.6%	55.9	9.6	E
	Right Turn	280	268	95.7%	57.6	19.9	E
	Subtotal	731	720	98.5%	59.8	13.0	E
Total		3,563	3,178	89.2%	62.0	5.0	E

Intersection 6

Project Driveway/Clifton St

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	94	99	105.6%	40.8	41.7	E
	Through						
	Right Turn						
	Subtotal	94	99	105.6%	40.8	41.7	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	17	14	84.7%	0.3	0.2	A
	Right Turn	70	55	78.9%	0.2	0.1	A
	Subtotal	87	70	80.0%	0.2	0.1	A
WB	Left Turn						
	Through	34	34	99.1%	14.6	19.5	B
	Right Turn						
	Subtotal	34	34	99.1%	14.6	19.5	B
Total		215	203	94.2%	23.3	24.9	C

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	65	137	150	61	129
Average Queue (ft)	53	84	102	46	46
95th Queue (ft)	61	148	168	82	97
Link Distance (ft)	53	122	122	49	49
Upstream Blk Time (%)	62	2	5	35	33
Queuing Penalty (veh)	80	13	27	108	100
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative No Project
AM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	470	468	99.7%	10.3	1.5	B
	Right Turn	250	251	100.4%	3.7	0.3	A
	Subtotal	720	719	99.9%	8.0	1.0	A
SB	Left Turn	30	23	76.0%	56.7	17.0	E
	Through	778	573	73.6%	58.2	5.7	E
	Right Turn						
	Subtotal	808	596	73.7%	58.1	5.3	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	530	297	56.1%	312.3	32.8	F
	Through						
	Right Turn	30	18	60.7%	320.1	49.6	F
	Subtotal	560	315	56.3%	313.0	31.5	F
Total		2,088	1,630	78.1%	85.3	6.5	F

Intersection 2 **Broadway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	700	697	99.5%	8.9	1.3	A
	Right Turn	50	48	95.2%	6.1	2.8	A
	Subtotal	750	744	99.3%	8.6	1.4	A
SB	Left Turn	58	37	63.6%	10.3	2.8	B
	Through	1,250	833	66.6%	11.0	1.9	B
	Right Turn						
	Subtotal	1,308	870	66.5%	11.0	1.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	30	99.7%	25.9	12.8	D
	Through						
	Right Turn	20	22	109.5%	23.1	13.6	C
	Subtotal	50	52	103.6%	24.1	8.9	C
Total		2,108	1,666	79.0%	10.3	1.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative No Project
AM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	300	299	99.6%	17.5	3.9	B
	Through	750	745	99.4%	10.8	2.4	B
	Right Turn						
	Subtotal	1,050	1,044	99.4%	12.7	2.0	B
SB	Left Turn						
	Through	1,170	789	67.5%	31.0	4.6	C
	Right Turn	110	74	67.2%	7.7	4.5	A
	Subtotal	1,280	863	67.4%	29.0	4.4	C
EB	Left Turn						
	Through						
	Right Turn	300	297	99.0%	18.9	3.6	B
	Subtotal	300	297	99.0%	18.9	3.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,630	2,204	83.8%	20.0	2.0	B

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	890	891	100.2%	11.1	2.6	B
	Right Turn	40	41	103.3%	9.8	5.0	A
	Subtotal	930	933	100.3%	11.0	2.7	B
SB	Left Turn	110	82	74.6%	48.0	4.0	D
	Through	1,350	997	73.8%	26.3	2.6	C
	Right Turn	10	8	77.0%	32.4	28.2	C
	Subtotal	1,470	1,087	73.9%	28.0	2.2	C
EB	Left Turn	20	20	99.0%	41.7	16.0	D
	Through	10	10	97.0%	47.7	27.7	D
	Right Turn	10	10	102.0%	30.7	26.7	C
	Subtotal	40	40	99.3%	39.7	15.3	D
WB	Left Turn	20	20	101.5%	38.0	12.3	D
	Through						
	Right Turn	140	134	95.8%	13.9	4.1	B
	Subtotal	160	154	96.5%	16.9	3.4	B
Total		2,600	2,213	85.1%	20.3	1.7	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative No Project
AM Peak Hour

Intersection 5

Broadway/51st St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	120	125	104.3%	68.3	15.5	E
	Through	430	445	103.6%	75.4	20.2	E
	Right Turn	140	138	98.6%	42.2	23.3	D
	Subtotal	690	709	102.7%	67.6	19.7	E
SB	Left Turn	410	303	73.9%	54.7	3.4	D
	Through	780	556	71.3%	42.9	3.6	D
	Right Turn	190	144	76.0%	27.5	4.8	C
	Subtotal	1,380	1,003	72.7%	44.3	2.3	D
EB	Left Turn	150	151	100.7%	77.7	11.5	E
	Through	350	352	100.5%	44.4	5.6	D
	Right Turn	150	149	99.4%	17.6	5.9	B
	Subtotal	650	652	100.3%	46.0	5.0	D
WB	Left Turn	170	167	98.2%	90.9	9.2	F
	Through	530	525	99.0%	67.1	8.3	E
	Right Turn	350	340	97.2%	73.2	10.4	E
	Subtotal	1,050	1,032	98.3%	73.1	7.4	E
Total		3,770	3,396	90.1%	58.2	5.2	E

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	59	131	155	86	125
Average Queue (ft)	33	78	95	59	66
95th Queue (ft)	61	148	166	71	98
Link Distance (ft)	54	122	122	49	49
Upstream Blk Time (%)	7	3	5	50	49
Queuing Penalty (veh)	4	10	19	330	323
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative No Project
PM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	900	707	78.6%	10.1	1.1	B
	Right Turn	590	460	78.0%	4.2	0.2	A
	Subtotal	1,490	1,168	78.4%	7.8	0.5	A
SB	Left Turn	60	37	61.2%	89.7	15.9	F
	Through	610	351	57.6%	86.4	14.7	F
	Right Turn						
	Subtotal	670	388	57.9%	86.7	13.6	F
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	280	182	64.9%	399.6	51.5	F
	Through						
	Right Turn	30	20	65.0%	408.7	85.3	F
	Subtotal	310	201	64.9%	402.7	51.3	F
Total		2,470	1,757	71.1%	72.6	3.9	E

Intersection 2 **Broadway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,470	1,149	78.1%	14.2	1.1	B
	Right Turn	20	15	74.0%	7.7	5.7	A
	Subtotal	1,490	1,164	78.1%	14.1	1.1	B
SB	Left Turn	10	5	50.0%	4.4	9.6	A
	Through	880	528	60.0%	23.8	5.2	C
	Right Turn						
	Subtotal	890	533	59.9%	23.7	5.2	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	29	97.7%	25.5	9.1	D
	Through						
	Right Turn	20	20	97.5%	23.6	19.2	C
	Subtotal	50	49	97.6%	24.9	9.4	C
Total		2,430	1,745	71.8%	16.9	1.5	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative No Project
PM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	330	258	78.2%	18.1	4.0	B
	Through	1,490	1,164	78.1%	22.0	3.1	C
	Right Turn						
	Subtotal	1,820	1,422	78.1%	21.3	2.5	C
SB	Left Turn						
	Through	820	504	61.4%	66.1	10.8	E
	Right Turn	90	53	58.6%	19.1	7.8	B
	Subtotal	910	556	61.1%	61.7	10.5	E
EB	Left Turn						
	Through						
	Right Turn	510	502	98.3%	58.8	26.9	E
	Subtotal	510	502	98.3%	58.8	26.9	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,240	2,480	76.5%	37.0	6.9	D

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	20	15	72.5%	86.5	20.4	F
	Through	1,560	1,165	74.7%	36.6	3.9	D
	Right Turn	50	34	68.0%	43.9	7.1	D
	Subtotal	1,630	1,214	74.5%	37.3	4.0	D
SB	Left Turn	100	77	77.4%	72.9	18.5	E
	Through	1,210	911	75.3%	34.1	3.9	C
	Right Turn	20	18	88.0%	29.5	13.0	C
	Subtotal	1,330	1,006	75.7%	36.9	4.3	D
EB	Left Turn	60	61	101.2%	112.0	72.6	F
	Through	20	19	93.5%	93.6	51.3	F
	Right Turn	40	39	96.3%	83.3	60.0	F
	Subtotal	120	118	98.3%	97.8	56.9	F
WB	Left Turn	50	46	92.0%	38.7	7.8	D
	Through	10	9	92.0%	30.6	22.0	C
	Right Turn	200	198	98.9%	47.1	14.2	D
	Subtotal	260	253	97.3%	45.4	11.8	D
Total		3,340	2,591	77.6%	40.8	5.3	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative No Project
PM Peak Hour

Intersection 5

Broadway/51st St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	130	94	72.2%	101.9	9.0	F
	Through	1,000	704	70.4%	102.9	3.9	F
	Right Turn	280	198	70.7%	65.8	14.2	E
	Subtotal	1,410	996	70.6%	95.0	4.8	F
SB	Left Turn	650	508	78.2%	46.9	2.7	D
	Through	440	331	75.1%	44.7	5.1	D
	Right Turn	210	158	75.4%	28.8	5.3	C
	Subtotal	1,300	997	76.7%	43.4	2.7	D
EB	Left Turn	230	162	70.6%	221.3	59.1	F
	Through	850	694	81.6%	74.8	5.8	E
	Right Turn	100	80	79.5%	49.5	12.4	D
	Subtotal	1,180	936	79.3%	97.7	10.8	F
WB	Left Turn	140	121	86.3%	178.2	43.7	F
	Through	510	449	88.0%	107.1	13.4	F
	Right Turn	400	336	84.1%	139.0	21.0	F
	Subtotal	1,050	906	86.3%	129.4	9.9	F
Total		4,940	3,834	77.6%	89.9	3.2	F

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	57	160	168	78	118
Average Queue (ft)	33	126	136	58	64
95th Queue (ft)	62	146	158	68	93
Link Distance (ft)	53	122	122	49	49
Upstream Blk Time (%)	10	17	20	62	67
Queuing Penalty (veh)	5	127	146	274	299
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project
AM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	478	478	100.0%	10.4	1.3	B
	Right Turn	250	248	99.4%	3.7	0.4	A
	Subtotal	728	726	99.8%	8.0	0.9	A
SB	Left Turn	30	18	59.0%	91.6	59.4	F
	Through	759	485	63.9%	74.1	9.9	E
	Right Turn						
	Subtotal	789	503	63.7%	74.5	10.2	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	530	268	50.5%	334.2	53.4	F
	Through						
	Right Turn	30	15	50.0%	346.2	129.0	F
	Subtotal	560	283	50.5%	335.1	52.8	F
Total		2,077	1,512	72.8%	91.4	6.2	F

Intersection 2 **Broadway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	700	697	99.5%	9.1	1.6	A
	Right Turn	129	123	95.0%	5.8	1.8	A
	Subtotal	829	819	98.8%	8.5	1.6	A
SB	Left Turn	39	22	57.2%	15.9	8.2	C
	Through	1,250	731	58.4%	13.4	1.8	B
	Right Turn						
	Subtotal	1,289	753	58.4%	13.4	1.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	99	98	98.5%	37.8	10.4	E
	Through						
	Right Turn	28	30	105.7%	28.0	8.5	D
	Subtotal	127	127	100.1%	35.7	10.7	E
Total		2,245	1,699	75.7%	12.7	1.4	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project
AM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	300	316	105.4%	19.3	2.4	B
	Through	829	820	98.9%	11.4	1.6	B
	Right Turn						
	Subtotal	1,129	1,136	100.6%	13.6	1.5	B
SB	Left Turn						
	Through	1,231	757	61.5%	35.6	4.8	D
	Right Turn	118	73	61.7%	12.0	6.0	B
	Subtotal	1,349	830	61.5%	33.6	4.8	C
EB	Left Turn						
	Through						
	Right Turn	300	301	100.3%	23.3	3.6	C
	Subtotal	300	301	100.3%	23.3	3.6	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,778	2,267	81.6%	22.2	1.3	C

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	969	977	100.8%	11.5	2.3	B
	Right Turn	40	41	102.8%	10.9	5.0	B
	Subtotal	1,009	1,018	100.9%	11.5	2.4	B
SB	Left Turn	110	77	69.9%	65.8	12.8	E
	Through	1,411	978	69.3%	29.5	3.8	C
	Right Turn	10	7	71.0%	16.6	24.1	B
	Subtotal	1,531	1,062	69.4%	32.4	3.6	C
EB	Left Turn	20	20	97.5%	46.1	25.5	D
	Through	10	9	94.0%	33.1	25.3	C
	Right Turn	10	9	93.0%	22.2	22.0	C
	Subtotal	40	38	95.5%	44.2	18.7	D
WB	Left Turn	20	20	100.5%	31.9	15.0	C
	Through						
	Right Turn	140	144	103.1%	16.2	7.8	B
	Subtotal	160	164	102.8%	18.2	7.3	B
Total		2,740	2,283	83.3%	22.0	2.0	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project
AM Peak Hour

Intersection 5 **Broadway/51st St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	119	99.1%	71.4	18.4	E
	Through	465	467	100.5%	82.7	16.4	F
	Right Turn	140	142	101.4%	43.2	17.1	D
	Subtotal	725	728	100.4%	73.2	16.4	E
SB	Left Turn	418	287	68.7%	53.3	3.9	D
	Through	810	552	68.2%	44.6	3.3	D
	Right Turn	213	148	69.5%	29.5	9.9	C
	Subtotal	1,441	987	68.5%	45.0	3.2	D
EB	Left Turn	185	195	105.4%	84.3	14.4	F
	Through	350	346	98.7%	41.3	5.1	D
	Right Turn	150	148	98.3%	14.9	7.4	B
	Subtotal	685	688	100.4%	48.5	7.3	D
WB	Left Turn	170	173	101.6%	113.8	16.1	F
	Through	530	528	99.5%	79.8	18.1	E
	Right Turn	359	361	100.6%	89.3	23.0	F
	Subtotal	1,059	1,062	100.3%	88.7	17.0	F
Total		3,910	3,465	88.6%	65.4	5.0	E

Intersection 6 **Project Driveway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	77	76	98.1%	182.5	113.8	F
	Through						
	Right Turn						
	Subtotal	77	76	98.1%	182.5	113.8	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	80	66	82.6%	0.3	0.1	A
	Right Turn	88	79	90.0%	0.2	0.1	A
	Subtotal	168	145	86.5%	0.2	0.1	A
WB	Left Turn						
	Through	50	53	105.0%	35.4	27.5	E
	Right Turn						
	Subtotal	50	53	105.0%	35.4	27.5	E
Total		295	273	92.6%	64.4	42.8	F

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	76	126	177	94	127
Average Queue (ft)	55	85	97	59	66
95th Queue (ft)	66	157	183	72	98
Link Distance (ft)	53	122	122	49	49
Upstream Blk Time (%)	66	5	8	60	57
Queuing Penalty (veh)	84	20	32	385	370
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project
PM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	907	667	73.6%	9.8	0.4	A
	Right Turn	590	444	75.2%	4.2	0.3	A
	Subtotal	1,497	1,111	74.2%	7.7	0.3	A
SB	Left Turn	60	33	54.7%	102.8	20.1	F
	Through	620	318	51.3%	110.3	17.0	F
	Right Turn						
	Subtotal	680	351	51.6%	109.4	16.8	F
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	280	168	60.0%	425.1	47.1	F
	Through						
	Right Turn	30	16	52.0%	424.9	133.2	F
	Subtotal	310	184	59.2%	426.9	50.9	F
Total		2,487	1,646	66.2%	76.4	3.2	E

Intersection 2 **Broadway/Clifton** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,470	1,084	73.7%	15.1	1.9	C
	Right Turn	112	87	77.3%	9.3	2.3	A
	Subtotal	1,582	1,171	74.0%	14.6	1.8	B
SB	Left Turn	20	13	63.0%	20.3	11.1	C
	Through	880	475	53.9%	22.9	3.4	C
	Right Turn						
	Subtotal	900	487	54.1%	22.8	3.3	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	88	86	97.3%	52.2	14.7	F
	Through						
	Right Turn	27	27	100.4%	46.1	13.2	E
	Subtotal	115	113	98.0%	51.0	13.2	F
Total		2,597	1,771	68.2%	18.9	1.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project
PM Peak Hour

Intersection 3 Broadway/College Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	330	244	73.9%	16.1	3.1	B
	Through	1,582	1,172	74.1%	22.8	1.5	C
	Right Turn						
	Subtotal	1,912	1,416	74.0%	21.7	1.1	C
SB	Left Turn						
	Through	871	508	58.3%	59.7	8.6	E
	Right Turn	97	53	54.9%	18.4	8.4	B
	Subtotal	968	561	57.9%	55.6	8.0	E
EB	Left Turn						
	Through						
	Right Turn	510	510	100.0%	67.6	44.7	E
	Subtotal	510	510	100.0%	67.6	44.7	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,390	2,487	73.4%	39.0	10.7	D

Intersection 4 Broadway/Coronado Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	13	64.5%	71.9	28.7	E
	Through	1,652	1,160	70.2%	38.9	4.4	D
	Right Turn	50	33	65.0%	51.4	9.0	D
	Subtotal	1,722	1,206	70.0%	39.7	4.3	D
SB	Left Turn	100	68	68.3%	62.3	20.0	E
	Through	1,261	930	73.8%	35.3	5.1	D
	Right Turn	20	16	82.0%	26.6	11.0	C
	Subtotal	1,381	1,015	73.5%	36.9	5.1	D
EB	Left Turn	60	58	96.0%	112.0	86.0	F
	Through	20	21	104.0%	105.2	111.2	F
	Right Turn	40	40	99.5%	119.7	85.4	F
	Subtotal	120	118	98.5%	114.5	91.7	F
WB	Left Turn	50	49	97.0%	42.3	21.5	D
	Through	10	9	86.0%	53.5	40.4	D
	Right Turn	200	199	99.7%	49.2	12.4	D
	Subtotal	260	257	98.7%	48.0	12.2	D
Total		3,483	2,596	74.5%	42.6	6.3	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project
PM Peak Hour

Intersection 5 Broadway/51st St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	130	85	65.2%	101.1	9.9	F
	Through	1,041	704	67.6%	105.6	5.1	F
	Right Turn	280	195	69.6%	63.8	13.0	E
	Subtotal	1,451	984	67.8%	97.1	5.3	F
SB	Left Turn	657	485	73.9%	47.3	4.8	D
	Through	464	350	75.5%	45.5	4.4	D
	Right Turn	230	178	77.5%	30.9	5.3	C
	Subtotal	1,351	1,014	75.0%	43.8	3.4	D
EB	Left Turn	271	152	56.2%	267.4	38.7	F
	Through	850	633	74.5%	76.5	5.3	E
	Right Turn	100	78	77.7%	43.6	12.0	D
	Subtotal	1,221	863	70.7%	106.5	7.5	F
WB	Left Turn	140	113	80.4%	182.9	48.0	F
	Through	510	432	84.7%	100.5	16.2	F
	Right Turn	410	341	83.2%	150.7	20.5	F
	Subtotal	1,060	886	83.6%	130.7	10.4	F
Total		5,083	3,746	73.7%	91.9	3.6	F

Intersection 6 Project Driveway/Clifton St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	65	64	99.1%	211.0	145.7	F
	Through						
	Right Turn						
	Subtotal	65	64	99.1%	211.0	145.7	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn	102	78	76.7%	0.3	0.4	A
	Subtotal	102	78	76.7%	0.3	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		167	143	85.4%	87.8	61.0	F

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	58	148	153	128	110
Average Queue (ft)	53	124	139	59	62
95th Queue (ft)	61	133	157	81	84
Link Distance (ft)	53	122	122	49	49
Upstream Blk Time (%)	72	13	17	68	75
Queuing Penalty (veh)	82	99	136	305	339
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project Plus Mitigation
AM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	408	398	97.6%	10.4	1.7	B
	Right Turn	187	186	99.4%	2.6	0.3	A
	Subtotal	595	584	98.2%	8.0	1.3	A
SB	Left Turn	19	19	100.0%	10.4	6.1	B
	Through	460	456	99.1%	7.4	1.4	A
	Right Turn						
	Subtotal	479	475	99.1%	7.5	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	402	397	98.8%	22.6	5.0	C
	Through						
	Right Turn	18	16	87.8%	17.5	10.1	B
	Subtotal	420	413	98.3%	22.5	4.9	C
Total		1,494	1,472	98.5%	12.1	1.8	B

Intersection 2 **Broadway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	473	463	97.8%	7.1	1.7	A
	Right Turn	156	154	98.8%	4.4	1.1	A
	Subtotal	629	617	98.1%	6.5	1.5	A
SB	Left Turn						
	Through	862	853	99.0%	1.0	0.1	A
	Right Turn						
	Subtotal	862	853	99.0%	1.0	0.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	122	121	98.8%	6.7	1.9	A
	Subtotal	122	121	98.8%	6.7	1.9	A
Total		1,613	1,591	98.6%	3.7	0.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project Plus Mitigation
AM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	246	239	97.3%	18.3	2.1	B
	Through	629	617	98.0%	9.8	0.7	A
	Right Turn						
	Subtotal	875	856	97.8%	12.2	0.7	B
SB	Left Turn						
	Through	778	768	98.7%	6.2	0.8	A
	Right Turn	84	86	102.3%	2.0	0.2	A
	Subtotal	862	854	99.0%	5.8	0.7	A
EB	Left Turn						
	Through						
	Right Turn	245	241	98.5%	20.4	1.7	C
	Subtotal	245	241	98.5%	20.4	1.7	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,982	1,951	98.4%	10.4	0.4	B

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	717	698	97.4%	4.0	0.8	A
	Right Turn	31	29	93.5%	2.7	1.5	A
	Subtotal	748	727	97.2%	3.9	0.8	A
SB	Left Turn	107	103	96.4%	21.8	7.6	C
	Through	910	899	98.8%	7.5	1.2	A
	Right Turn	6	7	113.3%	3.7	3.4	A
	Subtotal	1,023	1,009	98.6%	9.0	2.1	A
EB	Left Turn	16	17	103.8%	42.4	14.3	D
	Through	1	1	50.0%	12.7	27.4	B
	Right Turn	8	9	113.8%	13.6	12.3	B
	Subtotal	25	26	104.8%	36.0	16.8	D
WB	Left Turn	12	13	111.7%	38.2	25.5	D
	Through						
	Right Turn	142	142	100.3%	12.1	4.9	B
	Subtotal	154	156	101.2%	14.0	4.5	B
Total		1,950	1,918	98.4%	7.8	1.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project Plus Mitigation
AM Peak Hour

Intersection 5 **Broadway/51st St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	83	83	100.5%	45.1	4.2	D
	Through	331	330	99.8%	43.8	5.4	D
	Right Turn	97	99	101.9%	8.0	5.1	A
	Subtotal	511	513	100.3%	36.8	4.8	D
SB	Left Turn	282	284	100.7%	26.5	3.6	C
	Through	520	518	99.7%	27.3	2.9	C
	Right Turn	128	123	95.9%	20.9	9.0	C
	Subtotal	930	925	99.4%	26.3	2.3	C
EB	Left Turn	168	157	93.2%	63.9	12.8	E
	Through	241	233	96.6%	28.4	5.5	C
	Right Turn	103	99	95.8%	6.1	2.5	A
	Subtotal	512	488	95.3%	35.2	5.8	D
WB	Left Turn	119	110	92.4%	53.6	4.4	D
	Through	369	374	101.3%	36.1	3.2	D
	Right Turn	249	242	97.1%	28.5	8.1	C
	Subtotal	737	726	98.5%	36.3	3.6	D
Total		2,690	2,651	98.5%	32.7	2.2	C

Intersection 6 **Project Driveway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	77	78	101.3%	6.4	2.4	A
	Through						
	Right Turn						
	Subtotal	77	78	101.3%	6.4	2.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	68	65	95.3%	0.4	0.2	A
	Right Turn	88	89	101.6%	0.2	0.1	A
	Subtotal	156	154	98.8%	0.2	0.1	A
WB	Left Turn						
	Through	45	42	94.2%	0.4	0.3	A
	Right Turn						
	Subtotal	45	42	94.2%	0.4	0.3	A
Total		278	275	98.8%	2.1	0.8	A

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	R	T	TR	T	T
Maximum Queue (ft)	66	137	138	57	57
Average Queue (ft)	43	51	71	9	9
95th Queue (ft)	64	123	153	41	38
Link Distance (ft)	55	126	126	44	44
Upstream Blk Time (%)	5	1	2	1	1
Queuing Penalty (veh)	6	3	6	3	6
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project Plus Mitigation
PM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	696	682	98.0%	5.8	0.9	A
	Right Turn	466	470	100.8%	2.7	0.3	A
	Subtotal	1,162	1,152	99.1%	4.5	0.6	A
SB	Left Turn	47	49	103.8%	22.4	4.9	C
	Through	388	389	100.2%	7.5	1.8	A
	Right Turn						
	Subtotal	435	438	100.6%	9.1	2.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	202	205	101.2%	25.5	3.1	C
	Through						
	Right Turn	18	17	95.6%	22.2	9.4	C
	Subtotal	220	222	100.8%	25.1	3.2	C
Total		1,817	1,811	99.7%	8.3	1.0	A

Intersection 2 **Broadway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,034	1,023	99.0%	6.1	1.1	A
	Right Turn	87	86	98.3%	5.0	1.8	A
	Subtotal	1,121	1,109	98.9%	6.0	1.1	A
SB	Left Turn						
	Through	590	592	100.3%	1.4	0.4	A
	Right Turn						
	Subtotal	590	592	100.3%	1.4	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	128	127	99.2%	11.9	3.2	B
	Subtotal	128	127	99.2%	11.9	3.2	B
Total		1,839	1,828	99.4%	4.9	0.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project Plus Mitigation
PM Peak Hour

Intersection 3 Broadway/College Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	272	273	100.4%	16.7	2.7	B
	Through	1,121	1,104	98.5%	11.1	2.0	B
	Right Turn						
	Subtotal	1,393	1,377	98.9%	12.1	1.9	B
SB	Left Turn						
	Through	517	513	99.1%	13.5	3.4	B
	Right Turn	73	77	105.6%	2.6	1.0	A
	Subtotal	590	590	99.9%	12.1	3.1	B
EB	Left Turn						
	Through						
	Right Turn	388	389	100.1%	20.6	4.9	C
	Subtotal	388	389	100.1%	20.6	4.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,371	2,355	99.3%	13.5	2.3	B

Intersection 4 Broadway/Coronado Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	12	12	101.7%	73.5	15.8	E
	Through	1,149	1,131	98.5%	6.0	1.4	A
	Right Turn	41	46	112.9%	6.6	3.7	A
	Subtotal	1,202	1,190	99.0%	6.8	1.7	A
SB	Left Turn	95	99	104.4%	58.7	20.8	E
	Through	797	785	98.5%	13.9	3.1	B
	Right Turn	13	13	99.2%	9.6	9.5	A
	Subtotal	905	897	99.1%	18.7	4.7	B
EB	Left Turn	56	57	102.3%	60.3	17.2	E
	Through	16	16	100.0%	64.4	18.2	E
	Right Turn	38	40	104.7%	33.6	15.6	C
	Subtotal	110	113	102.8%	52.8	15.4	D
WB	Left Turn	48	46	94.8%	48.2	10.9	D
	Through	2	2	95.0%	39.2	46.3	D
	Right Turn	188	187	99.3%	37.5	10.3	D
	Subtotal	238	234	98.3%	40.1	8.8	D
Total		2,455	2,434	99.1%	17.0	2.9	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Existing Plus Project Plus Mitigation
PM Peak Hour

Intersection 5

Broadway/51st St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	89	81	91.1%	58.7	7.2	E
	Through	722	716	99.2%	52.6	4.7	D
	Right Turn	191	183	95.8%	17.2	4.6	B
	Subtotal	1,002	980	97.8%	46.8	4.7	D
SB	Left Turn	455	456	100.2%	32.3	1.3	C
	Through	285	286	100.5%	32.0	2.8	C
	Right Turn	143	141	98.5%	20.4	3.0	C
	Subtotal	883	883	100.0%	30.2	1.2	C
EB	Left Turn	200	196	97.8%	84.2	9.4	F
	Through	596	593	99.6%	40.9	3.3	D
	Right Turn	67	71	106.1%	21.2	4.8	C
	Subtotal	863	860	99.7%	48.8	2.8	D
WB	Left Turn	93	90	96.8%	66.6	9.2	E
	Through	358	362	101.1%	50.0	8.8	D
	Right Turn	280	283	101.0%	44.0	17.4	D
	Subtotal	731	735	100.5%	49.8	11.2	D
Total		3,479	3,458	99.4%	43.4	3.0	D

Intersection 6

Project Driveway/Clifton St

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	94	94	100.0%	10.5	10.2	B
	Through						
	Right Turn						
	Subtotal	94	94	100.0%	10.5	10.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	17	16	95.9%	0.2	0.1	A
	Right Turn	70	70	99.3%	0.1	0.1	A
	Subtotal	87	86	98.6%	0.2	0.1	A
WB	Left Turn						
	Through	34	34	101.2%	2.8	4.9	A
	Right Turn						
	Subtotal	34	34	101.2%	2.8	4.9	A
Total		215	214	99.6%	5.4	6.3	A

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	R	T	TR	T	T
Maximum Queue (ft)	57	129	148	58	84
Average Queue (ft)	42	73	91	12	26
95th Queue (ft)	62	146	171	44	70
Link Distance (ft)	55	126	126	44	44
Upstream Blk Time (%)	7	1	3	1	3
Queuing Penalty (veh)	9	6	16	4	8
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project Plus Mitigation
AM Peak Hour

Intersection 1 Broadway/Broadway Terrace Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	577	548	95.0%	13.9	1.4	B
	Right Turn	250	251	100.2%	3.7	0.6	A
	Subtotal	827	799	96.6%	10.5	1.0	B
SB	Left Turn	30	25	84.3%	36.9	6.8	D
	Through	720	719	99.9%	27.1	6.8	C
	Right Turn						
	Subtotal	750	745	99.3%	27.4	6.8	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	530	369	69.7%	283.3	49.3	F
	Through						
	Right Turn	30	20	67.3%	270.4	63.5	F
	Subtotal	560	390	69.6%	283.0	47.0	F
Total		2,137	1,933	90.4%	67.9	3.6	E

Intersection 2 Broadway/Clifton St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	700	672	96.0%	11.8	3.1	B
	Right Turn	168	166	98.7%	7.5	3.4	A
	Subtotal	868	838	96.5%	11.0	3.1	B
SB	Left Turn						
	Through	1,250	1,087	87.0%	6.3	1.5	A
	Right Turn						
	Subtotal	1,250	1,087	87.0%	6.3	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	127	126	99.3%	10.8	3.8	B
	Subtotal	127	126	99.3%	10.8	3.8	B
Total		2,245	2,051	91.3%	8.6	1.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project Plus Mitigation
AM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	300	290	96.8%	18.6	2.2	B
	Through	868	837	96.4%	14.4	3.7	B
	Right Turn						
	Subtotal	1,168	1,127	96.5%	15.5	2.6	B
SB	Left Turn						
	Through	1,140	987	86.6%	23.4	3.1	C
	Right Turn	110	97	88.5%	6.3	1.6	A
	Subtotal	1,250	1,084	86.7%	22.0	3.0	C
EB	Left Turn						
	Through						
	Right Turn	300	298	99.4%	22.1	3.0	C
	Subtotal	300	298	99.4%	22.1	3.0	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,718	2,510	92.3%	19.0	2.0	B

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,008	962	95.4%	8.9	1.6	A
	Right Turn	40	39	97.3%	8.1	2.4	A
	Subtotal	1,048	1,001	95.5%	8.9	1.7	A
SB	Left Turn	110	101	91.7%	43.1	10.0	D
	Through	1,320	1,174	88.9%	18.0	1.4	B
	Right Turn	10	10	102.0%	11.3	3.6	B
	Subtotal	1,440	1,285	89.2%	19.8	1.4	B
EB	Left Turn	20	17	85.5%	45.1	15.5	D
	Through	10	11	112.0%	38.6	19.5	D
	Right Turn	10	10	103.0%	36.1	20.0	D
	Subtotal	40	39	96.5%	39.6	11.1	D
WB	Left Turn	20	19	93.5%	51.1	18.4	D
	Through						
	Right Turn	140	146	104.3%	18.5	5.1	B
	Subtotal	160	165	102.9%	22.0	4.8	C
Total		2,688	2,489	92.6%	16.0	1.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project Plus Mitigation
AM Peak Hour

Intersection 5 **Broadway/51st St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	114	94.8%	110.3	18.9	F
	Through	465	432	93.0%	128.7	10.4	F
	Right Turn	140	124	88.6%	84.3	17.3	F
	Subtotal	725	670	92.4%	117.4	13.1	F
SB	Left Turn	410	369	90.1%	37.3	4.6	D
	Through	750	674	89.9%	33.5	1.8	C
	Right Turn	190	175	91.9%	19.3	5.7	B
	Subtotal	1,350	1,218	90.2%	32.5	1.8	C
EB	Left Turn	224	216	96.5%	127.5	46.5	F
	Through	350	357	101.9%	34.8	3.7	C
	Right Turn	150	157	104.4%	13.9	4.2	B
	Subtotal	724	730	100.8%	59.0	14.2	E
WB	Left Turn	170	169	99.3%	78.3	10.7	E
	Through	530	525	99.0%	92.2	13.1	F
	Right Turn	359	349	97.3%	109.1	14.0	F
	Subtotal	1,059	1,043	98.5%	95.6	11.5	F
Total		3,858	3,661	94.9%	71.3	5.8	E

Intersection 6 **Project Driveway/Clifton St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	77	75	97.9%	10.6	6.4	B
	Through						
	Right Turn						
	Subtotal	77	75	97.9%	10.6	6.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	80	81	101.5%	0.4	0.2	A
	Right Turn	88	86	98.0%	0.5	0.7	A
	Subtotal	168	167	99.6%	0.4	0.4	A
WB	Left Turn						
	Through	50	52	103.6%	2.4	1.5	A
	Right Turn						
	Subtotal	50	52	103.6%	2.4	1.5	A
Total		295	295	99.9%	3.8	2.2	A

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	R	T	TR	T	T
Maximum Queue (ft)	69	146	177	105	98
Average Queue (ft)	46	101	111	64	62
95th Queue (ft)	68	160	170	86	79
Link Distance (ft)	55	126	126	44	44
Upstream Blk Time (%)	18	4	6	36	40
Queuing Penalty (veh)	23	20	28	228	249
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project Plus Mitigation
PM Peak Hour

Intersection 1 **Broadway/Broadway Terrace** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,024	876	85.6%	7.3	0.6	A
	Right Turn	590	496	84.1%	3.1	0.2	A
	Subtotal	1,614	1,373	85.0%	5.8	0.4	A
SB	Left Turn	60	51	84.2%	99.4	16.1	F
	Through	600	495	82.5%	60.7	9.9	E
	Right Turn						
	Subtotal	660	546	82.7%	64.5	9.5	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	280	127	45.3%	472.7	79.2	F
	Through						
	Right Turn	30	14	45.3%	502.1	155.0	F
	Subtotal	310	141	45.3%	472.4	80.1	F
Total		2,584	2,059	79.7%	56.0	5.3	E

Intersection 2 **Broadway/Clifton** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,470	1,236	84.0%	7.4	1.1	A
	Right Turn	100	90	89.9%	5.6	0.6	A
	Subtotal	1,570	1,325	84.4%	7.3	1.1	A
SB	Left Turn						
	Through	880	623	70.7%	15.4	2.4	C
	Right Turn						
	Subtotal	880	623	70.7%	15.4	2.4	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	144	137	95.0%	22.3	7.2	C
	Subtotal	144	137	95.0%	22.3	7.2	C
Total		2,594	2,085	80.4%	10.6	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project Plus Mitigation
PM Peak Hour

Intersection 3 **Broadway/College Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	330	279	84.6%	18.3	1.8	B
	Through	1,570	1,325	84.4%	10.3	2.9	B
	Right Turn						
	Subtotal	1,900	1,604	84.4%	11.7	2.4	B
SB	Left Turn						
	Through	790	558	70.6%	49.9	7.1	D
	Right Turn	90	65	72.3%	12.3	7.4	B
	Subtotal	880	623	70.8%	46.0	6.5	D
EB	Left Turn						
	Through						
	Right Turn	510	489	95.9%	150.9	54.8	F
	Subtotal	510	489	95.9%	150.9	54.8	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,290	2,716	82.6%	43.9	9.3	D

Intersection 4 **Broadway/Coronado Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	20	16	79.0%	43.0	8.0	D
	Through	1,640	1,344	82.0%	17.4	4.1	B
	Right Turn	50	45	89.2%	21.5	6.2	C
	Subtotal	1,710	1,404	82.1%	17.8	4.1	B
SB	Left Turn	100	82	81.6%	105.0	36.4	F
	Through	1,180	950	80.5%	33.2	3.2	C
	Right Turn	20	16	78.5%	28.7	6.1	C
	Subtotal	1,300	1,047	80.5%	39.6	4.5	D
EB	Left Turn	60	62	103.5%	28.6	10.7	C
	Through	20	21	103.5%	25.3	9.8	C
	Right Turn	40	40	100.3%	21.3	3.4	C
	Subtotal	120	123	102.4%	25.2	5.6	C
WB	Left Turn	50	48	96.4%	24.6	6.0	C
	Through	10	10	104.0%	27.8	11.8	C
	Right Turn	200	196	98.2%	22.0	6.3	C
	Subtotal	260	255	98.1%	22.6	5.4	C
Total		3,390	2,829	83.5%	26.6	2.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

CCA Campus Reuse
Cumulative Plus Project Plus Mitigation
PM Peak Hour

Intersection 5 Broadway/51st St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	130	104	80.2%	84.0	9.5	F
	Through	1,028	852	82.9%	84.1	2.4	F
	Right Turn	280	224	80.1%	53.6	4.9	D
	Subtotal	1,438	1,180	82.1%	78.4	1.8	E
SB	Left Turn	650	531	81.6%	34.8	1.7	C
	Through	410	328	80.1%	33.7	3.5	C
	Right Turn	210	173	82.1%	20.9	5.2	C
	Subtotal	1,270	1,032	81.2%	32.2	1.3	C
EB	Left Turn	275	200	72.7%	182.7	19.3	F
	Through	850	656	77.1%	81.3	1.8	F
	Right Turn	100	77	77.0%	54.4	10.5	D
	Subtotal	1,225	933	76.1%	102.1	5.2	F
WB	Left Turn	140	123	87.9%	141.9	28.2	F
	Through	510	442	86.6%	118.7	9.4	F
	Right Turn	407	349	85.7%	123.4	9.6	F
	Subtotal	1,057	914	86.5%	124.3	7.3	F
Total		4,990	4,058	81.3%	82.0	2.1	F

Intersection 6 Project Driveway/Clifton St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	94	89	94.8%	36.1	32.3	E
	Through						
	Right Turn						
	Subtotal	94	89	94.8%	36.1	32.3	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	30	27	91.0%	0.2	0.1	A
	Right Turn	70	63	89.7%	0.1	0.0	A
	Subtotal	100	90	90.1%	0.1	0.0	A
WB	Left Turn						
	Through	50	48	95.4%	16.6	15.2	C
	Right Turn						
	Subtotal	50	48	95.4%	16.6	15.2	C
Total		244	227	93.0%	17.5	14.4	C

Intersection: 2: Broadway & Clifton St

Movement	WB	NB	NB	SB	SB
Directions Served	R	T	TR	T	T
Maximum Queue (ft)	60	126	142	68	100
Average Queue (ft)	47	94	110	57	59
95th Queue (ft)	67	148	161	65	72
Link Distance (ft)	55	126	126	44	44
Upstream Blk Time (%)	22	2	4	47	60
Queuing Penalty (veh)	33	15	28	207	264
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

HCM 2010 TWSC
 1: Broadway Terrace & Thomas Avenue

09/15/2020

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	30	140	460	10	10	40
Future Vol, veh/h	30	140	460	10	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	151	495	11	11	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	506	0	-	0	716 501
Stage 1	-	-	-	-	501 -
Stage 2	-	-	-	-	215 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1059	-	-	-	397 570
Stage 1	-	-	-	-	609 -
Stage 2	-	-	-	-	821 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1059	-	-	-	384 570
Mov Cap-2 Maneuver	-	-	-	-	384 -
Stage 1	-	-	-	-	589 -
Stage 2	-	-	-	-	821 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1059	-	-	-	520
HCM Lane V/C Ratio	0.03	-	-	-	0.103
HCM Control Delay (s)	8.5	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 2010 TWSC
2: Thomas Avenue & Monroe Avenue

09/15/2020

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	60	40	10	110	20	20
Future Vol, veh/h	60	40	10	110	20	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	43	11	118	22	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	108	0	227
Stage 1	-	-	-	-	87
Stage 2	-	-	-	-	140
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1483	-	761
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	887
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1483	-	755
Mov Cap-2 Maneuver	-	-	-	-	755
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	880

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	849	-	-	1483	-
HCM Lane V/C Ratio	0.051	-	-	0.007	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 2010 Signalized Intersection Summary

3: Broadway & Manila Avenue/Monroe Avenue

09/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	40	30	60	40	30	60	250	10	50	630	60
Future Volume (veh/h)	80	40	30	60	40	30	60	250	10	50	630	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	86	43	32	65	43	32	65	269	11	54	677	65
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	79	48	207	96	56	463	1177	48	813	1108	106
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	778	539	327	645	659	386	715	1777	73	1095	1674	161
Grp Volume(v), veh/h	161	0	0	140	0	0	65	0	280	54	0	742
Grp Sat Flow(s),veh/h/ln	1645	0	0	1690	0	0	715	0	1850	1095	0	1834
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.8	1.0	0.0	10.7
Cycle Q Clear(g_c), s	4.0	0.0	0.0	3.4	0.0	0.0	13.4	0.0	2.8	3.8	0.0	10.7
Prop In Lane	0.53		0.20	0.46		0.23	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	358	0	0	359	0	0	463	0	1225	813	0	1215
V/C Ratio(X)	0.45	0.00	0.00	0.39	0.00	0.00	0.14	0.00	0.23	0.07	0.00	0.61
Avail Cap(c_a), veh/h	1156	0	0	1172	0	0	463	0	1225	813	0	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	18.5	0.0	0.0	8.3	0.0	3.1	3.9	0.0	4.5
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.4	0.2	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	1.7	0.0	0.0	0.6	0.0	1.5	0.3	0.0	6.1
LnGrp Delay(d),s/veh	19.7	0.0	0.0	19.2	0.0	0.0	8.9	0.0	3.6	4.1	0.0	6.8
LnGrp LOS	B			B			A		A	A		A
Approach Vol, veh/h		161			140			345			796	
Approach Delay, s/veh		19.7			19.2			4.6			6.6	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		10.8		36.0		10.8				
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0				
Max Green Setting (Gmax), s		31.0		32.0		31.0		32.0				
Max Q Clear Time (g_c+I1), s		15.4		6.0		12.7		5.4				
Green Ext Time (p_c), s		1.9		0.9		5.4		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			8.8									
HCM 2010 LOS			A									

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	10	40	120	10	70
Future Vol, veh/h	80	10	40	120	10	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	11	43	129	11	75

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	97	0	307
Stage 1	-	-	-	-	92
Stage 2	-	-	-	-	215
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1496	-	685
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	821
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1496	-	664
Mov Cap-2 Maneuver	-	-	-	-	664
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	796

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1496	-
HCM Lane V/C Ratio	0.094	-	-	0.029	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	20	280	30	50	330
Future Vol, veh/h	30	20	280	30	50	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	22	301	32	54	355

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	780	317	0	0	333
Stage 1	317	-	-	-	-
Stage 2	463	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	364	724	-	-	1226
Stage 1	738	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	344	724	-	-	1226
Mov Cap-2 Maneuver	344	-	-	-	-
Stage 1	738	-	-	-	-
Stage 2	599	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	435	1226
HCM Lane V/C Ratio	-	-	0.124	0.044
HCM Control Delay (s)	-	-	14.4	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

HCM 2010 TWSC
 1: Broadway Terrace & Thomas Avenue

09/15/2020

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	30	530	160	10	10	20
Future Vol, veh/h	30	530	160	10	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	570	172	11	11	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	183	0	-	0	812 178
Stage 1	-	-	-	-	178 -
Stage 2	-	-	-	-	634 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1392	-	-	-	348 865
Stage 1	-	-	-	-	853 -
Stage 2	-	-	-	-	529 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1392	-	-	-	336 865
Mov Cap-2 Maneuver	-	-	-	-	336 -
Stage 1	-	-	-	-	824 -
Stage 2	-	-	-	-	529 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1392	-	-	-	567
HCM Lane V/C Ratio	0.023	-	-	-	0.057
HCM Control Delay (s)	7.6	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 2010 TWSC
2: Thomas Avenue & Monroe Avenue

09/15/2020

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	20	10	90	30	10
Future Vol, veh/h	180	20	10	90	30	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	194	22	11	97	32	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	216	0	324 205
Stage 1	-	-	-	-	205 -
Stage 2	-	-	-	-	119 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1354	-	670 836
Stage 1	-	-	-	-	829 -
Stage 2	-	-	-	-	906 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1354	-	664 836
Mov Cap-2 Maneuver	-	-	-	-	664 -
Stage 1	-	-	-	-	829 -
Stage 2	-	-	-	-	898 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	700	-	-	1354	-
HCM Lane V/C Ratio	0.061	-	-	0.008	-
HCM Control Delay (s)	10.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 2010 Signalized Intersection Summary
 3: Broadway & Manila Avenue/Monroe Avenue

09/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	40	20	30	80	10	10	630	10	150	380	70
Future Volume (veh/h)	160	40	20	30	80	10	10	630	10	150	380	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	172	43	22	32	86	11	11	677	11	161	409	75
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	66	29	143	285	32	572	1122	18	433	941	173
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1053	319	140	259	1373	152	908	1828	30	751	1532	281
Grp Volume(v), veh/h	237	0	0	129	0	0	11	0	688	161	0	484
Grp Sat Flow(s),veh/h/ln	1512	0	0	1784	0	0	908	0	1858	751	0	1813
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	11.5	8.4	0.0	7.1
Cycle Q Clear(g_c), s	7.1	0.0	0.0	3.0	0.0	0.0	7.4	0.0	11.5	19.9	0.0	7.1
Prop In Lane	0.73		0.09	0.25		0.09	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	437	0	0	460	0	0	572	0	1140	433	0	1113
V/C Ratio(X)	0.54	0.00	0.00	0.28	0.00	0.00	0.02	0.00	0.60	0.37	0.00	0.43
Avail Cap(c_a), veh/h	1031	0	0	1172	0	0	572	0	1140	433	0	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	17.0	0.0	0.0	7.1	0.0	6.0	12.1	0.0	5.1
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.3	0.0	0.0	0.1	0.0	2.4	2.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.5	0.0	0.0	0.1	0.0	6.5	2.0	0.0	3.9
LnGrp Delay(d),s/veh	19.5	0.0	0.0	17.4	0.0	0.0	7.1	0.0	8.3	14.5	0.0	6.4
LnGrp LOS	B			B			A		A	B		A
Approach Vol, veh/h		237			129			699				645
Approach Delay, s/veh		19.5			17.4			8.3				8.4
Approach LOS		B			B			A				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		14.5		36.0		14.5				
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0				
Max Green Setting (Gmax), s		31.0		32.0		31.0		32.0				
Max Q Clear Time (g_c+I1), s		13.5		9.1		21.9		5.0				
Green Ext Time (p_c), s		4.6		1.4		2.9		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				10.6								
HCM 2010 LOS				B								

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	10	20	140	10	70
Future Vol, veh/h	150	10	20	140	10	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	11	22	151	11	75

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	172	0	362 167
Stage 1	-	-	-	-	167 -
Stage 2	-	-	-	-	195 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1405	-	637 877
Stage 1	-	-	-	-	863 -
Stage 2	-	-	-	-	838 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1405	-	626 877
Mov Cap-2 Maneuver	-	-	-	-	626 -
Stage 1	-	-	-	-	863 -
Stage 2	-	-	-	-	824 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	835	-	-	1405	-
HCM Lane V/C Ratio	0.103	-	-	0.015	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	10	20	420	40	40	340
Future Vol, veh/h	10	20	420	40	40	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	22	452	43	43	366

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	926	474	0	0	495
Stage 1	474	-	-	-	-
Stage 2	452	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	298	590	-	-	1069
Stage 1	626	-	-	-	-
Stage 2	641	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	283	590	-	-	1069
Mov Cap-2 Maneuver	283	-	-	-	-
Stage 1	626	-	-	-	-
Stage 2	609	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1069
HCM Lane V/C Ratio	-	-	0.074	0.04
HCM Control Delay (s)	-	-	14	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 2010 TWSC
 1: Broadway Terrace & Thomas Avenue

09/15/2020

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	60	140	460	10	10	40
Future Vol, veh/h	60	140	460	10	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	151	495	11	11	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	506	0	-	0	782 501
Stage 1	-	-	-	-	501 -
Stage 2	-	-	-	-	281 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1059	-	-	-	363 570
Stage 1	-	-	-	-	609 -
Stage 2	-	-	-	-	767 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1059	-	-	-	339 570
Mov Cap-2 Maneuver	-	-	-	-	339 -
Stage 1	-	-	-	-	568 -
Stage 2	-	-	-	-	767 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1059	-	-	-	502
HCM Lane V/C Ratio	0.061	-	-	-	0.107
HCM Control Delay (s)	8.6	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	40	10	110	50	20
Future Vol, veh/h	60	40	10	110	50	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	43	11	118	54	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	108	0	227 87
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	140 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1483	-	761 971
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	887 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1483	-	755 971
Mov Cap-2 Maneuver	-	-	-	-	755 -
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	880 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	806	-	-	1483	-
HCM Lane V/C Ratio	0.093	-	-	0.007	-
HCM Control Delay (s)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 Signalized Intersection Summary
 3: Broadway & Manila Avenue/Monroe Avenue

09/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	40	30	90	40	30	100	260	10	50	630	60
Future Volume (veh/h)	80	40	30	90	40	30	100	260	10	50	630	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	86	43	32	97	43	32	108	280	11	54	677	65
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	85	51	248	77	47	456	1170	46	795	1100	106
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	784	561	334	843	505	308	715	1780	70	1084	1674	161
Grp Volume(v), veh/h	161	0	0	172	0	0	108	0	291	54	0	742
Grp Sat Flow(s),veh/h/ln	1679	0	0	1656	0	0	715	0	1850	1084	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	4.8	0.0	3.0	1.0	0.0	11.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	4.3	0.0	0.0	15.8	0.0	3.0	4.0	0.0	11.0
Prop In Lane	0.53		0.20	0.56		0.19	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	373	0	0	371	0	0	456	0	1216	795	0	1205
V/C Ratio(X)	0.43	0.00	0.00	0.46	0.00	0.00	0.24	0.00	0.24	0.07	0.00	0.62
Avail Cap(c_a), veh/h	1153	0	0	1146	0	0	456	0	1216	795	0	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	0.0	18.7	0.0	0.0	9.2	0.0	3.3	4.1	0.0	4.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	0.0	1.2	0.0	0.5	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.2	0.0	0.0	1.1	0.0	1.7	0.3	0.0	6.1
LnGrp Delay(d),s/veh	19.4	0.0	0.0	19.6	0.0	0.0	10.4	0.0	3.8	4.3	0.0	7.0
LnGrp LOS	B			B			B		A	A		A
Approach Vol, veh/h		161			172			399				796
Approach Delay, s/veh		19.4			19.6			5.6				6.8
Approach LOS		B			B			A				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		11.2		36.0		11.2				
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0				
Max Green Setting (Gmax), s		31.0		32.0		31.0		32.0				
Max Q Clear Time (g_c+I1), s		17.8		5.9		13.0		6.3				
Green Ext Time (p_c), s		2.1		0.9		5.4		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			9.3									
HCM 2010 LOS			A									

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	10	70	130	10	70
Future Vol, veh/h	80	10	70	130	10	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	11	75	140	11	75

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	97	0	382
Stage 1	-	-	-	-	92
Stage 2	-	-	-	-	290
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1496	-	620
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	759
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1496	-	587
Mov Cap-2 Maneuver	-	-	-	-	587
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	718

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	893	-	-	1496	-
HCM Lane V/C Ratio	0.096	-	-	0.05	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	30	280	30	50	330
Future Vol, veh/h	50	30	280	30	50	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	32	301	32	54	355

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	780	317	0	0	333
Stage 1	317	-	-	-	-
Stage 2	463	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	364	724	-	-	1226
Stage 1	738	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	344	724	-	-	1226
Mov Cap-2 Maneuver	344	-	-	-	-
Stage 1	738	-	-	-	-
Stage 2	599	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	1226
HCM Lane V/C Ratio	-	-	0.201	0.044
HCM Control Delay (s)	-	-	15.5	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	70	530	160	10	10	20
Future Vol, veh/h	70	530	160	10	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	570	172	11	11	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	183	0	-	0	898 178
Stage 1	-	-	-	-	178 -
Stage 2	-	-	-	-	720 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1392	-	-	-	310 865
Stage 1	-	-	-	-	853 -
Stage 2	-	-	-	-	482 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1392	-	-	-	286 865
Mov Cap-2 Maneuver	-	-	-	-	286 -
Stage 1	-	-	-	-	786 -
Stage 2	-	-	-	-	482 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1392	-	-	-	516
HCM Lane V/C Ratio	0.054	-	-	-	0.063
HCM Control Delay (s)	7.7	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 2010 TWSC
 2: Thomas Avenue & Monroe Avenue

09/15/2020

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	20	10	90	70	10
Future Vol, veh/h	180	20	10	90	70	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	194	22	11	97	75	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	216	0	324 205
Stage 1	-	-	-	-	205 -
Stage 2	-	-	-	-	119 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1354	-	670 836
Stage 1	-	-	-	-	829 -
Stage 2	-	-	-	-	906 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1354	-	664 836
Mov Cap-2 Maneuver	-	-	-	-	664 -
Stage 1	-	-	-	-	829 -
Stage 2	-	-	-	-	898 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	-	-	1354	-
HCM Lane V/C Ratio	0.126	-	-	0.008	-
HCM Control Delay (s)	11	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 Signalized Intersection Summary

3: Broadway & Manila Avenue/Monroe Avenue

09/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	30	60	60	60	40	130	640	20	150	380	70
Future Volume (veh/h)	140	30	60	60	60	40	130	640	20	150	380	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	151	32	65	65	65	43	140	688	22	161	409	75
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	57	86	196	170	89	571	1100	35	416	939	172
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	887	270	411	469	811	423	908	1795	57	736	1532	281
Grp Volume(v), veh/h	248	0	0	173	0	0	140	0	710	161	0	484
Grp Sat Flow(s),veh/h/ln	1568	0	0	1703	0	0	908	0	1853	736	0	1813
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	4.9	0.0	12.2	8.9	0.0	7.1
Cycle Q Clear(g_c), s	7.1	0.0	0.0	4.3	0.0	0.0	12.0	0.0	12.2	21.1	0.0	7.1
Prop In Lane	0.61		0.26	0.38		0.25	1.00		0.03	1.00		0.15
Lane Grp Cap(c), veh/h	443	0	0	454	0	0	571	0	1135	416	0	1111
V/C Ratio(X)	0.56	0.00	0.00	0.38	0.00	0.00	0.25	0.00	0.63	0.39	0.00	0.44
Avail Cap(c_a), veh/h	1039	0	0	1106	0	0	571	0	1135	416	0	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	17.5	0.0	0.0	8.3	0.0	6.2	12.8	0.0	5.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	0.0	1.0	0.0	2.6	2.7	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	2.2	0.0	0.0	1.4	0.0	6.9	2.1	0.0	3.9
LnGrp Delay(d),s/veh	19.5	0.0	0.0	18.0	0.0	0.0	9.4	0.0	8.8	15.5	0.0	6.4
LnGrp LOS	B			B			A		A	B		A
Approach Vol, veh/h		248			173			850			645	
Approach Delay, s/veh		19.5			18.0			8.9			8.7	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		14.6		36.0		14.6				
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0				
Max Green Setting (Gmax), s		31.0		32.0		31.0		32.0				
Max Q Clear Time (g_c+I1), s		14.2		9.1		23.1		6.3				
Green Ext Time (p_c), s		5.5		1.5		2.7		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay				11.0								
HCM 2010 LOS				B								

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	10	60	200	10	70
Future Vol, veh/h	160	10	60	200	10	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	11	65	215	11	75

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	183	0	523
Stage 1	-	-	-	-	178
Stage 2	-	-	-	-	345
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1392	-	514
Stage 1	-	-	-	-	853
Stage 2	-	-	-	-	717
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1392	-	487
Mov Cap-2 Maneuver	-	-	-	-	487
Stage 1	-	-	-	-	853
Stage 2	-	-	-	-	679

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1392	-
HCM Lane V/C Ratio	0.109	-	-	0.046	-
HCM Control Delay (s)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	40	30	420	40	40	340
Future Vol, veh/h	40	30	420	40	40	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	32	452	43	43	366

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	926	474	0	0	495
Stage 1	474	-	-	-	-
Stage 2	452	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	298	590	-	-	1069
Stage 1	626	-	-	-	-
Stage 2	641	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	283	590	-	-	1069
Mov Cap-2 Maneuver	283	-	-	-	-
Stage 1	626	-	-	-	-
Stage 2	609	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	364	1069
HCM Lane V/C Ratio	-	-	0.207	0.04
HCM Control Delay (s)	-	-	17.5	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1

Attachment D – Urban and Suburban Predictive Method Collision Worksheets

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	KKD	Roadway	1
Agency or Company	OSU	Roadway Section	Broadway(College Av/ Coronado Av)
Date Performed	03/25/10	Jurisdiction	Oakland, CA
		Analysis Year	2019
Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D
Length of segment, L (mi)		--	0.06
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)	--	22,400
Type of on-street parking (none/parallel/angle)		None	Parallel (Comm/Ind)
Proportion of curb length with on-street parking		--	0.22
Median width (ft) - for divided only		15	10
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	6
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
<i>CMF 1r</i>	<i>CMF 2r</i>	<i>CMF 3r</i>	<i>CMF 4r</i>	<i>CMF 5r</i>	<i>CMF comb</i>
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.16	1.01	1.01	0.91	1.00	1.07

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brmv}
	a	b							
Total	-12.34	1.36	1.32	0.216	1.000	0.216	1.07	1.00	0.232
Fatal and Injury (FI)	-12.76	1.28	1.31	0.064	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.279	0.060	1.07	1.00	0.065
Property Damage Only (PDO)	-12.81	1.38	1.34	0.165	$(5)_{TOTAL} - (5)_{FI}$ 0.721	0.156	1.07	1.00	0.168

Worksheet 1D -- Multiple-Vehicle Nondrivable Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	0.065	1.000	0.168	0.232
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	0.054	0.662	0.111	0.165
Head-on collision	0.020	0.001	0.007	0.001	0.002
Angle collision	0.040	0.003	0.036	0.006	0.009
Sideswipe, same direction	0.050	0.003	0.223	0.037	0.041
Sideswipe, opposite direction	0.010	0.001	0.001	0.000	0.001
Other multiple-vehicle collision	0.048	0.003	0.071	0.012	0.015

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments									
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs (6) from Worksheet 1B	Calibration Factor, Cr	Predicted N _{brsv}
	from Table 12-5								
	a	b							
Total	-5.05	0.47	0.86	0.043	1.000	0.043	1.07	1.00	0.046
Fatal and Injury (FI)	-8.71	0.66	0.28	0.007	(4) _{FI} /((4) _{FI} +(4) _{PDO}) 0.173	0.007	1.07	1.00	0.008
Property Damage Only (PDO)	-5.04	0.45	1.06	0.035	(5) _{TOTAL} -(5) _{FI} 0.827	0.035	1.07	1.00	0.038

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.008	1.000	0.038	0.046
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.002	0.002
Collision with fixed object	0.500	0.004	0.813	0.031	0.035
Collision with other object	0.028	0.000	0.016	0.001	0.001
Other single-vehicle collision	0.471	0.004	0.108	0.004	0.008

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i from Table 12-7	Coefficient for traffic adjustment, t from Table 12-7	Initial N_{brdwy}	Overdispersion parameter, k from Table 12-7
				Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	2	0.011	1.106	0.034	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.034	

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy}) from Table 12-7	Adjusted N_{brdwy} (2) _{TOTAL} * (3)	Combined CMFs (6) from Worksheet 1B	Calibration factor, C_r	Predicted N_{brdwy} (4)*(5)*(6)
	(5) _{TOTAL} from Worksheet 1G					
Total	0.034	1.000	0.034	1.07	1.00	0.037
Fatal and injury (FI)	--	0.284	0.010	1.07	1.00	0.010
Property damage only (PDO)	--	0.716	0.025	1.07	1.00	0.026

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Calibration factor, C_r	Predicted N_{pedr} (5)*(6)*(7)
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)			
Total	0.232	0.046	0.037	0.315	0.067	1.00	0.021
Fatal and injury (FI)	--	--	--	--	--	1.00	0.021

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Calibration factor, C_r	Predicted N_{biker} (5)*(6)*(7)
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)			
Total	0.232	0.046	0.037	0.315	0.013	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.054	0.111	0.165
Head-on collisions (from Worksheet 1D)	0.001	0.001	0.002
Angle collisions (from Worksheet 1D)	0.003	0.006	0.009
Sideswipe, same direction (from Worksheet 1D)	0.003	0.037	0.041
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.000	0.001
Driveway-related collisions (from Worksheet 1H)	0.010	0.026	0.037
Other multiple-vehicle collision (from Worksheet 1D)	0.003	0.012	0.015
Subtotal	0.075	0.194	0.269
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 1F)	0.004	0.031	0.035
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.004	0.004	0.008
Collision with pedestrian (from Worksheet 1I)	0.021	0.000	0.021
Collision with bicycle (from Worksheet 1J)	0.004	0.000	0.004
Subtotal	0.033	0.038	0.071
Total	0.108	0.232	0.340

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	0.3	0.06	5.7
Fatal and injury (FI)	0.1	0.06	1.8
Property damage only (PDO)	0.2	0.06	3.9

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	KKD	Roadway	2
Agency or Company	OSU	Roadway Section	Broadway (Coronado Av to Pleasant Valley Av)
Date Performed	03/25/10	Jurisdiction	Oakland, CA
		Analysis Year	2019
Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D
Length of segment, L (mi)		--	0.09
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)	--	20,000
Type of on-street parking (none/parallel/angle)		None	Parallel (Comm/Ind)
Proportion of curb length with on-street parking		--	0.44
Median width (ft) - for divided only		15	10
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	2
Minor commercial driveways (number)		--	1
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	5
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
<i>CMF 1r</i>	<i>CMF 2r</i>	<i>CMF 3r</i>	<i>CMF 4r</i>	<i>CMF 5r</i>	<i>CMF comb</i>
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.31	1.01	1.01	0.91	1.00	1.23

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brmv}
	a	b							
Total	-12.34	1.36	1.32	0.278	1.000	0.278	1.23	1.00	0.341
Fatal and Injury (FI)	-12.76	1.28	1.31	0.083	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.281	0.078	1.23	1.00	0.096
Property Damage Only (PDO)	-12.81	1.38	1.34	0.212	$(5)_{TOTAL} - (5)_{FI}$ 0.719	0.200	1.23	1.00	0.245

Worksheet 1D -- Multiple-Vehicle Nondrivable Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	0.096	1.000	0.245	0.341
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	0.080	0.662	0.162	0.242
Head-on collision	0.020	0.002	0.007	0.002	0.004
Angle collision	0.040	0.004	0.036	0.009	0.013
Sideswipe, same direction	0.050	0.005	0.223	0.055	0.059
Sideswipe, opposite direction	0.010	0.001	0.001	0.000	0.001
Other multiple-vehicle collision	0.048	0.005	0.071	0.017	0.022

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments									
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs (6) from Worksheet 1B	Calibration Factor, Cr	Predicted N _{brsv}
	from Table 12-5								
	a	b							
Total	-5.05	0.47	0.86	0.061	1.000	0.061	1.23	1.00	0.074
Fatal and Injury (FI)	-8.71	0.66	0.28	0.010	(4) _{FI} /((4) _{FI} +(4) _{PDO}) 0.169	0.010	1.23	1.00	0.013
Property Damage Only (PDO)	-5.04	0.45	1.06	0.050	(5) _{TOTAL} -(5) _{FI} 0.831	0.050	1.23	1.00	0.062

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.013	1.000	0.062	0.074
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.004	0.004
Collision with fixed object	0.500	0.006	0.813	0.050	0.056
Collision with other object	0.028	0.000	0.016	0.001	0.001
Other single-vehicle collision	0.471	0.006	0.108	0.007	0.013

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i from Table 12-7	Coefficient for traffic adjustment, t from Table 12-7	Initial N_{brdwy}	Overdispersion parameter, k from Table 12-7
				Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	
Major commercial	2	0.033	1.106	0.091	--
Minor commercial	1	0.011	1.106	0.015	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.106	

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy}) from Table 12-7	Adjusted N_{brdwy} (2) _{TOTAL} * (3)	Combined CMFs (6) from Worksheet 1B	Calibration factor, C_r	Predicted N_{brdwy} (4)*(5)*(6)
	(5) _{TOTAL} from Worksheet 1G					
Total	0.106	1.000	0.106	1.23	1.00	0.130
Fatal and injury (FI)	--	0.284	0.030	1.23	1.00	0.037
Property damage only (PDO)	--	0.716	0.076	1.23	1.00	0.093

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Calibration factor, C_r	Predicted N_{pedr} (5)*(6)*(7)
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)			
Total	0.341	0.074	0.130	0.545	0.067	1.00	0.037
Fatal and injury (FI)	--	--	--	--	--	1.00	0.037

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Calibration factor, C_r	Predicted N_{biker} (5)*(6)*(7)
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)			
Total	0.341	0.074	0.130	0.545	0.013	1.00	0.007
Fatal and injury (FI)	--	--	--	--	--	1.00	0.007

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.080	0.162	0.242
Head-on collisions (from Worksheet 1D)	0.002	0.002	0.004
Angle collisions (from Worksheet 1D)	0.004	0.009	0.013
Sideswipe, same direction (from Worksheet 1D)	0.005	0.055	0.059
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.000	0.001
Driveway-related collisions (from Worksheet 1H)	0.037	0.093	0.130
Other multiple-vehicle collision (from Worksheet 1D)	0.005	0.017	0.022
Subtotal	0.133	0.338	0.471
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.004	0.004
Collision with fixed object (from Worksheet 1F)	0.006	0.050	0.056
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.006	0.007	0.013
Collision with pedestrian (from Worksheet 1I)	0.037	0.000	0.037
Collision with bicycle (from Worksheet 1J)	0.007	0.000	0.007
Subtotal	0.056	0.062	0.118
Total	0.189	0.400	0.588

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	0.6	0.09	6.5
Fatal and injury (FI)	0.2	0.09	2.1
Property damage only (PDO)	0.4	0.09	4.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	KKD	Roadway	1
Agency or Company	OSU	Intersection	Broadway/Broadway Terrace
Date Performed	03/25/10	Jurisdiction	Oakland, CA
		Analysis Year	2019
Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG
AADT _{major} (veh/day)	AADT _{MAX} = 58,100 (veh/day)	--	16,400
AADT _{minor} (veh/day)	AADT _{MAX} = 16,400 (veh/day)	--	7,300
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C _i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	2
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			8,000
Maximum number of lanes crossed by a pedestrian (n _{anesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	3
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
<i>CMF 1i</i>	<i>CMF 2i</i>	<i>CMF 3i</i>	<i>CMF 4i</i>	<i>CMF 5i</i>	<i>CMF 6i</i>	<i>CMF_{COMB}</i>
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.86	0.88	1.00	1.00	0.91	1.00	0.69

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections														
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bimv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bimv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bimv}				
	from Table 12-10										from Equation 12-21	(4) _{TOTAL} *(5)	(7) from Worksheet 2B	(6)*(7)*(8)
	a	b	c											
Total	-12.13	1.11	0.26	0.33	2.600	1.000	2.600	0.69	1.00	1.799				
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	0.845	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.341	0.885	0.69	1.00	0.613				
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	1.636	$(5)_{TOTAL}-(5)_{FI}$ 0.659	1.715	0.69	1.00	1.187				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections										
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted $N_{bimv (FI)}$ (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted $N_{bimv (PDO)}$ (crashes/year)	(6) Predicted $N_{bimv (TOTAL)}$ (crashes/year)					
						from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	0.613	1.000	1.187	1.799					
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$					
Rear-end collision	0.549	0.336	0.546	0.648	0.984					
Head-on collision	0.038	0.023	0.020	0.024	0.047					
Angle collision	0.280	0.172	0.204	0.242	0.414					
Sideswipe	0.076	0.047	0.032	0.038	0.085					
Other multiple-vehicle collision	0.057	0.035	0.198	0.235	0.270					

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections														
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bisv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bisv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bisv}				
	from Table 12-12										from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	(4) _{TOTAL} *(5)	(7) from Worksheet 2B	(6)*(7)*(8)
	a	b	c											
Total	-9.02	0.42	0.40	0.36	0.250	1.000	0.250	0.69	1.00	0.173				
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.075	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.307	0.077	0.69	1.00	0.053				
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.169	$(5)_{TOTAL}-(5)_{FI}$ 0.693	0.173	0.69	1.00	0.120				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type (PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.053	1.000	0.120	0.173
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.003	0.000	0.000
Collision with fixed object	0.653	0.035	0.895	0.107	0.142
Collision with other object	0.091	0.005	0.069	0.008	0.013
Other single-vehicle collision	0.045	0.002	0.018	0.002	0.005
Single-vehicle noncollision	0.209	0.011	0.014	0.002	0.013

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Calibration factor, C _i	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
4.15	1.35	1.12	6.27

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	N _{pedbase}	Combined CMF	Calibration factor, C _i	Predicted N _{pedi}
	from Table 12-14									
	a	b	c	d	e					
Total	-6.60	0.05	0.24	0.41	0.09	0.52	0.116	6.27	1.00	0.727
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.727

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N_{pimv}	Predicted N_{pibsv}	Predicted N_{bi}	f_{bikei}	Calibration factor, C_i	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	1.799	0.173	1.972	0.011	1.00	0.022
Fatal and injury (FI)	--	--	--	--	1.00	0.022

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.336	0.648	0.984
Head-on collisions (from Worksheet 2D)	0.023	0.024	0.047
Angle collisions (from Worksheet 2D)	0.172	0.242	0.414
Sideswipe (from Worksheet 2D)	0.047	0.038	0.085
Other multiple-vehicle collision (from Worksheet 2D)	0.035	0.235	0.270
Subtotal	0.613	1.187	1.799
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.035	0.107	0.142
Collision with other object (from Worksheet 2F)	0.005	0.008	0.013
Other single-vehicle collision (from Worksheet 2F)	0.002	0.002	0.005
Single-vehicle noncollision (from Worksheet 2F)	0.011	0.002	0.013
Collision with pedestrian (from Worksheet 2G or 2I)	0.727	0.000	0.727
Collision with bicycle (from Worksheet 2J)	0.022	0.000	0.022
Subtotal	0.801	0.120	0.921
Total	1.414	1.307	2.721

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	2.7
Fatal and injury (FI)	1.4
Property damage only (PDO)	1.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		Location Information	
Analyst	KKD	Roadway	2
Agency or Company	OSU	Intersection	Broadway/Clifton St
Date Performed	03/25/10	Jurisdiction	Oakland, CA
		Analysis Year	2019
Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT _{major} (veh/day)	AADT _{MAX} = 45,700 (veh/day)	--	16,600
AADT _{minor} (veh/day)	AADT _{MAX} = 9,300 (veh/day)	--	500
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C _i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n _{anesx})		--	2
Number of bus stops within 300 m (1,000 ft) of the intersection		0	3
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
<i>CMF 1i</i>	<i>CMF 2i</i>	<i>CMF 3i</i>	<i>CMF 4i</i>	<i>CMF 5i</i>	<i>CMF 6i</i>	<i>CMF_{COMB}</i>
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bimv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bimv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bimv}
	from Table 12-10									
	a	b	c							
Total	-13.36	1.11	0.41	0.80	0.974	1.000	0.974	0.91	1.00	0.886
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.417	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.420	0.409	0.91	1.00	0.372
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	0.577	$(5)_{TOTAL} - (5)_{FI}$ 0.580	0.565	0.91	1.00	0.514

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections										
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted $N_{bimv (FI)}$ (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted $N_{bimv (PDO)}$ (crashes/year)	(6) Predicted $N_{bimv (TOTAL)}$ (crashes/year)					
						from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	0.372	1.000	0.514	0.886					
		$(2) * (3)_{FI}$		$(4) * (5)_{PDO}$	$(3) + (5)$					
Rear-end collision	0.421	0.157	0.440	0.226	0.383					
Head-on collision	0.045	0.017	0.023	0.012	0.029					
Angle collision	0.343	0.128	0.262	0.135	0.262					
Sideswipe	0.126	0.047	0.040	0.021	0.067					
Other multiple-vehicle collision	0.065	0.024	0.235	0.121	0.145					

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bisv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bisv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bisv}
	from Table 12-12									
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.124	1.000	0.124	0.91	1.00	0.113
Fatal and Injury (FI)	--	--	--	--	0.039	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.322	0.040	0.91	1.00	0.036
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.081	$(5)_{TOTAL} - (5)_{FI}$ 0.678	0.084	0.91	1.00	0.077

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type (PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.036	1.000	0.077	0.113
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.001
Collision with fixed object	0.762	0.028	0.834	0.064	0.092
Collision with other object	0.090	0.003	0.092	0.007	0.010
Other single-vehicle collision	0.039	0.001	0.023	0.002	0.003
Single-vehicle noncollision	0.105	0.004	0.030	0.002	0.006

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Calibration factor, C _i	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.886	0.113	0.999	0.021	1.00	0.021
Fatal and injury (FI)	--	--	--	--	1.00	0.021

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	N _{pedbase}	Combined CMF	Calibration factor, C _i	Predicted N _{pedi}
	from Table 12-14									
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N_{pimv}	Predicted N_{pivsv}	Predicted N_{bi}	f_{bikei}	Calibration factor, C_i	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.886	0.113	0.999	0.016	1.00	0.016
Fatal and injury (FI)	--	--	--	--	1.00	0.016

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.157	0.226	0.383
Head-on collisions (from Worksheet 2D)	0.017	0.012	0.029
Angle collisions (from Worksheet 2D)	0.128	0.135	0.262
Sideswipe (from Worksheet 2D)	0.047	0.021	0.067
Other multiple-vehicle collision (from Worksheet 2D)	0.024	0.121	0.145
Subtotal	0.372	0.514	0.886
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.028	0.064	0.092
Collision with other object (from Worksheet 2F)	0.003	0.007	0.010
Other single-vehicle collision (from Worksheet 2F)	0.001	0.002	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.004	0.002	0.006
Collision with pedestrian (from Worksheet 2G or 2I)	0.021	0.000	0.021
Collision with bicycle (from Worksheet 2J)	0.016	0.000	0.016
Subtotal	0.073	0.077	0.150
Total	0.445	0.591	1.036

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	1.0
Fatal and injury (FI)	0.4
Property damage only (PDO)	0.6

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	KKD	Roadway	3
Agency or Company	OSU	Intersection	Broadway/College Av
Date Performed	03/25/10	Jurisdiction	Oakland, CA
		Analysis Year	2019
Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG
AADT _{major} (veh/day)	AADT _{MAX} = 58,100 (veh/day)	--	22,400
AADT _{minor} (veh/day)	AADT _{MAX} = 16,400 (veh/day)	--	7,300
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C _i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	1
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			6
Maximum number of lanes crossed by a pedestrian (n _{anesx})		--	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
<i>CMF 1i</i>	<i>CMF 2i</i>	<i>CMF 3i</i>	<i>CMF 4i</i>	<i>CMF 5i</i>	<i>CMF 6i</i>	<i>CMF_{COMB}</i>
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.93	0.99	1.00	0.98	0.91	1.00	0.82

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections															
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bimv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bimv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bimv}					
	from Table 12-10										from Table 12-10	from Equation 12-21	(4) _{TOTAL} *(5)	(7) from Worksheet 2B	(6)*(7)*(8)
	a	b	c												
Total	-12.13	1.11	0.26	0.33	3.675	1.000	3.675	0.82	1.00	3.020					
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	1.161	$(4)_F / ((4)_F + (4)_{PDO})$ 0.332	1.221	0.82	1.00	1.003					
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	2.335	$(5)_{TOTAL} - (5)_F$ 0.668	2.454	0.82	1.00	2.017					

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections										
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted $N_{bimv (FI)}$ (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted $N_{bimv (PDO)}$ (crashes/year)	(6) Predicted $N_{bimv (TOTAL)}$ (crashes/year)					
						from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	1.003	1.000	2.017	3.020					
		$(2)*(3)_F$		$(4)*(5)_{PDO}$	$(3)+(5)$					
Rear-end collision	0.549	0.551	0.546	1.101	1.652					
Head-on collision	0.038	0.038	0.020	0.040	0.078					
Angle collision	0.280	0.281	0.204	0.411	0.692					
Sideswipe	0.076	0.076	0.032	0.065	0.141					
Other multiple-vehicle collision	0.057	0.057	0.198	0.399	0.456					

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections															
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bisv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bisv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bisv}					
	from Table 12-12										from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	(4) _{TOTAL} *(5)	(7) from Worksheet 2B	(6)*(7)*(8)
	a	b	c												
Total	-9.02	0.42	0.40	0.36	0.285	1.000	0.285	0.82	1.00	0.234					
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.081	$(4)_F / ((4)_F + (4)_{PDO})$ 0.295	0.084	0.82	1.00	0.069					
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.195	$(5)_{TOTAL} - (5)_F$ 0.705	0.201	0.82	1.00	0.165					

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type (PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.069	1.000	0.165	0.234
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.003	0.000	0.001
Collision with fixed object	0.653	0.045	0.895	0.148	0.193
Collision with other object	0.091	0.006	0.069	0.011	0.018
Other single-vehicle collision	0.045	0.003	0.018	0.003	0.006
Single-vehicle noncollision	0.209	0.014	0.014	0.002	0.017

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Calibration factor, C _i	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	N _{pedbase}	Combined CMF	Calibration factor, C _i	Predicted N _{pedi}
	from Table 12-14									
	a	b	c	d	e		(4)*(5)*(6)			
Total	-6.60	0.05	0.24	0.41	0.09	0.52	0.004	1.00	1.00	0.004
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.004

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N_{pimv}	Predicted N_{pibv}	Predicted N_{bi}	f_{bikei}	Calibration factor, C_i	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	3.020	0.234	3.254	0.011	1.00	0.036
Fatal and injury (FI)	--	--	--	--	1.00	0.036

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.551	1.101	1.652
Head-on collisions (from Worksheet 2D)	0.038	0.040	0.078
Angle collisions (from Worksheet 2D)	0.281	0.411	0.692
Sideswipe (from Worksheet 2D)	0.076	0.065	0.141
Other multiple-vehicle collision (from Worksheet 2D)	0.057	0.399	0.456
Subtotal	1.003	2.017	3.020
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.001
Collision with fixed object (from Worksheet 2F)	0.045	0.148	0.193
Collision with other object (from Worksheet 2F)	0.006	0.011	0.018
Other single-vehicle collision (from Worksheet 2F)	0.003	0.003	0.006
Single-vehicle noncollision (from Worksheet 2F)	0.014	0.002	0.017
Collision with pedestrian (from Worksheet 2G or 2I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 2J)	0.036	0.000	0.036
Subtotal	0.109	0.165	0.274
Total	1.112	2.182	3.293

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	3.3
Fatal and injury (FI)	1.1
Property damage only (PDO)	2.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	KKD	Roadway	4
Agency or Company	OSU	Intersection	Broadway/Coronado Ave
Date Performed	03/25/10	Jurisdiction	Oakland, CA
		Analysis Year	2019
Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT _{major} (veh/day)	AADT _{MAX} = 46,800 (veh/day)	--	20,000
AADT _{minor} (veh/day)	AADT _{MAX} = 5,900 (veh/day)	--	1,400
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C _i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n _{anesx})		--	6
Number of bus stops within 300 m (1,000 ft) of the intersection		0	3
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
<i>CMF 1i</i>	<i>CMF 2i</i>	<i>CMF 3i</i>	<i>CMF 4i</i>	<i>CMF 5i</i>	<i>CMF 6i</i>	<i>CMF_{COMB}</i>
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.73	1.00	1.00	1.00	0.91	1.00	0.67

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bimv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bimv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bimv}
	from Table 12-10									
	a	b	c							
Total	-8.90	0.82	0.25	0.40	2.806	1.000	2.806	0.67	1.00	1.870
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	1.115	$(4)_F / ((4)_F + (4)_{PDO})$ 0.391	1.097	0.67	1.00	0.731
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	1.736	$(5)_{TOTAL} - (5)_F$ 0.609	1.709	0.67	1.00	1.139

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections										
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted $N_{bimv (FI)}$ (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted $N_{bimv (PDO)}$ (crashes/year)	(6) Predicted $N_{bimv (TOTAL)}$ (crashes/year)					
						from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	0.731	1.000	1.139	1.870					
		$(2) * (3)_{FI}$		$(4) * (5)_{PDO}$	$(3) + (5)$					
Rear-end collision	0.338	0.247	0.374	0.426	0.673					
Head-on collision	0.041	0.030	0.030	0.034	0.064					
Angle collision	0.440	0.322	0.335	0.382	0.703					
Sideswipe	0.121	0.088	0.044	0.050	0.139					
Other multiple-vehicle collision	0.060	0.044	0.217	0.247	0.291					

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bisv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bisv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bisv}
	from Table 12-12									
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.303	1.000	0.303	0.67	1.00	0.202
Fatal and Injury (FI)	--	--	--	--	0.085	$(4)_F / ((4)_F + (4)_{PDO})$ 0.310	0.094	0.67	1.00	0.063
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.189	$(5)_{TOTAL} - (5)_F$ 0.690	0.209	0.67	1.00	0.140

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type (PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.063	1.000	0.140	0.202
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.004	0.004
Collision with fixed object	0.679	0.043	0.847	0.118	0.161
Collision with other object	0.089	0.006	0.070	0.010	0.015
Other single-vehicle collision	0.051	0.003	0.007	0.001	0.004
Single-vehicle noncollision	0.179	0.011	0.049	0.007	0.018

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Calibration factor, C _i	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	1.870	0.202	2.073	0.022	1.00	0.046
Fatal and injury (FI)	--	--	--	--	1.00	0.046

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	N _{pedbase}	Combined CMF	Calibration factor, C _i	Predicted N _{pedi}
	from Table 12-14									
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N_{pimv}	Predicted N_{pibsv}	Predicted N_{pbi}	f_{bikei}	Calibration factor, C_i	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	1.870	0.202	2.073	0.018	1.00	0.037
Fatal and injury (FI)	--	--	--	--	1.00	0.037

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.247	0.426	0.673
Head-on collisions (from Worksheet 2D)	0.030	0.034	0.064
Angle collisions (from Worksheet 2D)	0.322	0.382	0.703
Sideswipe (from Worksheet 2D)	0.088	0.050	0.139
Other multiple-vehicle collision (from Worksheet 2D)	0.044	0.247	0.291
Subtotal	0.731	1.139	1.870
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.004	0.004
Collision with fixed object (from Worksheet 2F)	0.043	0.118	0.161
Collision with other object (from Worksheet 2F)	0.006	0.010	0.015
Other single-vehicle collision (from Worksheet 2F)	0.003	0.001	0.004
Single-vehicle noncollision (from Worksheet 2F)	0.011	0.007	0.018
Collision with pedestrian (from Worksheet 2G or 2I)	0.046	0.000	0.046
Collision with bicycle (from Worksheet 2J)	0.037	0.000	0.037
Subtotal	0.146	0.140	0.285
Total	0.877	1.279	2.156

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	2.2
Fatal and injury (FI)	0.9
Property damage only (PDO)	1.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		Location Information	
Analyst	KKD	Roadway	5
Agency or Company	OSU	Intersection	Broadway/Pleasant Valley Av
Date Performed	03/25/10	Jurisdiction	Oakland, CA
		Analysis Year	2019
Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT _{major} (veh/day)	AADT _{MAX} = 67,700 (veh/day)	--	20,000
AADT _{minor} (veh/day)	AADT _{MAX} = 33,400 (veh/day)	--	20,700
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C _i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Protected
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			8,000
Maximum number of lanes crossed by a pedestrian (n _{anesx})		--	7
Number of bus stops within 300 m (1,000 ft) of the intersection		0	3
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
<i>CMF 1i</i>	<i>CMF 2i</i>	<i>CMF 3i</i>	<i>CMF 4i</i>	<i>CMF 5i</i>	<i>CMF 6i</i>	<i>CMF_{COMB}</i>
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.94	1.00	1.00	0.91	1.00	0.56

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections														
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bimv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bimv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bimv}				
	from Table 12-10										from Equation 12-21	(4) _{TOTAL} *(5)	(7) from Worksheet 2B	(6)*(7)*(8)
	a	b	c											
Total	-10.99	1.07	0.23	0.39	6.636	1.000	6.636	0.56	1.00	3.749				
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.080	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.324	2.152	0.56	1.00	1.216				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	4.335	$(5)_{TOTAL}-(5)_{FI}$ 0.676	4.484	0.56	1.00	2.533				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1) Collision Type	(2)	(3)	(4)	(5)	(6)
	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type _(PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	1.216	1.000	2.533	3.749
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$
Rear-end collision	0.450	0.547	0.483	1.224	1.771
Head-on collision	0.049	0.060	0.030	0.076	0.136
Angle collision	0.347	0.422	0.244	0.618	1.040
Sideswipe	0.099	0.120	0.032	0.081	0.201
Other multiple-vehicle collision	0.055	0.067	0.211	0.535	0.601

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections														
(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bisv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bisv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bisv}				
	from Table 12-12										from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	(4) _{TOTAL} *(5)	(7) from Worksheet 2B	(6)*(7)*(8)
	a	b	c											
Total	-10.21	0.68	0.27	0.36	0.453	1.000	0.453	0.56	1.00	0.256				
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.121	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.273	0.124	0.56	1.00	0.070				
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.323	$(5)_{TOTAL}-(5)_{FI}$ 0.727	0.329	0.56	1.00	0.186				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type (PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.070	1.000	0.186	0.256
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.001
Collision with fixed object	0.744	0.052	0.870	0.162	0.214
Collision with other object	0.072	0.005	0.070	0.013	0.018
Other single-vehicle collision	0.040	0.003	0.023	0.004	0.007
Single-vehicle noncollision	0.141	0.010	0.034	0.006	0.016

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Calibration factor, C _i	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
4.15	1.35	1.12	6.27

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	N _{pedbase}	Combined CMF	Calibration factor, C _i	Predicted N _{pedi}
	from Table 12-14									
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.386	6.27	1.00	2.424
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	2.424

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Calibration factor, C_i	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	3.749	0.256	4.005	0.015	1.00	0.060
Fatal and injury (FI)	--	--	--	--	1.00	0.060

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.547	1.224	1.771
Head-on collisions (from Worksheet 2D)	0.060	0.076	0.136
Angle collisions (from Worksheet 2D)	0.422	0.618	1.040
Sideswipe (from Worksheet 2D)	0.120	0.081	0.201
Other multiple-vehicle collision (from Worksheet 2D)	0.067	0.535	0.601
Subtotal	1.216	2.533	3.749
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.001
Collision with fixed object (from Worksheet 2F)	0.052	0.162	0.214
Collision with other object (from Worksheet 2F)	0.005	0.013	0.018
Other single-vehicle collision (from Worksheet 2F)	0.003	0.004	0.007
Single-vehicle noncollision (from Worksheet 2F)	0.010	0.006	0.016
Collision with pedestrian (from Worksheet 2G or 2I)	2.424	0.000	2.424
Collision with bicycle (from Worksheet 2J)	0.060	0.000	0.060
Subtotal	2.554	0.186	2.740
Total	3.769	2.719	6.489

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	6.5
Fatal and injury (FI)	3.8
Property damage only (PDO)	2.7

Attachment E – MTS Roadway Segment Analysis

CCA Oakland Alameda CTC Roadway System Analysis Summary - 2020 PM																
Link Location	Segment Limits	A node	B node	# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C±2%	
Freeway Segments																
SR-13 Southbound																
Between	SR 24 Interchange	Broadway Terrace	27994	27985	3	4,195	5	4,195	4,200	0.12%	0.70	0.70	C	C	No	-
Between	Broadway Terrace	Moraga Avenue	27984	27983	2	3,589	5	3,589	3,594	0.14%	0.90	0.90	D	D	No	-
Between	Moraga Avenue	Park Blvd	28006	28004	2	3,218	4	3,218	3,222	0.12%	0.80	0.81	D	D	No	-
Between	Park Blvd	Joaquin Miller Road	28030	28029	2	3,342	4	3,342	3,346	0.12%	0.84	0.84	D	D	No	-
Between	Joaquin Miller Road	Mountain Blvd	28145	28152	2	3,080	4	3,080	3,084	0.13%	0.77	0.77	D	D	No	-
Between	Mountain Blvd	I-580	28129	28137	2	3,026	4	3,026	3,030	0.13%	0.76	0.76	D	D	No	-
SR-13 Northbound																
Between	I-580	Mountain Blvd	28138	28130	2	3,470	4	3,470	3,474	0.12%	0.87	0.87	D	D	No	-
Between	Mountain Blvd	Joaquin Miller Road	28153	28044	2	3,412	4	3,412	3,416	0.12%	0.85	0.85	D	D	No	-
Between	Joaquin Miller Road	Park Blvd	28028	28031	2	3,633	4	3,633	3,637	0.11%	0.91	0.91	E	E	No	-
Between	Park Blvd	Moraga Avenue	28033	28005	2	3,248	5	3,248	3,253	0.15%	0.81	0.81	D	D	No	-
Between	Moraga Avenue	Broadway Terrace	28007	28010	2	3,451	5	3,451	3,456	0.14%	0.86	0.86	D	D	No	-
Between	Broadway Terrace	SR 24 Interchange	28011	28012	3	3,667	5	3,667	3,672	0.14%	0.61	0.61	C	C	No	-
SR-24 Eastbound																
Between	I-580 Interchange	51st Street/MLK Blvd	27706	27680	4	6,700	15	6,700	6,715	0.22%	0.84	0.84	D	D	No	-
Between	51st Street/MLK Blvd	Claremont Avenue	27680	27674	4	5,842	4	5,842	5,846	0.07%	0.73	0.73	C	C	No	-
Between	Claremont Avenue	Broadway	27674	27672	4	7,420	4	7,420	7,424	0.05%	0.93	0.93	E	E	No	-
Between	Broadway	SR-13 Interchange	27996	27993	5	7,892	4	7,892	7,896	0.05%	0.79	0.79	D	D	No	-
SR-24 Westbound																
Between	SR-13 Interchange	Broadway	27987	27995	5	3,748	10	3,748	3,758	0.27%	0.37	0.38	B	B	No	-
Between	Broadway	Claremont Avenue	27673	27675	4	3,473	8	3,473	3,481	0.23%	0.43	0.44	B	B	No	-
Between	Claremont Avenue	51st Street/MLK Blvd	27675	27681	4	2,954	8	2,954	2,962	0.27%	0.37	0.37	B	B	No	-
Between	51st Street/MLK Blvd	I-580 Interchange	27681	27705	4	3,898	40	3,898	3,938	1.03%	0.49	0.49	B	B	No	-
Arterials																
Broadway Eastbound																
Between	27th Street	W MacArthur Blvd	33256	27914	3	661	10	661	671	1.51%	0.28	0.28	A	A	No	-
Between	W MacArthur Blvd	40th Street	33215	27923	3	614	20	614	634	3.25%	0.26	0.26	A	A	No	-
Between	40th Street	51st Street	33201	27925	3	976	25	976	1,001	2.56%	0.41	0.42	B	B	No	-
Between	51st Street	College Avenue	27925	27988	3	658	30	658	688	4.56%	0.27	0.29	A	A	No	-
Between	College Avenue	Keith Avenue	27462	12076	2	233	10	233	243	4.30%	0.15	0.15	A	A	No	-
Broadway Westbound																
Between	Keith Avenue	College Avenue	12076	27462	2	439	50	439	489	11.38%	0.27	0.31	A	A	No	-
Between	College Avenue	51st Street	27988	27925	3	503	40	503	543	7.96%	0.21	0.23	A	A	No	-
Between	51st Street	40th Street	27925	33201	3	294	35	294	329	11.89%	0.12	0.14	A	A	No	-
Between	40th Street	W MacArthur Blvd	27923	33215	3	388	30	388	418	7.73%	0.16	0.17	A	A	No	-
Between	W MacArthur Blvd	27th Street	27914	33256	3	482	15	482	497	3.11%	0.20	0.21	A	A	No	-
Claremont Avenue Northbound																
Between	Telegraph Avenue	Clifton Street/SR-24 Off-Ramp	33546	27677	2	164	17	164	181	10.39%	0.10	0.11	A	A	No	-
Between	Clifton Street	Hudson Street/SR-24 On-Ramp	27677	27676	2	963	13	963	976	1.35%	0.60	0.61	C	C	No	-
Between	Hudson Street/SR-24 On-Ramp	Forest Street	27676	27667	2	917	13	917	930	1.42%	0.57	0.58	B	B	No	-
Between	Forest Street	Chabot Road	33238	30179	2	1,161	10	1,161	1,171	0.86%	0.73	0.73	C	C	No	-
Between	Chabot Road	College Avenue	33242	27666	2	905	10	905	915	1.10%	0.57	0.57	B	B	No	-
Claremont Avenue Southbound																
Between	College Avenue	Chabot Road	27666	33242	2	786	24	786	810	3.05%	0.49	0.51	B	B	No	-
Between	Chabot Road	Forest Street	30179	33238	2	975	28	975	1,003	2.87%	0.61	0.63	C	C	No	-
Between	Forest Street	Hudson Street/SR-24 On-Ramp	27667	27676	2	1,232	28	1,232	1,260	2.27%	0.77	0.79	D	D	No	-
Between	Hudson Street/SR-24 On-Ramp	Clifton Street	27676	27677	2	334	11	334	345	3.29%	0.21	0.22	A	A	No	-
Between	Clifton Street/SR-24 Off-Ramp	Telegraph Avenue	27677	33546	2	317	10	317	327	3.16%	0.20	0.20	A	A	No	-
Grand Avenue Eastbound																
Between	MacArthur Blvd	Lake Park Avenue	27900	27966	2	788	7	788	795	0.89%	0.49	0.50	B	B	No	-
Between	Lake Park Avenue	Mandana Avenue	27966	12073	2	393	7	393	400	1.78%	0.25	0.25	A	A	No	-
Between	Mandana Avenue	Sunny Slope Avenue	12073	33265	2	399	7	399	406	1.75%	0.25	0.25	A	A	No	-
Between	Sunny Slope Avenue	Oakland Avenue	33265	33249	2	405	7	405	412	1.73%	0.25	0.26	A	A	No	-
Grand Avenue Westbound																
Between	Oakland Avenue	Sunny Slope Avenue	33249	33265	2	698	12	698	710	1.72%	0.44	0.44	B	B	No	-
Between	Sunny Slope Avenue	Mandana Avenue	33265	12073	2	430	12	430	442	2.79%	0.27	0.28	A	A	No	-
Between	Mandana Avenue	Lake Park Avenue	12073	27966	2	395	10	395	405	2.53%	0.25	0.25	A	A	No	-

CCA Oakland Alameda CTC Roadway System Analysis Summary - 2020 PM																
Link Location	Segment Limits		A node	B node	# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C±2%
Between <i>Fehr & Peers, 2020.</i>	Lake Park Avenue	MacArthur Blvd	27966	27900	2	397	10	397	407	2.52%	0.25	0.25	A	A	No	-

CCA Oakland Alameda CTC Roadway System Analysis Summary - 2040 PM																
Link Location	Segment Limits	A node	B node	# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C≥2%	
Freeway Segments																
SR-13 Southbound																
Between	SR 24 Interchange	Broadway Terrace	27994	27985	3	4,689	5	4,689	4,694	0.11%	0.78	0.78	D	D	No	-
Between	Broadway Terrace	Moraga Avenue	27984	27983	2	4,079	5	4,079	4,084	0.12%	1.02	1.02	F	F	-	No
Between	Moraga Avenue	Park Blvd	28006	28004	2	3,538	4	3,538	3,542	0.11%	0.88	0.88	D	D	No	-
Between	Park Blvd	Joaquin Miller Road	28030	28029	2	3,806	4	3,806	3,810	0.11%	0.95	0.95	E	E	No	-
Between	Joaquin Miller Road	Mountain Blvd	28145	28152	2	3,526	4	3,526	3,530	0.11%	0.88	0.88	D	D	No	-
Between	Mountain Blvd	I-580	28129	28137	2	3,530	4	3,530	3,534	0.11%	0.88	0.88	D	D	No	-
SR-13 Northbound																
Between	I-580	Mountain Blvd	28138	28130	2	3,750	4	3,750	3,754	0.11%	0.94	0.94	E	E	No	-
Between	Mountain Blvd	Joaquin Miller Road	28153	28044	2	3,713	4	3,713	3,717	0.11%	0.93	0.93	E	E	No	-
Between	Joaquin Miller Road	Park Blvd	28028	28031	2	3,926	4	3,926	3,930	0.10%	0.98	0.98	E	E	No	-
Between	Park Blvd	Moraga Avenue	28033	28005	2	3,616	5	3,616	3,621	0.14%	0.90	0.91	D	E	No	-
Between	Moraga Avenue	Broadway Terrace	28007	28010	2	3,832	5	3,832	3,837	0.13%	0.96	0.96	E	E	No	-
Between	Broadway Terrace	SR 24 Interchange	28011	28012	3	4,095	5	4,095	4,100	0.12%	0.68	0.68	C	C	No	-
SR-24 Eastbound																
Between	I-580 Interchange	51st Street/MLK Blvd	27706	27680	4	7,109	15	7,109	7,124	0.21%	0.89	0.89	D	D	No	-
Between	51st Street/MLK Blvd	Claremont Avenue	27680	27674	4	6,298	4	6,298	6,302	0.06%	0.79	0.79	D	D	No	-
Between	Claremont Avenue	Broadway	27674	27672	4	7,911	4	7,911	7,915	0.05%	0.99	0.99	E	E	No	-
Between	Broadway	SR-13 Interchange	27996	27993	5	8,425	4	8,425	8,429	0.05%	0.84	0.84	D	D	No	-
SR-24 Westbound																
Between	SR-13 Interchange	Broadway	27987	27995	5	4,206	10	4,206	4,216	0.24%	0.42	0.42	B	B	No	-
Between	Broadway	Claremont Avenue	27673	27675	4	3,915	8	3,915	3,923	0.20%	0.49	0.49	B	B	No	-
Between	Claremont Avenue	51st Street/MLK Blvd	27675	27681	4	3,142	8	3,142	3,150	0.25%	0.39	0.39	B	B	No	-
Between	51st Street/MLK Blvd	I-580 Interchange	27681	27705	4	4,124	40	4,124	4,164	0.97%	0.52	0.52	B	B	No	-
Arterials																
Broadway Eastbound																
Between	27th Street	W MacArthur Blvd	33256	27914	3	696	10	696	706	1.44%	0.29	0.29	A	A	No	-
Between	W MacArthur Blvd	40th Street	33215	27923	3	731	20	731	751	2.73%	0.30	0.31	A	A	No	-
Between	40th Street	51st Street	33201	27925	3	1,066	25	1,066	1,091	2.35%	0.44	0.45	B	B	No	-
Between	51st Street	College Avenue	27925	27988	3	744	30	744	774	4.03%	0.31	0.32	A	A	No	-
Between	College Avenue	SR-24 On-Ramp	27462	12076	2	257	10	257	267	3.89%	0.16	0.17	A	A	No	-
Broadway Westbound																
Between	SR-24 Off-Ramp	College Avenue	12076	27462	2	446	50	446	496	11.20%	0.28	0.31	A	A	No	-
Between	College Avenue	51st Street	27988	27925	3	532	40	532	572	7.52%	0.22	0.24	A	A	No	-
Between	51st Street	40th Street	27925	33201	3	315	35	315	350	11.12%	0.13	0.15	A	A	No	-
Between	40th Street	W MacArthur Blvd	27923	33215	3	620	30	620	650	4.84%	0.26	0.27	A	A	No	-
Between	W MacArthur Blvd	27th Street	27914	33256	3	599	15	599	614	2.51%	0.25	0.26	A	A	No	-
Claremont Avenue Northbound																
Between	Telegraph Avenue	Clifton Street/SR-24 Off-F	33546	27677	2	199	17	199	216	8.53%	0.12	0.14	A	A	No	-
Between	Clifton Street	Hudson Street/SR-24 On-	27677	27676	2	1,075	13	1,075	1,088	1.21%	0.67	0.68	C	C	No	-
Between	Hudson Street/SR-24	Forest Street	27676	27667	2	1,001	13	1,001	1,014	1.30%	0.63	0.63	C	C	No	-
Between	Forest Street	Chabot Road	33238	30179	2	1,321	10	1,321	1,331	0.76%	0.83	0.83	D	D	No	-
Between	Chabot Road	College Avenue	33242	27666	2	1,064	10	1,064	1,074	0.94%	0.66	0.67	C	C	No	-
Claremont Avenue Southbound																
Between	College Avenue	Chabot Road	27666	33242	2	805	24	805	829	2.98%	0.50	0.52	B	B	No	-
Between	Chabot Road	Forest Street	30179	33238	2	1,028	28	1,028	1,056	2.72%	0.64	0.66	C	C	No	-
Between	Forest Street	Hudson Street/SR-24 On-	27667	27676	2	1,298	28	1,298	1,326	2.16%	0.81	0.83	D	D	No	-
Between	Hudson Street/SR-24	Clifton Street	27676	27677	2	390	11	390	401	2.82%	0.24	0.25	A	A	No	-
Between	Clifton Street/SR-24	Of Telegraph Avenue	27677	33546	2	351	10	351	361	2.85%	0.22	0.23	A	A	No	-
Grand Avenue Eastbound																
Between	MacArthur Blvd	Lake Park Avenue	27900	27966	2	886	7	886	893	0.79%	0.55	0.56	B	B	No	-
Between	Lake Park Avenue	Mandana Avenue	27966	12073	2	405	7	405	412	1.73%	0.25	0.26	A	A	No	-
Between	Mandana Avenue	Sunny Slope Avenue	12073	33265	2	411	7	411	418	1.70%	0.26	0.26	A	A	No	-
Between	Sunny Slope Avenue	Oakland Avenue	33265	33249	2	412	7	412	419	1.70%	0.26	0.26	A	A	No	-
Grand Avenue Westbound																
Between	Oakland Avenue	Sunny Slope Avenue	33249	33265	2	893	12	893	905	1.34%	0.56	0.57	B	B	No	-
Between	Sunny Slope Avenue	Mandana Avenue	33265	12073	2	492	12	492	504	2.44%	0.31	0.31	A	A	No	-
Between	Mandana Avenue	Lake Park Avenue	12073	27966	2	451	10	451	461	2.22%	0.28	0.29	A	A	No	-

CCA Oakland																
Alameda CTC Roadway System Analysis Summary - 2040 PM																
Link Location	Segment Limits		A node	B node	# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C≥2%
Between <i>Fehr & Peers, 2018.</i>	Lake Park Avenue	MacArthur Blvd	27966	27900	2	441	10	441	451	2.27%	0.28	0.28	A	A	No	-

APPENDIX D
CALEEMOD

CCA Redevelopment Project - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

CCA Redevelopment Project

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	17.00	1000sqft	0.00	17,000.00	0
Enclosed Parking with Elevator	111.00	1000sqft	0.00	111,000.00	0
High Turnover (Sit Down Restaurant)	1.40	1000sqft	0.00	1,400.00	0
Apartments Mid Rise	510.00	Dwelling Unit	2.20	524,000.00	1459

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	63
Climate Zone	5			Operational Year	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	2.68	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E's 2019 CO2 intensity factor verified by the Climate Registry.

Land Use - Land uses consistent with trip generation memo. Acreage estimated in Google Earth.

Construction Phase - Phase names updated to include relocation of Carriage House and possible Street Improvements. No architectural coating phase according to applicant.

Off-road Equipment - Based on information from the applicant, only forklift would be needed during construction. No tractors/loaders/backhoes, diesel generators, or diesel cranes.

Off-road Equipment - Based on information from the applicant, added 3 forklifts, 3 off-highway trucks, and 3 frontloaders to account for moving of Carriage House. Updated Industrial Saw's hours per applicant's note.

Off-road Equipment -

Off-road Equipment - Based on information from the applicant, added 6 rollers to the existing 1 roller (default), 6 off-highway trucks, and 3 sweepers to account for possible street improvements.

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblEnergyUse	NT24E	3,054.10	3,820.48
tblEnergyUse	NT24E	4.80	5.10
tblEnergyUse	NT24E	20.97	58.49
tblEnergyUse	NT24NG	2,615.00	0.00
tblEnergyUse	NT24NG	1.01	0.00
tblEnergyUse	NT24NG	128.02	0.00
tblEnergyUse	T24E	90.83	1,798.85
tblEnergyUse	T24E	3.66	8.98
tblEnergyUse	T24E	2.38	13.96
tblEnergyUse	T24NG	5,828.01	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	18.14	0.00
tblEnergyUse	T24NG	39.50	0.00
tblFireplaces	NumberGas	76.50	0.00
tblFireplaces	NumberNoFireplace	20.40	0.00
tblFireplaces	NumberWood	86.70	0.00
tblGrading	MaterialExported	0.00	7,700.00
tblGrading	MaterialImported	0.00	60.00
tblLandUse	LandUseSquareFeet	510,000.00	524,000.00
tblLandUse	LotAcreage	0.39	0.00
tblLandUse	LotAcreage	2.55	0.00
tblLandUse	LotAcreage	0.03	0.00
tblLandUse	LotAcreage	13.42	2.20
tblOffRoadEquipment	HorsePower	203.00	100.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	7.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	2.68
tblSolidWaste	SolidWasteGenerationRate	234.60	119.16
tblSolidWaste	SolidWasteGenerationRate	15.81	10.54
tblSolidWaste	SolidWasteGenerationRate	16.66	11.11
tblVehicleTrips	ST_TR	4.91	3.68
tblVehicleTrips	ST_TR	2.21	2.24
tblVehicleTrips	ST_TR	122.40	120.31
tblVehicleTrips	SU_TR	4.09	3.37

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	SU_TR	0.70	0.96
tblVehicleTrips	SU_TR	142.64	100.15
tblVehicleTrips	WD_TR	5.44	3.83
tblVehicleTrips	WD_TR	9.74	10.03
tblVehicleTrips	WD_TR	112.18	96.59
tblWater	AerobicPercent	87.46	100.00
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	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
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	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	10.20	0.00
tblWoodstoves	NumberNoncatalytic	10.20	0.00

2.0 Emissions Summary

CCA Redevelopment Project - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2023	0.0793	0.5885	0.7024	2.3300e-003	0.2054	0.0203	0.2257	0.0528	0.0190	0.0718	0.0000	215.1793	215.1793	0.0183	0.0153	220.1940
2024	0.1500	0.7482	1.2979	4.4500e-003	0.3133	0.0208	0.3341	0.0843	0.0197	0.1040	0.0000	409.8895	409.8895	0.0288	0.0232	417.5349
Maximum	0.1500	0.7482	1.2979	4.4500e-003	0.3133	0.0208	0.3341	0.0843	0.0197	0.1040	0.0000	409.8895	409.8895	0.0288	0.0232	417.5349

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					
2023	0.0793	0.5885	0.7024	2.3300e-003	0.2054	4.6800e-003	0.2101	0.0528	4.3900e-003	0.0572	0.0000	215.1792	215.1792	0.0183	0.0153	220.1939
2024	0.1500	0.7482	1.2979	4.4500e-003	0.3133	5.6700e-003	0.3190	0.0843	5.3500e-003	0.0896	0.0000	409.8894	409.8894	0.0288	0.0232	417.5348
Maximum	0.1500	0.7482	1.2979	4.4500e-003	0.3133	5.6700e-003	0.3190	0.0843	5.3500e-003	0.0896	0.0000	409.8894	409.8894	0.0288	0.0232	417.5348

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	74.84	5.50	0.00	74.81	16.46	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2023	11-30-2023	0.5783	0.5783
2	12-1-2023	2-29-2024	0.2833	0.2833
3	3-1-2024	5-31-2024	0.2752	0.2752
4	6-1-2024	8-31-2024	0.4355	0.4355
		Highest	0.5783	0.5783

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.6200	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1749	5.1749	0.0560	0.0116	10.0273
Mobile	0.8031	0.9971	7.4426	0.0161	1.8014	0.0121	1.8135	0.4813	0.0113	0.4925	0.0000	1,536.4641	1,536.4641	0.0942	0.0785	1,562.2067
Stationary	0.1100	0.4921	0.2806	5.3000e-004		0.0162	0.0162		0.0162	0.0162	0.0000	51.0649	51.0649	7.1600e-003	0.0000	51.2439
Waste						0.0000	0.0000		0.0000	0.0000	28.5832	0.0000	28.5832	1.6892	0.0000	70.8136
Water						0.0000	0.0000		0.0000	0.0000	12.9757	0.3159	13.2916	0.0481	0.0289	23.1132
Total	3.5331	1.5327	11.5076	0.0169	1.8014	0.0493	1.8507	0.4813	0.0485	0.5297	41.5588	1,599.2078	1,640.7666	1.9006	0.1190	1,723.7409

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.6200	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1749	5.1749	0.0560	0.0116	10.0273
Mobile	0.8031	0.9971	7.4426	0.0161	1.8014	0.0121	1.8135	0.4813	0.0113	0.4925	0.0000	1,536.4641	1,536.4641	0.0942	0.0785	1,562.2067
Stationary	0.1100	0.4921	0.2806	5.3000e-004		0.0162	0.0162		0.0162	0.0162	0.0000	51.0649	51.0649	7.1600e-003	0.0000	51.2439
Waste						0.0000	0.0000		0.0000	0.0000	28.5832	0.0000	28.5832	1.6892	0.0000	70.8136
Water						0.0000	0.0000		0.0000	0.0000	12.9757	0.3159	13.2916	0.0481	0.0289	23.1132
Total	3.5331	1.5327	11.5076	0.0169	1.8014	0.0493	1.8507	0.4813	0.0485	0.5297	41.5588	1,599.2078	1,640.7666	1.9006	0.1190	1,723.7409

	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
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

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 and Relocation	Demolition	9/1/2023	9/28/2023	5	20	
2	Site Preparation	Site Preparation	9/29/2023	10/3/2023	5	3	

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3	Grading	Grading	10/4/2023	10/11/2023	5	6
4	Building Construction	Building Construction	10/12/2023	8/14/2024	5	220
5	Paving and Street Improvements	Paving	8/15/2024	8/28/2024	5	10

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition and Relocation	Concrete/Industrial Saws	1	4.00	81	0.73
Demolition and Relocation	Forklifts	3	3.50	89	0.20
Demolition and Relocation	Off-Highway Tractors	3	3.50	124	0.44
Demolition and Relocation	Rubber Tired Dozers	1	8.00	247	0.40
Demolition and Relocation	Rubber Tired Loaders	3	7.00	100	0.36
Demolition and Relocation	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	0	8.00	231	0.29
Building Construction	Forklifts	1	7.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Welders	3	4.00	46	0.45

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Paving and Street Improvements	Cement and Mortar Mixers	1	8.00	9	0.56
Paving and Street Improvements	Off-Highway Trucks	6	8.00	402	0.38
Paving and Street Improvements	Pavers	1	8.00	130	0.42
Paving and Street Improvements	Paving Equipment	1	8.00	132	0.36
Paving and Street Improvements	Rollers	7	6.00	80	0.38
Paving and Street Improvements	Sweepers/Scrubbers	3	8.00	64	0.46
Paving and Street Improvements	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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 and Relocation	14	35.00	0.00	524.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	970.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	420.00	76.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving and Street Improvements	20	50.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use DPF for Construction Equipment

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3.2 Demolition and Relocation - 2023

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					0.0567	0.0000	0.0567	8.5800e-003	0.0000	8.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0238	0.2239	0.2348	3.7000e-004		0.0120	0.0120		0.0111	0.0111	0.0000	32.6346	32.6346	9.8200e-003	0.0000	32.8801
Total	0.0238	0.2239	0.2348	3.7000e-004	0.0567	0.0120	0.0686	8.5800e-003	0.0111	0.0196	0.0000	32.6346	32.6346	9.8200e-003	0.0000	32.8801

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	5.4000e-004	0.0344	7.8100e-003	1.6000e-004	4.4400e-003	2.9000e-004	4.7300e-003	1.2200e-003	2.8000e-004	1.5000e-003	0.0000	15.2666	15.2666	3.2000e-004	2.4100e-003	15.9935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.3000e-004	7.8000e-003	2.0000e-005	2.7700e-003	1.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1818	2.1818	6.0000e-005	6.0000e-005	2.2014
Total	1.4600e-003	0.0351	0.0156	1.8000e-004	7.2100e-003	3.0000e-004	7.5100e-003	1.9600e-003	2.9000e-004	2.2500e-003	0.0000	17.4484	17.4484	3.8000e-004	2.4700e-003	18.1949

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3.2 Demolition and Relocation - 2023

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					0.0567	0.0000	0.0567	8.5800e-003	0.0000	8.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0238	0.2239	0.2348	3.7000e-004		1.7900e-003	1.7900e-003		1.6600e-003	1.6600e-003	0.0000	32.6346	32.6346	9.8200e-003	0.0000	32.8800
Total	0.0238	0.2239	0.2348	3.7000e-004	0.0567	1.7900e-003	0.0585	8.5800e-003	1.6600e-003	0.0102	0.0000	32.6346	32.6346	9.8200e-003	0.0000	32.8800

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	5.4000e-004	0.0344	7.8100e-003	1.6000e-004	4.4400e-003	2.9000e-004	4.7300e-003	1.2200e-003	2.8000e-004	1.5000e-003	0.0000	15.2666	15.2666	3.2000e-004	2.4100e-003	15.9935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.3000e-004	7.8000e-003	2.0000e-005	2.7700e-003	1.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1818	2.1818	6.0000e-005	6.0000e-005	2.2014
Total	1.4600e-003	0.0351	0.0156	1.8000e-004	7.2100e-003	3.0000e-004	7.5100e-003	1.9600e-003	2.9000e-004	2.2500e-003	0.0000	17.4484	17.4484	3.8000e-004	2.4700e-003	18.1949

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3.3 Site Preparation - 2023

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					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.7000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0748	0.0748	0.0000	0.0000	0.0755
Total	3.0000e-005	2.0000e-005	2.7000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0748	0.0748	0.0000	0.0000	0.0755

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3.3 Site Preparation - 2023

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					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		1.2000e-004	1.2000e-004		1.1000e-004	1.1000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	1.2000e-004	2.5100e-003	2.6000e-004	1.1000e-004	3.7000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.7000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0748	0.0748	0.0000	0.0000	0.0755
Total	3.0000e-005	2.0000e-005	2.7000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0748	0.0748	0.0000	0.0000	0.0755

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3.4 Grading - 2023

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					0.0217	0.0000	0.0217	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0217	1.8100e-003	0.0235	0.0103	1.6700e-003	0.0120	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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	1.0000e-003	0.0637	0.0145	2.9000e-004	8.2200e-003	5.4000e-004	8.7600e-003	2.2600e-003	5.2000e-004	2.7800e-003	0.0000	28.2607	28.2607	6.0000e-004	4.4600e-003	29.6063
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.7000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1870	0.1870	1.0000e-005	1.0000e-005	0.1887
Total	1.0800e-003	0.0638	0.0151	2.9000e-004	8.4600e-003	5.4000e-004	9.0000e-003	2.3200e-003	5.2000e-004	2.8400e-003	0.0000	28.4477	28.4477	6.1000e-004	4.4700e-003	29.7949

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3.4 Grading - 2023

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					0.0217	0.0000	0.0217	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		2.7000e-004	2.7000e-004		2.5000e-004	2.5000e-004	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0217	2.7000e-004	0.0220	0.0103	2.5000e-004	0.0106	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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	1.0000e-003	0.0637	0.0145	2.9000e-004	8.2200e-003	5.4000e-004	8.7600e-003	2.2600e-003	5.2000e-004	2.7800e-003	0.0000	28.2607	28.2607	6.0000e-004	4.4600e-003	29.6063
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.7000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1870	0.1870	1.0000e-005	1.0000e-005	0.1887
Total	1.0800e-003	0.0638	0.0151	2.9000e-004	8.4600e-003	5.4000e-004	9.0000e-003	2.3200e-003	5.2000e-004	2.8400e-003	0.0000	28.4477	28.4477	6.1000e-004	4.4700e-003	29.7949

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3.5 Building Construction - 2023

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	0.0134	0.0847	0.1003	1.5000e-004		3.8400e-003	3.8400e-003		3.7200e-003	3.7200e-003	0.0000	11.3953	11.3953	1.9600e-003	0.0000	11.4444
Total	0.0134	0.0847	0.1003	1.5000e-004		3.8400e-003	3.8400e-003		3.7200e-003	3.7200e-003	0.0000	11.3953	11.3953	1.9600e-003	0.0000	11.4444

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	2.1900e-003	0.0947	0.0286	4.3000e-004	0.0142	5.7000e-004	0.0148	4.1200e-003	5.5000e-004	4.6600e-003	0.0000	41.8997	41.8997	5.7000e-004	6.2700e-003	43.7836
Worker	0.0313	0.0215	0.2669	8.0000e-004	0.0946	4.9000e-004	0.0951	0.0252	4.5000e-004	0.0256	0.0000	74.6160	74.6160	2.2000e-003	2.0700e-003	75.2879
Total	0.0335	0.1162	0.2955	1.2300e-003	0.1089	1.0600e-003	0.1099	0.0293	1.0000e-003	0.0303	0.0000	116.5156	116.5156	2.7700e-003	8.3400e-003	119.0714

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3.5 Building Construction - 2023

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	0.0134	0.0847	0.1003	1.5000e-004		5.8000e-004	5.8000e-004		5.6000e-004	5.6000e-004	0.0000	11.3953	11.3953	1.9600e-003	0.0000	11.4443
Total	0.0134	0.0847	0.1003	1.5000e-004		5.8000e-004	5.8000e-004		5.6000e-004	5.6000e-004	0.0000	11.3953	11.3953	1.9600e-003	0.0000	11.4443

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	2.1900e-003	0.0947	0.0286	4.3000e-004	0.0142	5.7000e-004	0.0148	4.1200e-003	5.5000e-004	4.6600e-003	0.0000	41.8997	41.8997	5.7000e-004	6.2700e-003	43.7836
Worker	0.0313	0.0215	0.2669	8.0000e-004	0.0946	4.9000e-004	0.0951	0.0252	4.5000e-004	0.0256	0.0000	74.6160	74.6160	2.2000e-003	2.0700e-003	75.2879
Total	0.0335	0.1162	0.2955	1.2300e-003	0.1089	1.0600e-003	0.1099	0.0293	1.0000e-003	0.0303	0.0000	116.5156	116.5156	2.7700e-003	8.3400e-003	119.0714

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3.5 Building Construction - 2024

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	0.0356	0.2318	0.2846	4.2000e-004		9.4400e-003	9.4400e-003		9.1500e-003	9.1500e-003	0.0000	32.5866	32.5866	5.4500e-003	0.0000	32.7228
Total	0.0356	0.2318	0.2846	4.2000e-004		9.4400e-003	9.4400e-003		9.1500e-003	9.1500e-003	0.0000	32.5866	32.5866	5.4500e-003	0.0000	32.7228

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	6.1100e-003	0.2719	0.0804	1.2200e-003	0.0407	1.6500e-003	0.0423	0.0118	1.5800e-003	0.0134	0.0000	117.9699	117.9699	1.6300e-003	0.0177	123.2779
Worker	0.0837	0.0549	0.7129	2.2200e-003	0.2707	1.3400e-003	0.2720	0.0720	1.2400e-003	0.0732	0.0000	208.1138	208.1138	5.7000e-003	5.5200e-003	209.9014
Total	0.0898	0.3268	0.7932	3.4400e-003	0.3113	2.9900e-003	0.3143	0.0838	2.8200e-003	0.0866	0.0000	326.0837	326.0837	7.3300e-003	0.0232	333.1793

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3.5 Building Construction - 2024

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	0.0356	0.2318	0.2846	4.2000e-004		1.4200e-003	1.4200e-003		1.3700e-003	1.3700e-003	0.0000	32.5866	32.5866	5.4500e-003	0.0000	32.7227
Total	0.0356	0.2318	0.2846	4.2000e-004		1.4200e-003	1.4200e-003		1.3700e-003	1.3700e-003	0.0000	32.5866	32.5866	5.4500e-003	0.0000	32.7227

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	6.1100e-003	0.2719	0.0804	1.2200e-003	0.0407	1.6500e-003	0.0423	0.0118	1.5800e-003	0.0134	0.0000	117.9699	117.9699	1.6300e-003	0.0177	123.2779
Worker	0.0837	0.0549	0.7129	2.2200e-003	0.2707	1.3400e-003	0.2720	0.0720	1.2400e-003	0.0732	0.0000	208.1138	208.1138	5.7000e-003	5.5200e-003	209.9014
Total	0.0898	0.3268	0.7932	3.4400e-003	0.3113	2.9900e-003	0.3143	0.0838	2.8200e-003	0.0866	0.0000	326.0837	326.0837	7.3300e-003	0.0232	333.1793

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3.6 Paving and Street Improvements - 2024

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	0.0241	0.1893	0.2149	5.7000e-004		8.3500e-003	8.3500e-003		7.6900e-003	7.6900e-003	0.0000	49.6992	49.6992	0.0160	0.0000	50.0998
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0241	0.1893	0.2149	5.7000e-004		8.3500e-003	8.3500e-003		7.6900e-003	7.6900e-003	0.0000	49.6992	49.6992	0.0160	0.0000	50.0998

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	6.1000e-004	4.0000e-004	5.2100e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.3000e-004	0.0000	1.5200	1.5200	4.0000e-005	4.0000e-005	1.5330
Total	6.1000e-004	4.0000e-004	5.2100e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.3000e-004	0.0000	1.5200	1.5200	4.0000e-005	4.0000e-005	1.5330

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3.6 Paving and Street Improvements - 2024

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	0.0241	0.1893	0.2149	5.7000e-004		1.2500e-003	1.2500e-003		1.1500e-003	1.1500e-003	0.0000	49.6992	49.6992	0.0160	0.0000	50.0998
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0241	0.1893	0.2149	5.7000e-004		1.2500e-003	1.2500e-003		1.1500e-003	1.1500e-003	0.0000	49.6992	49.6992	0.0160	0.0000	50.0998

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	6.1000e-004	4.0000e-004	5.2100e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.3000e-004	0.0000	1.5200	1.5200	4.0000e-005	4.0000e-005	1.5330
Total	6.1000e-004	4.0000e-004	5.2100e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.3000e-004	0.0000	1.5200	1.5200	4.0000e-005	4.0000e-005	1.5330

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8031	0.9971	7.4426	0.0161	1.8014	0.0121	1.8135	0.4813	0.0113	0.4925	0.0000	1,536.464 1	1,536.464 1	0.0942	0.0785	1,562.206 7
Unmitigated	0.8031	0.9971	7.4426	0.0161	1.8014	0.0121	1.8135	0.4813	0.0113	0.4925	0.0000	1,536.464 1	1,536.464 1	0.0942	0.0785	1,562.206 7

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,953.30	1,876.80	1718.70	4,408,710	4,408,710
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	170.51	38.08	16.32	309,627	309,627
High Turnover (Sit Down Restaurant)	135.23	168.43	140.21	163,228	163,228
Total	2,259.04	2,083.31	1,875.23	4,881,565	4,881,565

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

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Land Use	Miles			Trip %			Trip Purpose %		
	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
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.571499	0.056472	0.178543	0.111785	0.020654	0.005249	0.014294	0.013034	0.000787	0.000550	0.024393	0.000348	0.002396
Enclosed Parking with Elevator	0.571499	0.056472	0.178543	0.111785	0.020654	0.005249	0.014294	0.013034	0.000787	0.000550	0.024393	0.000348	0.002396
General Office Building	0.571499	0.056472	0.178543	0.111785	0.020654	0.005249	0.014294	0.013034	0.000787	0.000550	0.024393	0.000348	0.002396
High Turnover (Sit Down Restaurant)	0.571499	0.056472	0.178543	0.111785	0.020654	0.005249	0.014294	0.013034	0.000787	0.000550	0.024393	0.000348	0.002396

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.24399e+006	3.9435	0.0427	8.8300e-003	7.6412
Enclosed Parking with Elevator	603840	0.7340	7.9400e-003	1.6400e-003	1.4224
General Office Building	300220	0.3650	3.9500e-003	8.2000e-004	0.7072
High Turnover (Sit Down Restaurant)	108906	0.1324	1.4300e-003	3.0000e-004	0.2565
Total		5.1749	0.0560	0.0116	10.0273

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.24399e+006	3.9435	0.0427	8.8300e-003	7.6412
Enclosed Parking with Elevator	603840	0.7340	7.9400e-003	1.6400e-003	1.4224
General Office Building	300220	0.3650	3.9500e-003	8.2000e-004	0.7072
High Turnover (Sit Down Restaurant)	108906	0.1324	1.4300e-003	3.0000e-004	0.2565
Total		5.1749	0.0560	0.0116	10.0273

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.6200	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362
Unmitigated	2.6200	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362

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	0.3808					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1255					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	0.1137	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362
Total	2.6200	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362

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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	0.3808					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1255					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	0.1137	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362
Total	2.6200	0.0436	3.7844	2.0000e-004		0.0210	0.0210		0.0210	0.0210	0.0000	6.1880	6.1880	5.9300e-003	0.0000	6.3362

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	13.2916	0.0481	0.0289	23.1132
Unmitigated	13.2916	0.0481	0.0289	23.1132

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	33.2286 / 20.9484	12.0437	0.0436	0.0262	20.9434
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	3.02147 / 1.85187	1.0949	3.9600e-003	2.3800e-003	1.9040
High Turnover (Sit Down Restaurant)	0.424947 / 0.0271243	0.1530	5.5000e-004	3.3000e-004	0.2659
Total		13.2916	0.0481	0.0289	23.1132

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	33.2286 / 20.9484	12.0437	0.0436	0.0262	20.9434
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	3.02147 / 1.85187	1.0949	3.9600e-003	2.3800e-003	1.9040
High Turnover (Sit Down Restaurant)	0.424947 / 0.0271243	0.1530	5.5000e-004	3.3000e-004	0.2659
Total		13.2916	0.0481	0.0289	23.1132

8.0 Waste Detail

8.1 Mitigation Measures Waste

CCA Redevelopment Project - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.5832	1.6892	0.0000	70.8136
Unmitigated	28.5832	1.6892	0.0000	70.8136

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	119.16	24.1884	1.4295	0.0000	59.9257
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	10.54	2.1395	0.1264	0.0000	5.3006
High Turnover (Sit Down Restaurant)	11.11	2.2552	0.1333	0.0000	5.5872
Total		28.5832	1.6892	0.0000	70.8136

CCA Redevelopment Project - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	119.16	24.1884	1.4295	0.0000	59.9257
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	10.54	2.1395	0.1264	0.0000	5.3006
High Turnover (Sit Down Restaurant)	11.11	2.2552	0.1333	0.0000	5.5872
Total		28.5832	1.6892	0.0000	70.8136

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0	50	1341	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

CCA Redevelopment Project - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.1100	0.4921	0.2806	5.3000e-004		0.0162	0.0162		0.0162	0.0162	0.0000	51.0649	51.0649	7.1600e-003	0.0000	51.2439
Total	0.1100	0.4921	0.2806	5.3000e-004		0.0162	0.0162		0.0162	0.0162	0.0000	51.0649	51.0649	7.1600e-003	0.0000	51.2439

11.0 Vegetation

ISCST3 Model Parameters, Assumptions, and Results for DPM and PM_{2.5} Emissions during Construction

ISCST3 Model Parameters and Assumptions			
Source Type	Units	Value	Notes
Volume Source: Off-Road Equipment Exhaust			
Hours/Work Day	hours/day	11.33	Construction hours are limited to 7AM-7PM M-F, 9AM-5PM Saturday
DPM Emission Rate	gram/second	0.001105	Exhaust PM ₁₀ from off-road equipment
Number of Sources	count	46	SMAQMD, 2015
Emission Rate/Source	gram/second	0.000024	Scaling factor (1/Emission Rate) is to convert result from ISCST3
Release Height	meters	5.0	SMAQMD, 2015
Length of Side	meters	10.0	SMAQMD, 2015
Initial Lateral Dimension	meters	2.3	ISCST3 Calculator
Initial Vertical Dimension	meters	1.0	SMAQMD, 2015
ISCST3 Model Results			
Sensitive Receptor	Pollutant	Annual Average Concentration	Notes
MEIR	DPM (µg/m ³)	0.0618	Nearest residential receptor without SCA-AIR-3
	PM _{2.5} (µg/m ³)	0.0924	Nearest residential receptor without SCA-AIR-3
	DPM (µg/m ³)	0.0093	Nearest residential receptor with SCA-AIR-3
	PM _{2.5} (µg/m ³)	0.0309	Nearest residential receptor with SCA-AIR-3
MEIS	DPM (µg/m ³)	0.0266	Nearest school receptor without SCA-AIR-3
	PM _{2.5} (µg/m ³)	0.0398	Nearest school receptor without SCA-AIR-3
	DPM (µg/m ³)	0.0040	Nearest school receptor with SCA-AIR-3
	PM _{2.5} (µg/m ³)	0.0133	Nearest school receptor with SCA-AIR-3

Notes:

DPM = diesel particulate matter

PM₁₀ = particulate matter with aerodynamic resistance diameters equal to or less than 10 microns

PM_{2.5} = particulate matter with aerodynamic resistance diameters equal to or less than 2.5 microns

µg/m³ = micrograms per cubic meter

Sacramento Metropolitan Air Quality Management District (SMAQMD), 2015. *Guide to Air Quality Assessment in Sacramento County*. June.

Health Risk Assessment for Maximally Exposed Individual Resident (MEIR) During Construction

Diesel Particulate Matter (DPM) Emissions without SCA-AIR-3					
Inhalation Cancer Risk Assessment for DPM	Units	Age Group			Notes
		3rd Trimester	0-2 Years	2-9 Years	
DPM Concentration (C)	µg/m ³	0.062	0.062	0.062	ISCST3 Annual Average
Daily Breathing Rate (DBR)	L/kg-day	361	1090	861	95th percentile (OEHHA, 2015)
Inhalation absorption factor (A)	unitless	1.0	1.0	1.0	OEHHA, 2015
Exposure Frequency (EF)	unitless	0.96	0.96	0.96	350 days/365 days in a year (OEHHA, 2015)
Dose Conversion Factor (CF _D)	mg-m ³ /µg-L	0.000001	0.000001	0.000001	Conversion of µg to mg and L to m ³
Dose	mg/kg/day	0.000021	0.000065	0.000051	C*DBR*A*EF*CF _D (OEHHA, 2015)
Cancer Potency Factor (CPF)	(mg/kg/day) ⁻¹	1.1	1.1	1.1	OEHHA, 2015
Age Sensitivity Factor (ASF)	unitless	10	10	3	OEHHA, 2015
Annual Exposure Duration (ED)	years	0.25	2.00	0.08	Based on total construction period of 28 months
Averaging Time (AT)	years	70	70	70	70 years for residents (OEHHA, 2015)
Fraction of time at home (FAH)	unitless	0.85	0.85	0.72	OEHHA, 2015
Cancer Risk Conversion Factor (CF)	m ³ /L	1000000	1000000	1000000	Chances per million (OEHHA, 2015)
Cancer Risk	per million	0.71	17.26	0.14	D*CPF*ASF*ED/AT*FAH*CF (OEHHA, 2015)
Total Cancer Risk	per million	18.12			At MEIR location
Hazard Index for DPM	Units	Value			Notes
Chronic REL	µg/m ³	5.0			OEHHA, 2015
Chronic Hazard Index for DPM	unitless	0.01			At MEIR location

Diesel Particulate Matter (DPM) Emissions with SCA-AIR-3					
Inhalation Cancer Risk Assessment for DPM	Units	Age Group			Notes
		3rd Trimester	0-2 Years	2-9 Years	
DPM Concentration (C)	µg/m ³	0.009	0.009	0.009	ISCST3 Annual Average
Daily Breathing Rate (DBR)	L/kg-day	361	1090	861	95th percentile (OEHHA, 2015)
Inhalation absorption factor (A)	unitless	1.0	1.0	1.0	OEHHA, 2015
Exposure Frequency (EF)	unitless	0.96	0.96	0.96	350 days/365 days in a year (OEHHA, 2015)
Dose Conversion Factor (CF _D)	mg-m ³ /µg-L	0.000001	0.000001	0.000001	Conversion of µg to mg and L to m ³
Dose	mg/kg/day	0.000003	0.000010	0.000008	C*DBR*A*EF*CF _D (OEHHA, 2015)
Cancer Potency Factor (CPF)	(mg/kg/day) ⁻¹	1.1	1.1	1.1	OEHHA, 2015
Age Sensitivity Factor (ASF)	unitless	10	10	3	OEHHA, 2015
Annual Exposure Duration (ED)	years	0.25	2.00	0.08	Based on total construction period of 28 months
Averaging Time (AT)	years	70	70	70	70 years for residents (OEHHA, 2015)
Fraction of time at home (FAH)	unitless	0.85	0.85	0.72	OEHHA, 2015
Cancer Risk Conversion Factor (CF)	m ³ /L	1000000	1000000	1000000	Chances per million (OEHHA, 2015)
Cancer Risk	per million	0.11	2.59	0.02	D*CPF*ASF*ED/AT*FAH*CF (OEHHA, 2015)
Total Cancer Risk	per million	2.69			At MEIR location
Hazard Index for DPM	Units	Value			Notes
Chronic REL	µg/m ³	5.0			OEHHA, 2015
Chronic Hazard Index for DPM	unitless	0.0019			At MEIR location

Notes:

DPM = diesel particulate matter

REL = reference exposure level

µg/m³ = micrograms per cubic meter

L/kg-day = liters per kilogram-day

m³/L = cubic meters per liter

(mg/kg/day)⁻¹ = 1/milligrams per kilograms per day

MEIR = maximally exposed individual resident

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

Health Risk Assessment for Maximally Exposed Individual Student (MEIS) During Construction

Diesel Particulate Matter (DPM) Emissions without SCA-AIR-3

Inhalation Cancer Risk Assessment for DPM	Units	Age Group	Notes
		2-16 years	
DPM Concentration (C)	$\mu\text{g}/\text{m}^3$	0.027	ISCST3 Annual Average
Worker Adjustment Factor (WAF)	unitless	2.5	Assumes the average emissions occur 11.33 hours/day, 6 days per week
Daily Breathing Rate (DBR)	L/kg-8 Hr	520	95th percentile, moderate intensity (OEHHA, 2015)
Inhalation absorption factor (A)	unitless	1.0	OEHHA, 2015
Exposure Frequency (EF)	unitless	0.49	180 days/365 days. Minimum amount of instructional days per school year (CA)
Dose Conversion Factor (CF _D)	$\text{mg}\cdot\text{m}^3/\mu\text{g}\cdot\text{L}$	0.000001	Conversion of μg to mg and L to m^3
Dose	$\text{mg}/\text{kg}/\text{day}$	0.000017	$C*WAF*DBR*A*EF*CF_D$ (OEHHA, 2015)
Cancer Potency Factor (CPF)	$(\text{mg}/\text{kg}/\text{day})^{-1}$	1.1	OEHHA, 2015
Age Sensitivity Factor (ASF)	unitless	3	OEHHA, 2015
Annual Exposure Duration (ED)	years	2.33	Based on total construction period of 28 months
Averaging Time (AT)	years	70	70 years for residents (OEHHA, 2015)
Cancer Risk Conversion Factor (CF)	m^3/L	1000000	Chances per million (OEHHA, 2015)
Cancer Risk	per million	1.86	$D*CPF*ASF*ED/AT*CF$ (OEHHA, 2015)
Hazard Index for DPM	Units	Value	Notes
Chronic REL	$\mu\text{g}/\text{m}^3$	5.0	OEHHA, 2015
Chronic Hazard Index for DPM	unitless	0.01	At MEIS location

Diesel Particulate Matter (DPM) Emissions with SCA-AIR-3

Inhalation Cancer Risk Assessment for DPM	Units	Age Group	Notes
		2-16 Years	
DPM Concentration (C)	$\mu\text{g}/\text{m}^3$	0.004	ISCST3 Annual Average
Worker Adjustment Factor (WAF)	unitless	2.5	Assumes the average emissions occur 11.33 hours/day, 6 days per week
Daily Breathing Rate (DBR)	L/kg-day	520	95th percentile, moderate intensity (OEHHA, 2015)
Inhalation absorption factor (A)	unitless	1.0	OEHHA, 2015
Exposure Frequency (EF)	unitless	0.49	180 days/365 days. Minimum amount of instructional days per school year (CA)
Dose Conversion Factor (CF _D)	$\text{mg}\cdot\text{m}^3/\mu\text{g}\cdot\text{L}$	0.000001	Conversion of μg to mg and L to m^3
Dose	$\text{mg}/\text{kg}/\text{day}$	0.000003	$C*WAF*DBR*A*EF*CF_D$ (OEHHA, 2015)
Cancer Potency Factor (CPF)	$(\text{mg}/\text{kg}/\text{day})^{-1}$	1.1	OEHHA, 2015
Age Sensitivity Factor (ASF)	unitless	3	OEHHA, 2015
Annual Exposure Duration (ED)	years	2.33	Based on total construction period of 28 months
Averaging Time (AT)	years	70	70 years for lifetime exposure (OEHHA, 2015)
Cancer Risk Conversion Factor (CF)	m^3/L	1000000	Chances per million (OEHHA, 2015)
Cancer Risk	per million	0.28	$D*CPF*ASF*ED/AT*CF$ (OEHHA, 2015)
Hazard Index for DPM	Units	Value	Notes
Chronic REL	$\mu\text{g}/\text{m}^3$	5.0	OEHHA, 2015
Chronic Hazard Index for DPM	unitless	0.0008	At MEIS location

Notes:

DPM = diesel particulate matter

REL = reference exposure level

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

L/kg-day = liters per kilogram-day

m^3/L = cubic meters per liter

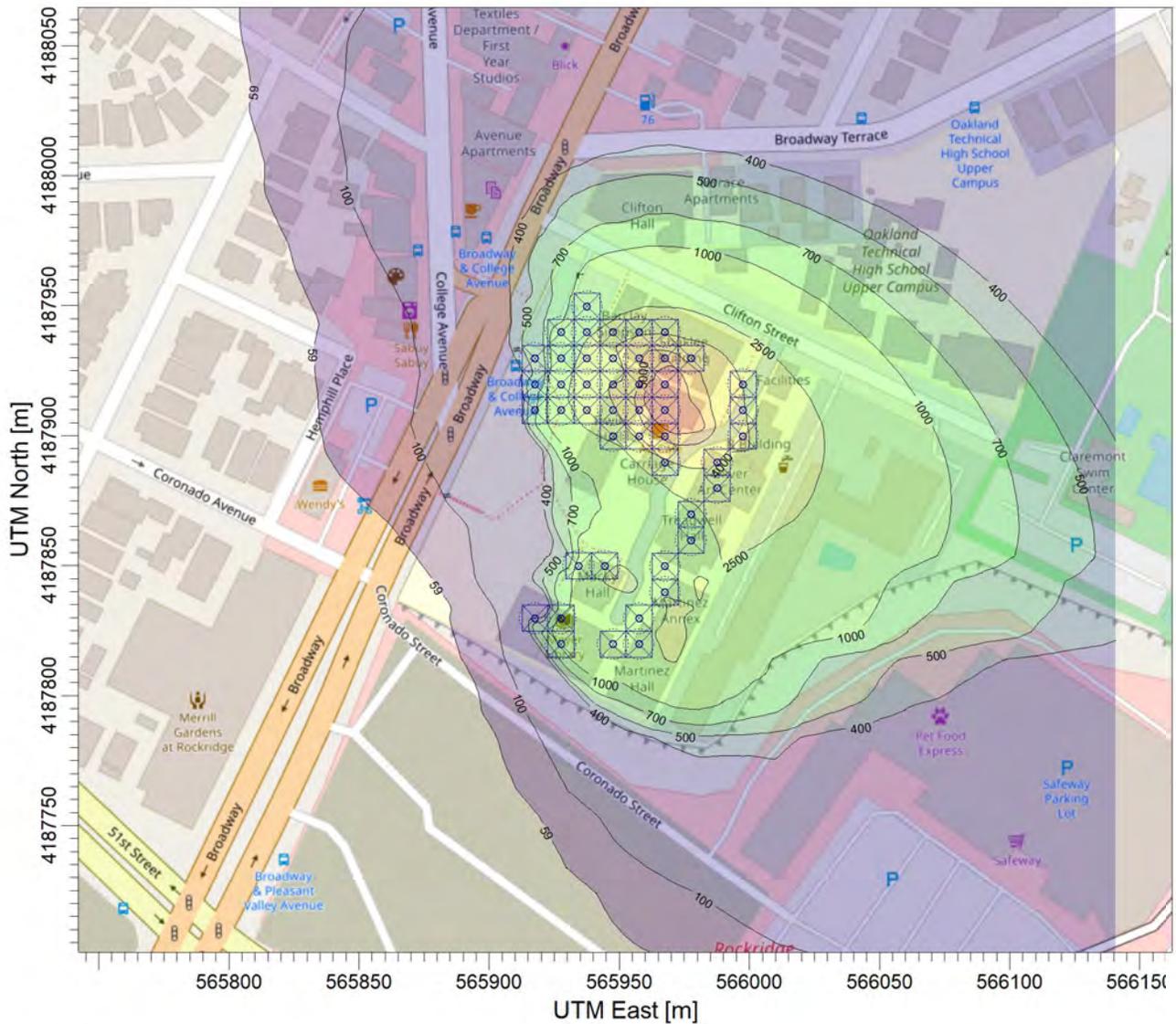
$(\text{mg}/\text{kg}/\text{day})^{-1}$ = 1/milligrams per kilograms per day

MEIS = maximally exposed individual student

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

PROJECT TITLE:

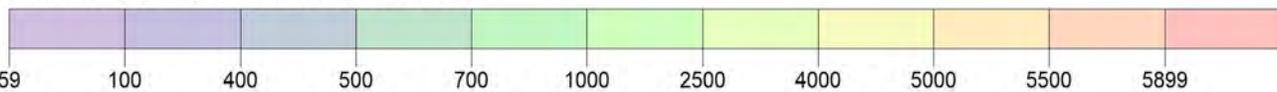
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PLOT FILE OF PERIOD VALUES FOR SOURCE GROUP: ALL

ug/m³

Max: 5899 [ug/m³] at (565970.75, 4187904.00)



COMMENTS:

SOURCES:

COMPANY NAME:

46

RECEPTORS:

MODELER:

1681

OUTPUT TYPE:

SCALE:

1:2,643

Concentration

0 0.1 km

MAX:

DATE:

PROJECT NO.:

5899 ug/m³

7/1/2020

Fuel Consumption for Offroad Equipment during Construction

Phase Name	Equipment	Fuel Type	Quantity	Hours per Day	HP	LF	Total Days	Total HP-Hours	Total Gallons Diesel
Demolition and Relocation	Concrete/Industrial Saws	Diesel	1	4	81	0.73	20	4,730	237
Demolition and Relocation	Forklifts	Diesel	3	3.5	89	0.2	20	3,738	187
Demolition and Relocation	Off-Highway Tractors	Diesel	3	3.5	124	0.44	20	11,458	573
Demolition and Relocation	Rubber Tired Dozers	Diesel	1	8	247	0.4	20	15,808	790
Demolition and Relocation	Rubber Tired Loaders	Diesel	3	7	100	0.36	20	15,120	756
Demolition and Relocation	Tractors/Loaders/Backhoes	Diesel	3	8	97	0.37	20	17,227	861
Site Preparation	Graders	Diesel	1	8	187	0.41	3	1,840	92
Site Preparation	Scrapers	Diesel	1	8	367	0.48	3	4,228	211
Site Preparation	Tractors/Loaders/Backhoes	Diesel	1	7	97	0.37	3	754	38
Grading	Graders	Diesel	1	8	187	0.41	6	3,680	184
Grading	Rubber Tired Dozers	Diesel	1	8	247	0.4	6	4,742	237
Grading	Tractors/Loaders/Backhoes	Diesel	2	7	97	0.37	6	3,015	151
Building Construction	Forklifts	Diesel	1	7	89	0.2	220	27,412	1,371
Building Construction	Welders	Diesel	3	4	46	0.45	220	54,648	2,732
Paving and Street Improvements	Cement and Mortar Mixers	Diesel	1	8	9	0.56	10	403	20
Paving and Street Improvements	Off-Highway Trucks	Diesel	6	8	402	0.38	10	73,325	3,666
Paving and Street Improvements	Pavers	Diesel	1	8	130	0.42	10	4,368	218
Paving and Street Improvements	Paving Equipment	Diesel	1	8	132	0.36	10	3,802	190
Paving and Street Improvements	Rollers	Diesel	7	6	80	0.38	10	12,768	638
Paving and Street Improvements	Sweepers/Scrubbers	Diesel	3	8	64	0.46	10	7,066	353
Paving and Street Improvements	Tractors/Loaders/Backhoes	Diesel	1	8	97	0.37	10	2,871	144
Total								13,650	

Notes: HP = horsepower; LF = load factor

Equipment assumptions are provided in CalEEMod output files and diesel fuel usage estimate of 0.05 gallons per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.

Fuel Consumption for On-Road Vehicle Trips during Construction

Phase Name	Trip Type	Calendar Year	Total Days	Daily Trips	Trip Length (miles)	Total VMT	Total Gallons Gasoline	Total Gallons Diesel
Demolition and Relocation	Worker	2023	20	35	10.8	7,560	285	0
Demolition and Relocation	Haul	2023	20	524	20	209,600	0	35,521
Site Preparation	Worker	2023	3	8	10.8	259	10	0
Grading	Worker	2023	6	10	10.8	648	24	0
Grading	Haul	2023	6	970	20	116,400	0	19,726
Building Construction	Worker	2023	220	420	10.8	997,920	37,587	0
Building Construction	Vendor	2023	220	76	7.3	122,056	0	20,685
Paving and Street Improvements	Worker	2023	10	50	10.8	5,400	203	0
Total							38,109	75,933

Notes: Consistent with CalEEMod, worker trips are assumed to be gasoline and 50% LDA, 25% LDT1, and 25% LDT2, and vendor and haul trips are assumed to be diesel and 100% heavy-heavy duty trucks.

VMT = vehicle miles travelled

Fuel Consumption Rates for On-Road Vehicle Trips during Construction

Source: EMFAC2021 (v1.0.1) Emissions Inventory

Region Type: County

Region: Alameda

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	Fuel Consumption	Gallons Per Mile ^A
Alameda	2023	HHDT	Aggregate	Aggregate	Diesel	13571.04746	1780455.786	301.736	0.1695
Alameda	2023	LDA	Aggregate	Aggregate	Gasoline	554013.6559	20036783.06	682.540	0.0341
Alameda	2023	LDT1	Aggregate	Aggregate	Gasoline	53163.53646	1776790.802	71.664	0.0403
Alameda	2023	LDT2	Aggregate	Aggregate	Gasoline	246364.5187	9488897.948	400.412	0.0422

Notes: VMT = vehicle miles travelled

^A Calculations provided by Baseline Environmental Consulting. All other data derived from the EMFAC database.

Energy Consumption for On-Road Vehicle Trips during Operation

Proposed Development	Gasoline (gallons/day)	Diesel (gallons/day)	Electricity (kWhr/day)
Apartments High Rise	384	127	66
General Office Building	35	11	6
High Turnover Rest	20	7	6
Total Daily	439	145	78
Total Annual	160,300	53,100	28,600

Energy Consumption for Emergency Diesel Generators during Operation

Equipment	Fuel Type	Quantity	Hours per Year	HP	LF	Total HP-Hours	Total Gallons Diesel
Emergency Generators	Diesel	2	50	1341	0.73	97,893	4,895

Notes: HP = horsepower; LF = load factor

Equipment assumptions are provided in CalEEMod output files and a diesel fuel usage estimate of 0.05 gallons per horsepower-hour was used from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.

Energy Consumption Rates for On-Road Vehicle Trips during Operation

EMFAC2014 (v1.0.7) Emissions Inventory

Region Type: County

Region: Alameda

Calendar Year: 2024

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Trips	Fuel_Consumption	Total VMT by Vehicle Class ^A	Percent VMT by Vehicle Class ^A	Miles/Gal or Miles/kWh ^A
Alameda	2024	HHDT	Aggregated	Aggregated	GAS	8.292061214	929.7915234	165.9075608	0.222027055	2,028,487	0.00046	4.2
Alameda	2024	HHDT	Aggregated	Aggregated	DSL	15671.122	2027557.272	170334.5692	288.9154344	2,028,487	0.99954	7.0
Alameda	2024	LDA	Aggregated	Aggregated	GAS	678972.2166	24107384.54	3179933.599	718.6984767	25,311,445	0.95243	33.5
Alameda	2024	LDA	Aggregated	Aggregated	DSL	7970.485713	285207.3503	37180.15258	5.619344447	25,311,445	0.01127	50.8
Alameda	2024	LDA	Aggregated	Aggregated	ELEC	23066.89351	918852.9627	112300.4002	0	25,311,445	0.03630	3.9
Alameda	2024	LDT1	Aggregated	Aggregated	GAS	69607.74812	2421121.057	320177.1151	84.19460401	2,453,815	0.98668	28.8
Alameda	2024	LDT1	Aggregated	Aggregated	DSL	35.88370999	591.2260853	115.8236906	0.023527059	2,453,815	0.00024	25.1
Alameda	2024	LDT1	Aggregated	Aggregated	ELEC	735.3580321	32102.99329	3682.856041	0	2,453,815	0.01308	3.9
Alameda	2024	LDT2	Aggregated	Aggregated	GAS	219659.0043	7734914.424	1020303.459	287.0015689	7,797,738	0.99194	27.0
Alameda	2024	LDT2	Aggregated	Aggregated	DSL	1568.62235	62823.71487	7610.193034	1.651987947	7,797,738	0.00806	38.0
Alameda	2024	LHDT1	Aggregated	Aggregated	GAS	15544.65947	540429.5884	231592.2645	62.83013512	945,854	0.57137	8.6
Alameda	2024	LHDT1	Aggregated	Aggregated	DSL	10546.20745	405424.3807	132658.0226	21.2266664	945,854	0.42863	19.1
Alameda	2024	LHDT2	Aggregated	Aggregated	GAS	2401.66657	82238.48447	35781.25341	10.95719009	235,889	0.34863	7.5
Alameda	2024	LHDT2	Aggregated	Aggregated	DSL	4037.815994	153650.1878	50790.64564	9.041714364	235,889	0.65137	17.0
Alameda	2024	MCY	Aggregated	Aggregated	GAS	30564.54034	229590.4215	61129.08067	6.187549575	229,590	1.00000	37.1
Alameda	2024	MDV	Aggregated	Aggregated	GAS	134655.8839	4595894.408	620683.5591	205.2701795	4,730,769	0.97149	22.4
Alameda	2024	MDV	Aggregated	Aggregated	DSL	3426.213977	134874.3863	16540.1457	4.598101561	4,730,769	0.02851	29.3
Alameda	2024	MH	Aggregated	Aggregated	GAS	2249.832395	22289.58897	225.0732328	4.393571591	30,389	0.73346	5.1
Alameda	2024	MH	Aggregated	Aggregated	DSL	803.2896618	8099.858765	80.32896618	0.784539069	30,389	0.26654	10.3
Alameda	2024	MHDT	Aggregated	Aggregated	GAS	1666.220591	89835.09068	33337.74159	17.95578379	1,079,358	0.08323	5.0
Alameda	2024	MHDT	Aggregated	Aggregated	DSL	15286.28648	989523.3293	153624.732	96.81849165	1,079,358	0.91677	10.2
Alameda	2024	OBUS	Aggregated	Aggregated	GAS	564.5682568	26756.66734	11295.88168	5.472561471	59,316	0.45109	4.9
Alameda	2024	OBUS	Aggregated	Aggregated	DSL	421.4576547	32559.28875	4067.912136	3.922786058	59,316	0.54891	8.3
Alameda	2024	SBUS	Aggregated	Aggregated	GAS	116.4733116	5749.837425	465.8932462	0.575307659	15,433	0.37256	10.0
Alameda	2024	SBUS	Aggregated	Aggregated	DSL	303.7154773	9683.40124	3504.834499	1.137512238	15,433	0.62744	8.5
Alameda	2024	UBUS	Aggregated	Aggregated	GAS	8.861843848	523.6878471	35.44737539	0.111627609	65,483	0.00800	4.7
Alameda	2024	UBUS	Aggregated	Aggregated	DSL	551.8040066	64959.37179	2207.216027	10.09879721	65,483	0.99200	6.4

Notes: VMT = vehicle miles travelled; kWh = kilowatt hours; GAS = gasoline; DSL = diesel; ELEC = electric

^A Calculations provided by Baseline Environmental Consulting. Miles per kWh assumed to be 3.9 based on review of existing electric vehicles specifications reported by CleanTechnica (<https://cleantechnica.com/2018/06/30/what-are-the-most-efficient-electric-cars/>). All other data derived from the EMFAC database.

APPENDIX E
TRAFFIC NOISE INPUT ASSUMPTIONS AND MODELING OUTPUT

CCA OAKLAND CAMPUS REDEVELOPMENT PROJECT EIR
APPENDIX E: TRAFFIC NOISE INPUT ASSUMPTIONS AND MODELING OUTPUT

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Demolition

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	0.0
Average automobile speed (mph):	0.0
Medium truck volume (v/h):	0.0
Average medium truck speed (mph):	0.0
Heavy truck volume (v/h):	3.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 50.7

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

grading

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	0.0
Average automobile speed (mph):	0.0
Medium truck volume (v/h):	0.0
Average medium truck speed (mph):	0.0
Heavy truck volume (v/h):	22.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 59.3

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Clifton Street between Broadway and project driveway AM P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	149.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	0.0
Average medium truck speed (mph):	0.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 53.7

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st east of Broadway AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	566.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	24.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.4

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st east of Broadway PM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	820.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	35.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.4

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st Street/Pleasant Valley Avenue east of Broadway AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	580.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	25.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.5

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st Street/Pleasant Valley Avenue east of Broadway PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	835.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	35.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.4

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st Street west of Broadway AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	487.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	21.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	10.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 61.7

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st Street west of Broadway PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	640.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	27.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	7.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.3

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st west of Broadway AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	438.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	19.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 61.2

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

51st west of Broadway C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	587.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	25.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	6.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 61.9

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between 51st and Coronado AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	674.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	29.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	14.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.1

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between 51st Street and Coronado Avenue AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	795.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	34.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	17.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.9

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between 51st and Coronado PM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	855.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	36.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.5

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between 51st Street/Pleasant Valley Avenue and Coronado Avenue PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	984.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	41.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	10.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 64.1

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Broadway Terrace and Clifton AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	586.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	25.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.5

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Broadway Terrace and Clifton Street AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	599.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	26.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	13.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.7

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Broadway Terrace and Clifton PM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	701.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	29.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	7.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.6

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Broadway Terrace and Clifton Street PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	714.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	30.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	8.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.8

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Clifton and College AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	587.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	25.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.5

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Clifton and College PM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	707.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	30.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	7.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.7

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Clifton Street and College Avenue AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	713.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	30.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	15.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.4

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between Clifton Street and College Avenue PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	832.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	35.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.4

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between College and Coronado AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	665.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	28.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	14.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.1

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between College and Coronado PM

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	862.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	36.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.5

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between College Avenue and Coronado Avenue AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	781.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	33.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	17.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 63.8

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway between College Avenue and Coronado Avenue PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	982.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	41.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	10.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 64.1

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway north of Broadway Terrace AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	428.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	18.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 61.1

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway north of Broadway Terrace AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	442.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	19.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	9.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 61.3

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway north of Broadway Terrace PM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	532.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	22.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	6.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 61.5

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway north of Broadway Terrace PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	546.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	23.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	6.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 61.6

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway south of 51st AM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	512.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	22.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	11.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.0

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway south of 51st PM C

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	617.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	26.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	7.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.2

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway south of 51st Street AM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	571.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	24.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.4

***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Broadway south of 51st Street/Pleasant Valley Avenue PM C+P

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	678.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	29.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	7.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft): 50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA): 62.5

APPENDIX F
BIOLOGICAL RESOURCE ASSESSMENT



June 12, 2019

Brandon Northart
Urban Planning Partners, Inc.
388 17th Street, Suite 230
Oakland, CA 94612

Subject: Biological Resource Assessment
California College of the Arts Redevelopment Project
Oakland, Alameda County, California

Dear Mr. Northart:

LSA submits this biological resources assessment for the proposed redevelopment project located at the existing California College of the Arts campus in Oakland, Alameda County, California. The proposed project would replace the existing 4-acre California College of Arts campus with a mix of residential use, arts space, office space, and community open space. The primary objective of the assessment is to identify potentially significant biological resource constraints to development of the project site, especially those related to special-status species and sensitive habitats. This assessment is based on the review of database searches, LSA's reconnaissance-level field survey, and LSA's project experience with biological resource issues in the City of Oakland and Alameda County.

This analysis consists of the following elements: 1) a general description of the habitat types present on the project site; 2) identification of special-status species observed or potentially present on the project site; 3) a general assessment of sensitive habitats (including potential waters of the United States/waters of the State); 4) identification of potential project impacts that may be avoided or reduced under each of the California Environmental Quality Act (CEQA) Guidelines Checklist Questions; and 5) proposed mitigation/avoidance measures to reduce remaining impacts to a level of less than significant under CEQA.

METHODS

LSA Senior Biologist Dan Sidle conducted a reconnaissance-level survey of the project site on May 22, 2019, to evaluate the potential occurrence of special-status species and sensitive habitats on the site. Prior to conducting the survey, the LSA biologist reviewed available background information/ literature and searched the records of the *California Natural Diversity Database* (CNDDDB; CDFW 2019), the *Inventory of Rare and Endangered Plants* (CNPS 2019), and the U.S. Fish and Wildlife Service's *Information for Planning and Consultation (IPaC)* on-line database (USFWS 2019) for occurrences of special-status plant and wildlife species on or adjacent to the project site. LSA surveyed the project site by walking throughout the site to search for biological resources such as special-status plants, animals, and their habitats, and sensitive habitats such as wetlands or drainages. The potential presence of special-status species was determined based on an evaluation of the habitat types present on the site and the CNDDDB records and other occurrence information from the vicinity of the site. During the field survey, Mr. Sidle also investigated the site for the

presence of waters of the United States/waters of the State (including adjacent wetlands) that would be subject to regulation under Section 404 of the Clean Water Act and/or the California Porter-Cologne Water Quality Control Act.

The scientific and vernacular nomenclature for the plant and wildlife species used in this analysis are from the following standard sources: plants, Baldwin et al. (2012) and updates listed on the Jepson Herbarium website (<http://ucjeps.berkeley.edu/eflora>); amphibians and reptiles, Crother (2017) and/or AmphibiaWeb (www.amphibiaweb.org); birds, American Ornithologists' Union (1998) and supplements through 2019; and mammals, Bradley et al. (2014).

HABITAT/LAND COVER TYPES

The project site is located in a highly urban setting on Broadway, south of Clifton Street, north of Pleasant Valley Avenue and the Safeway grocery store, and east of the intersection of College Avenue and Broadway. The property is situated opposite to a variety of small-scale commercial establishments along Broadway and is surrounded by a shopping mall, apartment buildings, and a vacant lot (planned for a new shopping center) to the south. The project site currently supports the existing California College of the Arts campus, including buildings, parking lots, driveways, and landscaping. Soils on the project site are mapped as *Xerorthents-Los Osos complex, 30 to 50 percent slopes*, which is a well-drained soil type (UC Davis SoilWeb 2019).

Vegetation

Vegetation within the existing campus includes landscaping with planted native and ornamental/non-native trees, shrubs, and forbs with patches of ruderal (weedy) grass and forb species. Native species observed during the field survey include coast live oak (*Quercus agrifolia*), valley oak (*Q. lobata*), California bay (*Umbellularia californica*), California buckeye (*Aesculus californica*), and coast redwood (*Sequoia sempervirens*). Non-native trees, shrubs, and forbs observed include southern magnolia (*Magnolia grandiflora*), Canary Island palm (*Phoenix canariensis*), Mexican fan palm (*Washingtonia robusta*), Tasmanian blue gum (*Eucalyptus globulus*), red iron bark (*E. sideroxylon*), silver wattle (*Acacia dealbata*), blackwood acacia (*A. melanoxylon*), deodar cedar (*Cedrus deodara*), atlas cedar (*C. atlantica*), cedar of Lebanon (*C. libani*), incense cedar (*Calocedrus decurrens*), American sweetgum (*Liquidambar styraciflua*), Chinese elm (*Ulmus parvifolia*), London plane sycamore (*Platanus x hispanica*), yarwood (*Platanus x hispanica* 'Yarwood'), Lombardy poplar (*Populus nigra* 'Italica'), Japanese yew (*Taxus cuspidate*), bunya bunya (*Araucaria bidwillii*), zelkova (*Zelkova serrata*), ponderosa pine (*Pinus ponderosa*), giant redwood (*Sequoiadendron giganteum*), holly oak (*Quercus ilex*), red oak (*Q. rubra*), Washington thorn (*Crataegus phaenopyrum*), western juniper (*Juniperus occidentalis*), Grecian bay (*Laurus nobles*), tulip tree (*Liriodendron tulipifera*), tarata (*Pittosporum eugenioides*), Victorian box (*P. undulatum*), olive (*Olea europaea*), loquat (*Eriobotrya japonica*), cherry (*Prunus serrulata*), Catalina cherry (*P. ilicifolia* ssp. *lyonii*), fig (*Ficus* sp.), agave (*Agave* sp.), agapanthus (*Agapanthus* sp.), bamboo (*Phyllostachys* sp.), jade plant (*Crassula ovata*), cotoneaster (*Cotoneaster* sp.), French broom (*Genista monspessulana*), pink jasmine (*Jasminum polyanthum*), English ivy (*Hedera helix*), nasturtium (*Nasturtium officinale*), and turf grass.

Patches of ruderal plants, such as smilo grass (*Stipa miliacea*), Italian thistle (*Carduus pycnocephalus*), ripgut brome (*Bromus diandrus*), and foxtail barley (*Hordeum* sp.), were observed growing within the English ivy and along the fringes of the project site.

A small vegetable garden and a small native plant garden with planted blue elderberry (*Sambucus nigra* ssp. *caerulea*), California sagebrush (*Artemisia californica*), mugwort (*A. douglasiana*) and other native plant species are present near site's boundary with Broadway.

WILDLIFE

The project site provides suitable nesting habitat for several bird species. Birds, such as California towhee and house finch, could nest on the buildings and in the trees and shrubs on and adjacent to the site. Fox squirrel (*Sciurus niger*) nests were observed in some of the on-site trees, but nests of this non-native squirrel are not protected under CEQA.

Wildlife species or wildlife sign observed within or adjacent to the project site during the field survey consisted of American crow (*Corvus brachyrhynchos*), chestnut-backed chickadee (*Poecile rufescens*), bushtit (*Psaltriparus minimus*), oak titmouse (*Baeolophus inornatus*), Bewick's wren (*Thryomanes bewickii*), Anna's hummingbird (*Calypte anna*), California towhee (*Melospiza crissalis*), cedar waxwing (*Bombycilla cedrorum*), dark-eyed junco (*Junco hyemalis*), house finch (*Haemorhous mexicanus*), and fox squirrel (*Sciurus niger*).

SPECIAL-STATUS SPECIES

For the purposes of this assessment, special-status species are defined as follows:

- Species that are listed, formally proposed, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA);
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Plant species that are on the California Rare Plant Rank Lists 1A, 1B, and 2;
- Animal species that are designated as Species of Special Concern or Fully Protected by CDFW; or
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines.

Special-Status Plant Species

Several CNDDDB occurrences of special-status plant species have been recorded within 2 miles of the project site (CDFW 2019), but the project site does not support suitable habitat for special-status plants due to prior disturbance and development at the site and the resulting lack of suitable natural habitat.

Special-Status Animal Species

Special-status animal species that are known to occur in the vicinity of the site and for which suitable habitat may be present includes the white-tailed kite (*Elanus leucurus*), which could nest in the trees and large shrubs within or adjacent to the project site, and the pallid bat (*Antrozous pallidus*), which could roost in the large trees or buildings on or adjacent to the project site. No trees with stick nests or large hollows or evidence of roosting bats was observed during the survey.

SENSITIVE HABITATS

Waters of the United States/State

No wetlands or waters of the United States/State that are potentially jurisdictional under Section 404 of the Clean Water Act or the Porter-Cologne Act occur at the project site.

Riparian or Other Sensitive Habitat

No riparian habitat or other sensitive natural communities occur at the project site.

WILDLIFE NURSERY SITES

The project site does not support suitable habitat for wildlife nursery sites, including bird rookeries or roosting bat colonies. No evidence of roosting bats (i.e., guano, urine stains, droppings, and odor) or bird rookeries were detected during LSA's field survey.

WILDLIFE MOVEMENT CORRIDORS

The project site includes buildings, paved surfaces, and landscaping. Existing wildlife that currently move through the existing campus are urban-adapted species that would be able to continue to move through the site after project development. Typical urban wildlife that may move through the site include various native and non-native birds, raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), and striped skunk (*Mephitis mephitis*).

LOCAL AND STATE REGULATIONS

City of Oakland Tree Preservation Ordinance

The City of Oakland's Tree Preservation Ordinance, Chapter 12.36, of the Oakland Municipal Code requires a permit for the removal of protected trees within the project site. Protected trees include coast live oak (*Quercus agrifolia*) trees with 4 inches or greater in diameter at breast height (dbh) and other trees that have a dbh more or equal to 9 inches, except for eucalyptus (*Eucalyptus* spp.) and possibly Monterey pine (*Pinus radiata*) trees (Monterey Pine trees are protected where more than five Monterey Pine trees per acre are removed. Monterey Pines must be inspected and verified by the Public Works Agency – Tree Division prior to their removal), and any tree of any size or street tree located within the public right-of-way. Impacted protected trees would likely require a tree removal permit from the City, payment of a permit fee, and/or planting of replacement trees at a minimum 1:1 ratio. Sheet L-1 *Tree Preservation and Relocation* of the Redevelopment Plan (Emerald Fund et al. 2018) depicts the transplanting of four existing coast live oak trees; the transplanting of these trees would also likely require a tree removal permit.

HABITAT CONSERVATION PLANS

The project site is not located within the limits of a conservation plan and therefore would not conflict with any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.

RECOMMENDED MITIGATION MEASURES

LSA recommends the following specific mitigation measures be implemented to ensure impacts to biological resources are avoided/minimized:

Nesting Birds

The project should avoid construction activities during the bird nesting season (February 1 through August 31). If construction activities are scheduled during the nesting season, a qualified biologist should conduct a pre-construction survey of all suitable nesting habitat (i.e., fields, trees, shrubs, buildings) within 250 feet of the project site (where accessible). The pre-construction survey should be conducted no more than 14 days prior to the start of work. If the survey indicates the presence of nesting birds, protective buffer zones should be established around the nests as follows: for raptor nests, the size of the buffer zone should be a 250-foot radius centered on the nest; for other birds, the size of the buffer zone should be a 50 to 100-foot radius centered on the nest. In some cases, these buffers may be increased or decreased depending on the bird species and the level of disturbance that will occur near the nest.

Roosting Bats

A qualified biologist should conduct a pre-construction survey for roosting bats at all suitable bat roosting habitat (large trees, buildings, and structures) within the project area within 14 days prior to the beginning of project-related activities. If active bat roosts are discovered or if evidence of recent prior occupation is established, a buffer should be established around the roost site until the roost site is no longer active. If an active bat roost needs to be removed as part of the proposed project, the project biologist would need to consult CDFW to determine appropriate methods for the removal of the roost. As part of CDFW's approval, a new roost site may need to be created on the project site as mitigation.

Special-Status Plants

No special-status plants are present on the project site due to the urban nature of the site, lack of suitable natural habitat, and prior and on-going disturbance at the site. The project site has been developed and planted with landscaping.

Waters of the US/Waters of the State

No wetlands or waters of the United States/State that are potentially jurisdictional under Section 404 of the Clean Water Act or the Porter-Cologne Act occur at the project site.

City of Oakland Tree Removal Permit

Most of the trees on the project site are protected trees under the City's Tree Preservation Ordinance. A tree removal permit from the City, payment of an associated permit fee, and/or planting of mitigation trees at a minimum 1:1 ratio may be required for the removal of protected trees. Transplanting existing protected trees, such as the four coast live oak trees shown on Sheet L-1 of the Redevelopment Plan (Emerald Fund et al. 2018), would also likely require a tree removal permit. Remaining preserved trees on the site will need to be protected during construction and may require implementation of standard tree protection measures as recommended by the project arborist.

Please contact me at (510) 236-6810 or at dan.side@lsa.net if you have questions and/or require further information regarding this biological resources assessment.

LSA ASSOCIATES, INC.

Sincerely,



Dan Sidle
Associate/Senior Biologist

Attachments: Table A: Special-Status Species Evaluated for the Project

REFERENCES

- American Ornithologists' Union (AOU). 1998. Check-list of North American birds. 7th Edition. American Ornithologists' Union, Washington, D.C.
- AmphibiaWeb. 2019. Website: www.amphibiaweb.org. University of California, Berkeley.
- Baldwin, B.G., D.H. Goldman, D.J. Keil, R. Patterson, T.J. Rosatti, and D.H. Wilken, editors. 2012. The Jepson Manual: Vascular Plants of California, Second Edition. University of California Press, Berkeley.
- Bradley, R.D., L.K. Ammerman, R.J. Baker, L.C. Bradley, J.A. Cook, R.C. Dowler, D.J. Schmidly, F.B. Stangl, Jr., R.A. Van Den Bussche, and B. Würsig. 2014. Revised Checklist of North American Mammals North of Mexico, 2014. Occasional Papers, Museum of Texas Tech University No. 237.
- California Department of Fish and Wildlife (CDFW). 2019. Query of the California Natural Diversity Database for special-status species occurrences within 5 miles of the project site. Biogeographic Data Branch, California Department of Fish and Wildlife, Sacramento. May 7.
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- Crother, B.I. (ed.). 2017. Scientific and Standard English Names of Amphibians and Reptiles of North America North of Mexico, with Comments Regarding Confidence in Our Understanding, pp. 1-102. SSAR Herpetological Circular No. 43.
- Emerald Fund, Equity Community Builders, Solomon Cordwell Buenz Architects, Leddy Maytum Stacy Architects, Jensen Architects, Mark Horton / Architecture, and CMG Landscape Architecture. 2018. California College of Arts Oakland Campus Site Redevelopment Plan Pre-Application Submission. November 29.
- SBCA Tree Consulting. 2018. Tree Survey for California College of the Arts, Oakland. Prepared for CMG Landscape Architecture, San Francisco. January 25.
- UC Davis SoilWeb. 2019. Web Soil Survey. Accessed at http://casoilresource.lawr.ucdavis.edu/soil_web/ssurgo.php on May 17.
- U.S. Fish and Wildlife Service (USFWS). 2019. IPaC Information for Planning and Consultation. List of federally listed species known to occur in the project area. May 17.

Table A: Special-Status Species Evaluated for the Project Site

Species	Status (Federal/State)	Habitat	Potential for Occurrence ^a
Reptiles			
Alameda whipsnake <i>Masticophis lateralis euryxanthus</i>	FT/ST	Chaparral and sage scrub with rock outcrops and an abundance of prey species such as western fence lizard (<i>Sceloporus occidentalis</i>).	No suitable habitat present.
Birds			
White-tailed kite <i>Elanus leucurus</i>	–/CFP	Nests in shrubs and trees in open areas and forages in adjacent grasslands and agricultural land.	Suitable nesting habitat present in the trees on and adjacent to the site, but limited foraging habitat present in the grasslands. No CNDDB occurrences within 5 miles of the project site.
American peregrine falcon <i>Falco peregrinus anatum</i>	Delisted/ Delisted/ CFP	Forages in open country, mountains, and sea coasts. Nests on high cliffs, bridges, and buildings.	No suitable nesting habitat present.
Mammals			
Townsend’s western big-eared bat <i>Corynorhinus townsendii townsendii</i>	–/SSC	Found in wooded areas with caves or old buildings for roost sites.	No suitable roosting or hibernating habitat present. No tree hollows or bat roosts observed on the buildings or in the trees during LSA’s reconnaissance-level survey. Closest CNDDB occurrence is a possibly extirpated record from 1938 from specimens collected at Strawberry Canyon near UC Berkeley.
Pallid bat <i>Antrozous pallidus</i>	–/SSC	Occupies a wide variety of habitats at low elevations. Most commonly found in open, dry habitats with rocky areas for roosting.	Suitable roosting or hibernating habitat may be present within trees on or adjacent to the site. No tree hollows or bat roosts observed on the buildings or in the trees during LSA’s reconnaissance-level survey. Closest CNDDB occurrence is from specimens collected in 1919 at an unknown location in Berkeley.

Status Codes:

- FT = Federally listed as a threatened species
- ST = State-listed as a threatened species
- CFP = State-listed as a fully protected species
- SSC = State Species of Special Concern
- = No status

^a Nearest records are based on CNDDB (CDFW 2019) occurrences unless otherwise noted.

Source: LSA 2019.

APPENDIX G
SHADOW STUDY RESULTS

A.1-1

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Summer Solstice



- | | | |
|---|--|---|
|  Proposed Project |  Historic Resource Sites (only affected sites numbered) |  Open Spaces (not affected) |
|  Existing (current) Shadows |  1 Macky House |  1 Claremont Country Club |
|  New Shadow by Proposed Project |  2 Carriage House |  Solar Collector Sites (not affected) |
|  New Sunlight due to Demolished Buildings |  3 5237 College Avenue | |
| |  4 5245 College Avenue | |
| |  5 5253-5257 College Ave | |
| |  6 5251 Broadway | |

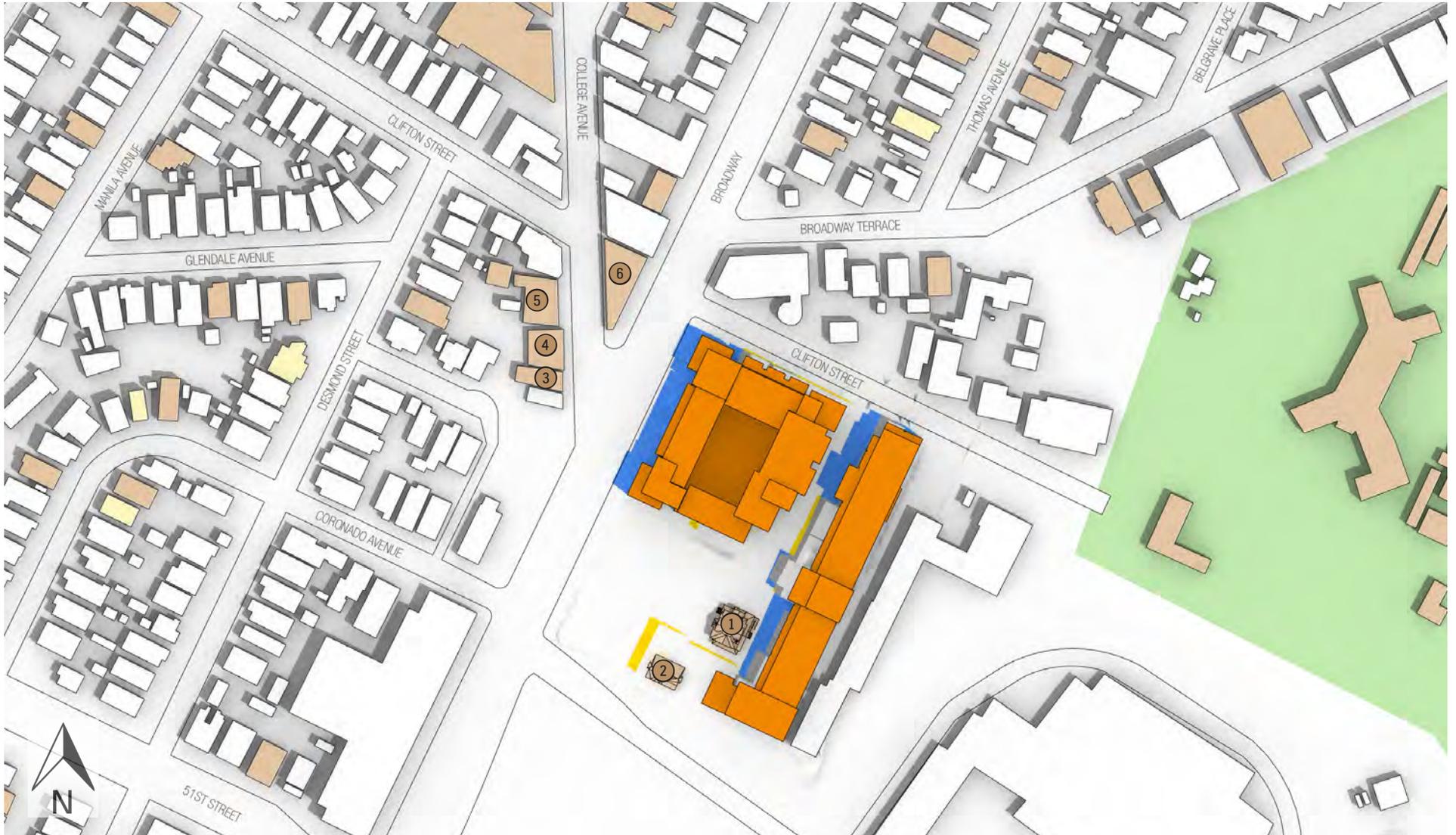
SUMMER SOLSTICE
JUNE 21

9:00 AM

A.1-2

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Summer Solstice



- | | | |
|---|--|---|
|  Proposed Project |  Historic Resource Sites (only affected sites numbered) |  Open Spaces (not affected) |
|  Existing (current) Shadows | ① Macky House | ① Claremont Country Club |
|  New Shadow by Proposed Project | ② Carriage House |  Solar Collector Sites (not affected) |
|  New Sunlight due to Demolished Buildings | ③ 5237 College Avenue | |
| | ④ 5245 College Avenue | |
| | ⑤ 5253-5257 College Ave | |
| | ⑥ 5251 Broadway | |

SUMMER SOLSTICE
JUNE 21 12:00 PM

A.1-3

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Summer Solstice



- Proposed Project
- Existing (current) Shadows
- New Shadow by Proposed Project
- New Sunlight due to Demolished Buildings

- Historic Resource Sites (only affected sites numbered)
- 1 Macky House
- 2 Carriage House
- 3 5237 College Avenue
- 4 5245 College Avenue
- 5 5253-5257 College Ave
- 6 5251 Broadway

- Open Spaces (not affected)
- 1 Claremont Country Club
- Solar Collector Sites (not affected)

**SUMMER SOLSTICE
JUNE 21**

3:00 PM

A.2-1

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Vernal/Autumnal Equinoxes



- | | | |
|---|--|---|
|  Proposed Project |  Historic Resource Sites (only affected sites numbered) |  Open Spaces (not affected) |
|  Existing (current) Shadows |  1 Macky House |  1 Claremont Country Club |
|  New Shadow by Proposed Project |  2 Carriage House |  Solar Collector Sites (not affected) |
|  New Sunlight due to Demolished Buildings |  3 5237 College Avenue | |
| |  4 5245 College Avenue | |
| |  5 5253-5257 College Ave | |
| |  6 5251 Broadway | |

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

9:00 AM

A.2-2

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Vernal/Autumnal Equinoxes



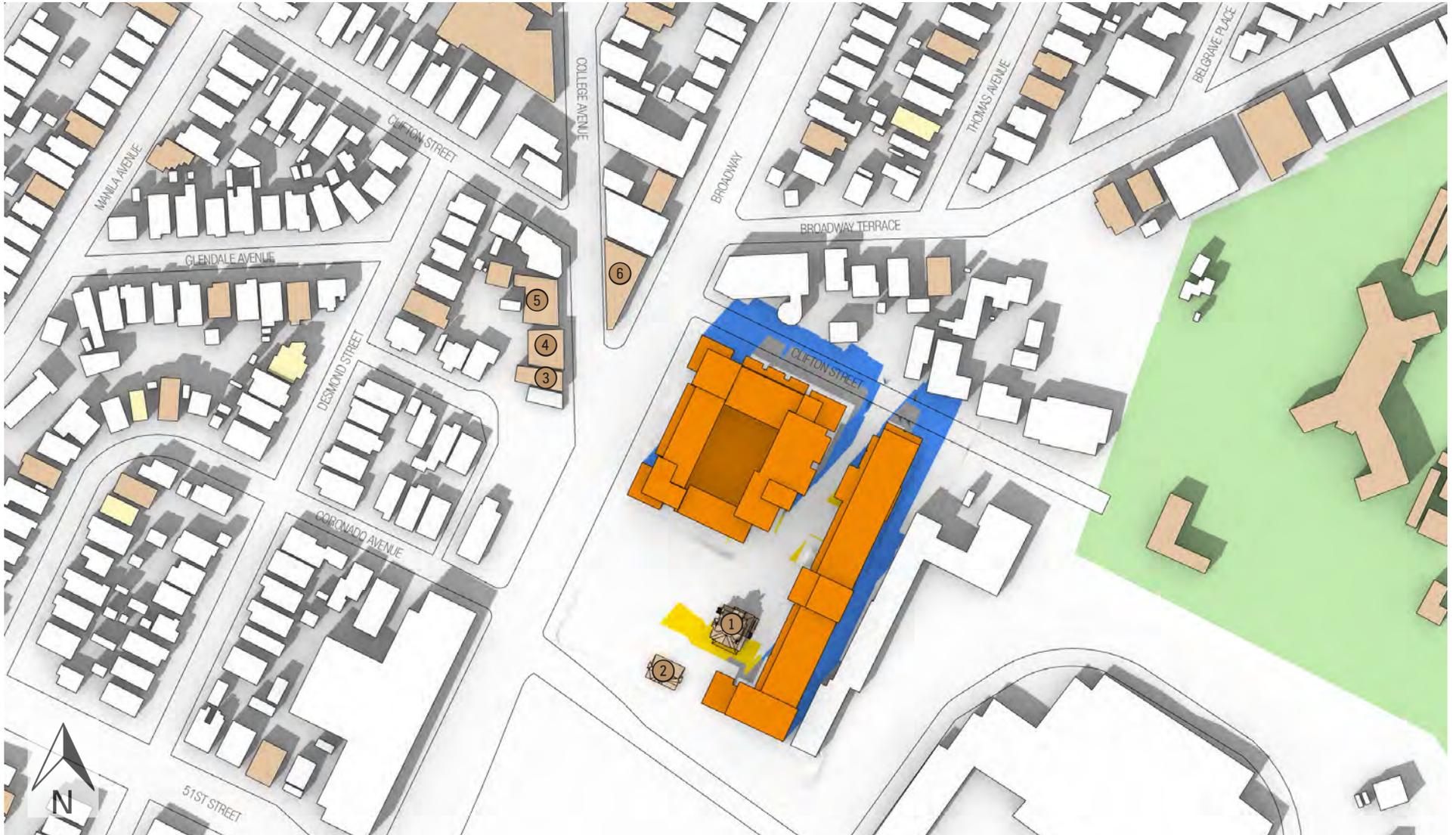
- | | | |
|--|--|--------------------------------------|
| Proposed Project | Historic Resource Sites (only affected sites numbered) | Open Spaces (not affected) |
| Existing (current) Shadows | Macky House | Claremont Country Club |
| New Shadow by Proposed Project | Carriage House | Solar Collector Sites (not affected) |
| New Sunlight due to Demolished Buildings | 5237 College Avenue | |
| | 5245 College Avenue | |
| | 5253-5257 College Ave | |
| | 5251 Broadway | |

VERNAL/AUTUMNAL EQUINOX
MARCH 20 & SEPTEMBER 22 **12:00 PM**

A.2-3

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Vernal/Autumnal Equinoxes



- | | | |
|--|--|--------------------------------------|
| Proposed Project | Historic Resource Sites (only affected sites numbered) | Open Spaces (not affected) |
| Existing (current) Shadows | Macky House | Claremont Country Club |
| New Shadow by Proposed Project | Carriage House | Solar Collector Sites (not affected) |
| New Sunlight due to Demolished Buildings | 5237 College Avenue | |
| | 5245 College Avenue | |
| | 5253-5257 College Ave | |
| | 5251 Broadway | |

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

3:00 PM

A.3-1

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Winter Solstice



- | | | |
|--|--|--------------------------------------|
| Proposed Project | Historic Resource Sites (only affected sites numbered) | Open Spaces (not affected) |
| Existing (current) Shadows | ① Macky House | ① Claremont Country Club |
| New Shadow by Proposed Project | ② Carriage House | Solar Collector Sites (not affected) |
| New Sunlight due to Demolished Buildings | ③ 5237 College Avenue | |
| | ④ 5245 College Avenue | |
| | ⑤ 5253-5257 College Ave | |
| | ⑥ 5251 Broadway | |

**WINTER SOLSTICE
DECEMBER 21** **9:00 AM**

A.3-2

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Winter Solstice



- | | | |
|--|--|--------------------------------------|
| Proposed Project | Historic Resource Sites (only affected sites numbered) | Open Spaces (not affected) |
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| | ④ 5245 College Avenue | |
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| | ⑥ 5251 Broadway | |

WINTER SOLSTICE
DECEMBER 21 **12:00 PM**

A.3-3

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Shading diagrams on the Winter Solstice



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|---|--|---|
|  Proposed Project |  Historic Resource Sites (only affected sites numbered) |  Open Spaces (not affected) |
|  Existing (current) Shadows |  1 Macky House |  1 Claremont Country Club |
|  New Shadow by Proposed Project |  2 Carriage House |  Solar Collector Sites (not affected) |
|  New Sunlight due to Demolished Buildings |  3 5237 College Avenue | |
| |  4 5245 College Avenue | |
| |  5 5253-5257 College Ave | |
| |  6 5251 Broadway | |

WINTER SOLSTICE
DECEMBER 21

3:00 PM

C.1-1

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Summer Solstice



- Proposed Project
- Existing Shadows (Current Condition)
- Net New Shadow from Proposed Project
- Net New Shadow from Cumulative Projects
- New Sunlight due to Demolished Buildings

- Historic Resource Sites (only affected sites numbered)
- 1 Macky House
- 2 Carriage House
- 3 5237 College Avenue
- 4 5245 College Avenue
- 5 5253-5257 College Ave
- 6 5251 Broadway

- Open Spaces (not affected)
- 1 Claremont Country Club
- Cumulative Condition Projects
- 1 Safeway Redevelopment Project
- Solar Collector Sites (not affected)

**SUMMER SOLSTICE
JUNE 21**

9:00 AM

C.1-2

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Summer Solstice



- Proposed Project
- Existing Shadows (Current Condition)
- Net New Shadow from Proposed Project
- Net New Shadow from Cumulative Projects
- New Sunlight due to Demolished Buildings

- Historic Resource Sites (only affected sites numbered)
- 1 Macky House
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- Open Spaces (not affected)
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- Cumulative Condition Projects
- 1 Safeway Redevelopment Project
- Solar Collector Sites (not affected)

SUMMER SOLSTICE
JUNE 21 **12:00 PM**

C.1-3

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Summer Solstice



- Proposed Project
- Existing Shadows (Current Condition)
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- Open Spaces (not affected)
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- Cumulative Condition Projects
- 1 Safeway Redevelopment Project
- Solar Collector Sites (not affected)

**SUMMER SOLSTICE
JUNE 21**

3:00 PM

C.2-1

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Vernal/Autumnal Equinoxes



- | | | |
|--|--|--------------------------------------|
| Proposed Project | Historic Resource Sites (only affected sites numbered) | Open Spaces (not affected) |
| Existing Shadows (Current Condition) | ① Macky House | ① Claremont Country Club |
| Net New Shadow from Proposed Project | ② Carriage House | ② Cumulative Condition Projects |
| Net New Shadow from Cumulative Projects | ③ 5237 College Avenue | ③ Safeway Redevelopment Project |
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| | ⑥ 5251 Broadway | |

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

9:00 AM

C.2-2

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Vernal/Autumnal Equinoxes



- Proposed Project
- Existing Shadows (Current Condition)
- Net New Shadow from Proposed Project
- Net New Shadow from Cumulative Projects
- New Sunlight due to Demolished Buildings

- Historic Resource Sites (only affected sites numbered)
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- Cumulative Condition Projects
- ① Safeway Redevelopment Project
- Solar Collector Sites (not affected)

VERNAL/AUTUMNAL EQUINOX
MARCH 20 & SEPTEMBER 22 12:00 PM

C.2-3

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Vernal/Autumnal Equinoxes



- Proposed Project
- Existing Shadows (Current Condition)
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- Net New Shadow from Cumulative Projects
- New Sunlight due to Demolished Buildings

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VERNAL/AUTUMNAL EQUINOX
MARCH 20 & SEPTEMBER 22

3:00 PM

C.3-1

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Winter Solstice



- Proposed Project
- Existing Shadows (Current Condition)
- Net New Shadow from Proposed Project
- Net New Shadow from Cumulative Projects
- New Sunlight due to Demolished Buildings

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**WINTER SOLSTICE
DECEMBER 21**

9:00 AM

C.3-2

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Winter Solstice



- | | | |
|--|--|--------------------------------------|
| Proposed Project | Historic Resource Sites (only affected sites numbered) | Open Spaces (not affected) |
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WINTER SOLSTICE
DECEMBER 21 12:00 PM

C.3-3

CCA | CALIFORNIA COLLEGE OF THE ARTS, OAKLAND CAMPUS PROJECT

Cumulative shading diagrams on the Winter Solstice



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| | ⑥ 5251 Broadway | |

**WINTER SOLSTICE
DECEMBER 21** **3:00 PM**

APPENDIX H
EQUITABLE CLIMATE ACTION PLAN (ECAP) CHECKLIST

CCA OAKLAND CAMPUS REDEVELOPMENT PROJECT EIR
APPENDIX H: EQUITABLE CLIMATE ACTION PLAN (ECAP) CHECKLIST



CITY OF OAKLAND

Equitable Climate Action Plan Consistency Checklist

250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612-2031

Zoning Information: 510-238-3911

<https://www.oaklandca.gov/topics/planning>

The purpose of this Equitable Climate Action Plan Consistency Review Checklist is to determine, for purposes of compliance with the California Environmental Quality Act (CEQA), whether a development project complies with the City of Oakland Equitable Climate Action Plan (ECAP) and the City of Oakland's greenhouse gas (GHG) emissions reduction targets. CEQA Guidelines require the analysis of GHG emissions and potential climate change impacts from new development.

- If a development project completes this Checklist and can qualitatively demonstrate compliance with the Checklist items as part of the project's design, or alternatively, demonstrate to the City's satisfaction why the item is not applicable, then the project will be considered in compliance with the City's CEQA GHG Threshold of Significance.
- If a development project cannot meet all of the Checklist items, the project will alternatively need to demonstrate consistency with the ECAP by complying with the City of Oakland GHG Reduction Plan Condition of Approval.
- If the project cannot demonstrate consistency with the ECAP in either of those two ways, the City will consider the project to have a significant effect on the environment related to GHG emissions.

Application Submittal Requirements

1. The ECAP Consistency Checklist applies to all development projects needing a CEQA GHG emissions analysis, including a specific plan consistency analysis.
2. If required, the ECAP Consistency Review Checklist must be submitted concurrently with the City of Oakland Basic Application.

Application Information

Applicant's Name/Company: Arts Campus Holdings, LLC

Property Address: 5212 Broadway

Assessor's Parcel Number: 14-1243-1-1

Phone Number: 415-794-9083

E-mail: marc@emeraldfund.com

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

Checklist Item (Check the appropriate box and provide explanation for your answer).			
Transportation & Land Use			
1. Is the proposed project substantially consistent with the City’s over-all goals for land use and urban form, and/or taking advantage of allowable density and/or floor area ratio (FAR) standards in the City’s General Plan? (TLU1)	Yes	No	N/A
	X		
<p>Please explain how the proposed project is substantially consistent with the City’s General Plan with respect to density and FAR standards, land use, and urban form.</p> <p>The proposed Project provides much-needed housing on an in-fill site well served by transit, will help the City with meetings its housing requirement, is of a high-quality design, is of a density and scale in keeping with the surrounding area, and provides adequate parking that is conveniently located with no visual prominence.</p>			
2. For developments in “Transit Accessible Areas” as defined in the Planning Code, would the project provide: i) less than half the maximum allowable parking, ii) the minimum allowable parking, or iii) take advantage of available parking reductions? (TLU1)	Yes	No	N/A
	X		
<p>Please explain how the proposed project meets this action item.</p> <p>Project will seek to a 50% reduction in car parking requirements, down from 1.0 to 0.5, per 17.116.110. The amount of car parking proposed is .57/1 or 255 spaces for 447 homes.</p>			
3. For projects including structured parking, would the structured parking be designed for future adaptation to other uses? (Examples include, but are not limited to: the use of speed ramps instead of sloped floors.). (TLU1)	Yes	No	N/A
	X		
<p>Please explain how the proposed project meets this action item.</p> <p>The parking garage is designed for future adaption other uses as it is primarily comprised of speed ramps that are adaptable.</p>			
4. For projects that <i>are</i> subject to a Transportation Demand Management Program, would the project include transit passes for employees and/or residents? (TLU1)	Yes	No	N/A
	X		
<p>Please explain how the proposed project meets this action item.</p> <p>The Project is likely to include several TDM measures including transit passes for employees, car sharing, EV charging stations, bike parking far in excess requirements (1:1), and improvements to the adjacent bus stop.</p>			

Please say definitely that the project will implement TDM measures.

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

<p>5. For projects that are <i>not</i> subject to a Transportation Demand Management Program, would the project incorporate one or more of the optional Transportation Demand Management measures that reduce dependency on single-occupancy vehicles? (Examples include but are not limited to transit passes or subsidies to employees and/or residents; carpooling; vanpooling; or shuttle programs; on-site carshare program; guaranteed ride home programs) (TLU1 & TLU8)</p>	Yes	No	N/A
			X
<p>Please explain how the proposed project meets this action item.</p> <p style="text-align: center;">← Add "The project is subject to a TDM Program"</p>			
<p>6. Does the project comply with the Plug-In Electric Vehicle (PEV) Charging Infrastructure requirements (Chapter 15.04 of the Oakland Municipal Code), if applicable? (TLU2 & TLU-5)</p>	Yes	No	N/A
	X		
<p>Please explain how the proposed project meets this action item.</p> <p>10% of parking spaces will be full circuit; of the remaining 90%, any inaccessible raceways shall be installed; the electrical panel will be sufficient to supply 20% of the spaces with PEV power.</p>			
<p>7. Would the project reduce or prevent the direct displacement of residents and essential businesses? (For residential projects, would the project comply with SB 330, if applicable? For projects that demolish an existing commercial space, would the project include comparable square footage of neighborhood serving commercial floor space.) (TLU3)</p>	Yes	No	N/A
			X
<p>Please explain how the proposed project meets this action item.</p> <p>No residents or essential businesses exist on the site. The site is currently occupied by an arts college that will be moving away, irrespective of whether the proposed project occurs.</p>			

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

<p>8. Would the project prioritize sidewalk and curb space consistent with the City’s adopted Bike and Pedestrian Plans? (The project should not prevent the City’s Bike and Pedestrian Plans from being implemented. For example, do not install a garage entrance where a planned bike path would be unless otherwise infeasible due to Planning Code requirements, limited frontage or other constraints.) (TLU7)</p>	<p>Yes</p>	<p>No</p>	<p>N/A</p>
<p>X</p>			
<p>Please explain how the proposed project meets this action item.</p> <p>The Project provides bikeways and pedestrian walkways, as well as bicycle parking, and is consistent with the Bike and Pedestrian Plans and will not prevent the Plans from being implemented.</p>			
<p>Buildings</p>			
<p>9. Does the project not create any new natural gas connections/hook-ups? (B1 & B2)</p>	<p>Yes</p>	<p>No</p>	<p>N/A</p>
<p>Seems like this should say "Yes" there will not be any new natural gas connections.</p>			
<p>Please explain how the proposed project meets this action item.</p> <p>There will be no new natural gas hook-ups.</p>			
<p>10. Does the project comply with the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code), if applicable? (B4)</p>	<p>Yes</p>	<p>No</p>	<p>N/A</p>
<p>X</p>			
<p>Please explain how the proposed project meets this action item.</p> <p>The project is projected to receive a Gold rating and earn 114 GreenPoints.</p>			
<p>11. For retrofits of City-owned or City-controlled buildings: Would the project be all-electric, eliminate gas infrastructure from the building, and integrate energy storage wherever technically feasible and appropriate? (B5)</p>	<p>Yes</p>	<p>No</p>	<p>N/A</p>
<p>X</p>			
<p>Please explain how the proposed project meets this action item.</p> <p>Add "The project is not a City project"</p>			

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

Material Consumption & Waste			
12. Would the project reduce demolition waste from construction and renovation and facilitate material reuse in compliance with the Construction Demolition Ordinance (Chapter 15.34 of the Oakland Municipal Code)? (MCW6)	Yes	No	N/A
	X		
Please explain how the proposed project meets this action item. The project will comply with the Construction Demolition Ordinance.			
City Leadership			
13. For City projects: Have opportunities to eliminate/minimize fossil fuel dependency been analyzed in project design and construction? (CL2)	Yes	No	N/A
			X
Please explain how the proposed project meets this action item. <div style="border: 1px solid red; padding: 2px; display: inline-block; color: red;">Add "The project is not a City project"</div>			
Adaptation			
14. For new projects in the Designated Very High Wildfire Severity Zone: Would the project incorporate wildfire safety requirements such creation of defensible space around the house, pruning, clearing and removal of vegetation, replacement of fire resistant plants, as required in the Vegetation Management Plan? (A4)	Yes	No	N/A
			X
Please explain how the proposed project meets this action item. <div style="border: 1px solid red; padding: 2px; display: inline-block; color: red;">Add "The project is not located within a Designated Very High Wildfire Severity Zone."</div>			

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

Carbon Removal			
15. Would the project replace a greater number of trees than will be removed in compliance with the Tree Preservation Ordinance (Chapter 12.36 of the Oakland Municipal Code) and Planning Code if applicable and feasible given competing site constraints? (CR-2)	Yes	No	N/A
	X		
Please explain how the proposed project meets this action item. The project will replace an equal or greater number of trees than it will remove in compliance with the Tree Preservation Ordinance.			
16. Does the project comply with the Creek Protection, Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code), as applicable? (CR-3)	Yes	No	N/A
	X		
Please explain how the proposed project meets this action item. No creek exists on or near the project site.			

I understand that answering **yes** to all of these questions, means that the project **is in compliance with** the City’s Energy and Climate Action Plan as adopted on to July 28, 2020 and requires that staff apply the Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist Condition of Approval as adopted by the Planning Commission on December 16, 2020 and all Checklist items must be incorporated into the project

I understand that answering **no** to any of these questions, means that the project **is not in compliance with** the City’s Energy and Climate Action Plan as adopted on to July 28, 2020 and requires that staff apply the Greenhouse Gas (GHG) Reduction Plan Condition of Approval as adopted by the Planning Commission on December 16, 2020 which will require that the applicant prepare a quantitative GHG analysis and GHG Reduction Plan for staff’s review and approval. The GHG Reduction Plan and all GHG Reduction measures shall be incorporated into the project and implemented during construction and after construction for the life of the project.

Marc Babsin
 Name and Signature of Preparer

6/29/21
 Date

APPENDIX I
WATER SUPPLY ASSESSMENT



January 14, 2020

Rebecca Lind, Planner III
City of Oakland, Bureau of Planning
Dalziel Building
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Water Supply Assessment – California College of the Arts Oakland Campus and Clifton Hall Redevelopment Project

Dear Ms. Lind:

This letter is in response to your request dated December 4, 2019, for water agency consultation (Enclosure 1) concerning the Water Supply Assessment (WSA) for the California College of the Arts Oakland Campus and Clifton Hall Redevelopment Project (Project), located in the City of Oakland (City), which is within East Bay Municipal Utility District's (EBMUD's) Ultimate Service Boundary. EBMUD appreciates the opportunity to provide this response.

Pursuant to Sections 10910-10915 of the California Water Code, the Project meets the threshold requirement for an assessment of water supply availability based on the amount of water this Project would require, which is greater than the amount of water required by a 500-dwelling-unit project.

Please note this WSA addresses the issue of water supply only and is not a guarantee of service; future water service is subject to the rates and regulations in effect at that time.

Project Demand

The water demand for the Project is accounted for in EBMUD's water demand projections, as published in EBMUD's Urban Water Management Plan (UWMP) 2015 (Enclosure 2). EBMUD's water demand projections account for anticipated future water demands within EBMUD's service boundaries and for variations in demand-attributed changes in development patterns. The existing land uses consist primarily of existing California College of the Arts institutional facilities with a historical water use of approximately 8,600 gallons per day (GPD). The projected water demand at Project build-out is estimated to be approximately 102,000 GPD.

EBMUD's demand projections indicate both densification and land use changes in a few existing land use classifications, including commercial and residential land use areas. These changes increase demand for EBMUD water. EBMUD's UWMP 2015 projects water demands over time, accounting for estimated variations in demand usage minus conservation and recycled supply sources, as noted in the UWMP 2015, Table 4-1, Mid-Cycle Demand Projections (Table 1). Typically, EBMUD prepares a full demand study every ten years; the most recent version, the 2040 Demand Study, was completed in 2009. For planning purposes, water demands are

estimated in five-year increments, but it is recognized that actual incremental amounts may occur stepwise in shorter time increments. An increase in usage by one customer in a particular customer class does not require a strict gallon-for-gallon increase in conservation by other customers in that class, as, in actuality, the amount of potable demand, conservation and recycled water use EBMUD-wide will vary somewhat. In 2014, EBMUD prepared the Mid-Cycle Demand Assessment (MCDA) in order to assess any significant effects on metered water consumption caused by the 2008-2010 drought, and the economic downturn that affected growth in the Bay Area. As part of the MCDA, EBMUD reviewed recently updated city and county general plans for significant changes since the 2040 Demand Study, and held meetings with representatives from the cities of Alameda, Oakland, Richmond and San Ramon. The MCDA concluded that, while the cities and counties might reach their build-out goals later than originally anticipated, they would still reach these goals by 2040. Accordingly, the MCDA validated the 2040 Demand Study, as demands are expected to gradually increase back to 2040 projected levels as development and water use return to pre-drought and pre-recession conditions. EBMUD plans to complete another comprehensive demand study in early 2020 with a long-term horizon of 2050. As part of the demand study, EBMUD will reach out to each city and county in the service area to ask about projected development and future land-use changes. The study results will be incorporated into the UWMP 2020.

Table 1
Mid-Cycle Demand Projections (UWMP 2015, Table 4-1)

AVERAGE ANNUAL DEMAND (MGD)	MID-CYCLE DEMAND PROJECTIONS					
	2015	2020	2025	2030	2035	2040
PROJECTED TOTAL DEMAND	232	267	276	290	304	312
CONSERVATION ¹	-33	-39	-44	-51	-57	-62
NON-POTABLE WATER ^{1,2}	-9	-11	-14	-17	-18	-20
PLANNING LEVEL OF DEMAND	190	217	218	222	229	230

¹ See Chapters 6 and 7 for more discussion of water recycling and conservation, respectively.
² Non-potable water includes recycled water and raw water projects.

Project Area

The Project is located at 5200 and 5276 Broadway in the City and is bounded by the Rockridge Shopping Center access road to the south, multi-family residential buildings to the east, Broadway Terrace to the north, and Broadway to the west.

The Project area consists of approximately 4.2 acres over two parcels separated by Clifton Street. At build-out, the Project will include 589 multi-family housing units, 24,000 square feet of arts production space, 6,300 square feet of office space, a 1,200 square foot historical interpretive center, 2,580 square feet of arts space, 1.71 acres of public open space, and 0.34 acres of group usable open space.

EBMUD Water Demand Projections

Since the 1970s, water demand within EBMUD's service area has ranged from 200 to 220 million gallons per day (MGD) in non-drought years. Section 4.1 of the UWMP 2015

outlines past and current EBMUD water demand, including Figure 4-1 which shows historic water use (including metered and unmetered demands) within EBMUD's service area, along with the number of customer accounts. The 2040 water demand forecast of 312 MGD for EBMUD's service area can be reduced to 230 MGD with the successful implementation of water recycling and conservation programs, as outlined in the UWMP 2015. Current demand is lower than estimated in the MCDA as a result of the recent multi-year drought. This is because the planning level of demand may differ from the actual demand in any given year due to water use reductions that typically occur during droughts. After droughts, a rebound effect is expected wherein demand rises back to projected levels. Thus, the MCDA still reflects a reasonable expectation for demand in year 2040, as the demands are expected to gradually increase back to 2040 projected demand levels as development and water use return to pre-drought and pre-recession conditions. The proposed Project's future development and operations will not change EBMUD's 2040 demand projection.

EBMUD Water Supply, Water Rights and the UWMP 2015

EBMUD has water right permits and licenses that allow for delivery of up to a maximum of 325 MGD from the Mokelumne River, subject to the availability of Mokelumne River runoff and the senior water rights of other users. EBMUD's position in the hierarchy of Mokelumne River water users is determined by a variety of agreements between Mokelumne River water right holders and the terms of the appropriate water right permits and licenses.

Conditions that could, depending on hydrology, restrict EBMUD's ability to receive its full entitlement include:

- Upstream water use by senior water right holders.
- Downstream water use by riparian and senior appropriators and other downstream obligations, including protection of public trust resources.
- Variability in precipitation and runoff.

During prolonged droughts, the Mokelumne River supply cannot meet EBMUD's projected customer demands. To address this, EBMUD has completed construction of the Freeport Regional Water Facility and the Bayside Groundwater Project Phase 1, which are discussed below in the Supplemental Water Supply and Demand Management section of this assessment. EBMUD has obtained and continues to seek supplemental supplies.

The UWMP 2015, adopted on June 28, 2016 by EBMUD's Board of Directors under Resolution No. 34092-16, is a long-range planning document used to assess current and projected water usage, water supply planning, and conservation and recycling efforts. EBMUD's water supply sources are discussed in Section 1.5.1 of the UWMP 2015. EBMUD's main water supply is the Mokelumne River, and EBMUD has rights to receive up to 325 MGD of water from this source subject to the availability of runoff, senior water rights of other users, and downstream fishery flow requirements. EBMUD also has a Long-Term Renewal Contract (Contract No. 14-06-200-5183A-LTR1) with the United States (U.S.) Bureau of Reclamation to receive water from the Central Valley Project (CVP) through the Freeport Regional Water Facility in years when EBMUD's water supplies are relatively low (for more details, see Section 3.3.2 of the UWMP

2015). During some dry years, EBMUD may purchase water transfers to help meet customer demands. Section 5.1 of the UWMP 2015 discusses EBMUD's water transfer program.

EBMUD maintains a biennial budget and five-year capital improvement program to optimize investments and maximize drinking water quality, and the reliability, safety, flexibility, and overall efficiency of the water supply system. EBMUD's most recently adopted budget, which includes capital expenditures for the delivery of water supplies to its customers, can be found at <http://www.ebmud.com/about-us/investors/budget-and-rates/>.

EBMUD complies with applicable local, state, and federal regulations in the operation of its water supply system. Figure 1-4 of the UWMP 2015 illustrates the numerous local, state, and federal agencies that may regulate EBMUD's facilities and operations.

A summary of EBMUD's demand and supply projections, in five-year increments, for a 25-year planning horizon is provided in UWMP 2015, Table 4-5, Preliminary EBMUD Baseline Supply and Demand Analysis (Table 2).

EBMUD's evaluation of water supply availability accounts for the diversions of both upstream and downstream water right holders and fishery releases on the Mokelumne River. Fishery releases are based on the requirements of a 1998 Joint Settlement Agreement (JSA) between EBMUD, U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife. The JSA requires EBMUD to make minimum flow releases from its reservoirs to the lower Mokelumne River to protect and enhance the fishery resources and ecosystem of the river. As this water is released downriver, it is, therefore, not available for use by EBMUD's customers.

Table 2
Preliminary EBMUD Baseline Supply and Demand Analysis (UWMP 2015, Table 4-5)

TABLE 4-5 PRELIMINARY EBMUD BASELINE SUPPLY & DEMAND ANALYSIS

SUPPLY AND DEMAND COMPARISON - NORMAL YEAR (MGD)		2015	2020	2025	2030	2035	2040
MOKELUMNE SYSTEM		>190	>217	>218	>222	>229	>230
CVP SUPPLIES ²		81	71	71	71	71	71
BAYSIDE ³		0	0	0	0	0	0
DIFFERENCE		0	0	0	0	0	0
DRY YEAR RESULTS FROM EBMUDSIM (MGD)		2015	2020	2025	2030	2035	2040
SINGLE DRY YEAR OR FIRST YEAR OF MULTI-YEAR DROUGHT	MOKELUMNE SYSTEM	145	169	170	173	179	179
	CVP SUPPLIES ²	36	35	35	35	35	35
	BAYSIDE ³	0	0	0	0	0	0
	PLANNING LEVEL DEMAND ¹	190	217	218	222	229	230
	RATIONING ⁴	5%	6%	6%	6%	7%	7%
	NEED FOR WATER (TAF) ⁵	0	0	0	0	0	0
	SECOND YEAR	MOKELUMNE SYSTEM	81	103	103	107	112
CVP SUPPLIES ²	71	71	71	71	71	71	
BAYSIDE ³	0	0	0	0	0	0	
PLANNING LEVEL DEMAND ¹	190	217	218	222	229	230	
RATIONING ⁴	20%	20%	20%	20%	20%	20%	
NEED FOR WATER (TAF) ⁵	0	0	0	0	0	0	
THIRD YEAR	MOKELUMNE SYSTEM	111	132	132	125	120	104
CVP SUPPLIES ²	40	40	40	40	40	40	
BAYSIDE ³	1	1	1	1	1	1	
PLANNING LEVEL DEMAND ¹	190	217	218	222	229	230	
RATIONING ⁴	20%	20%	20%	20%	20%	20%	
NEED FOR WATER (TAF) ⁵	0	0	2	13	21	48	

1. Planning Level of Demand accounts for projected savings from water recycling and conservation programs as discussed in Chapters 6 and 7 respectively. Customer demand values are based on the Mid Cycle Demand Assessment, October 2014.
 2. Projected available CVP supplies are taken according to the Drought Management Program Guidelines discussed in Chapter 3.
 3. For the purposes of this modeling effort, it is assumed that the Bayside Groundwater Project would be brought online in the third year of a drought.
 4. Rationing reduction goals are determined according to projected system storage levels in the Drought Management Program Guidelines discussed in Chapter 3.
 5. Need for Water includes unmet customer demand as well as shortages on the Lower Mokelumne River.

The available supply and demand shown in Table 2 were derived from EBMUD's baseline hydrologic model with the following assumptions:

- Customer demand values are based on the MCDA, and planning-level demands account for projected savings from water recycling and conservation programs.
- EBMUD Drought Planning Sequence assumes water years 1976, 1977 and a modified 1978 hydrology.
- Total system storage is depleted by the end of the third year of the drought.
- EBMUD will implement its Drought Management Program (DMP) when necessary.

- The diversions by Amador and Calaveras Counties upstream of Pardee Reservoir will increase over time, eventually reaching the full extent of their senior rights.
- Releases are made to meet the requirements of senior downstream water right holders and fishery releases, as required by the JSA.
- EBMUD allocation of CVP supply is available the first year of a drought and subsequent drought years, according to the U.S. Bureau of Reclamation's Municipal and Industrial Shortage Policy.
- The Bayside Groundwater Project Phase 1 is available and brought online in the third year of a drought.

The UWMP 2015 concludes that EBMUD has, and will have, adequate water supplies to serve existing and projected demand within the Ultimate Service Boundary during normal and wet years, but that deficits are projected for multi-year droughts. During multi-year droughts, EBMUD may require significant customer water use reductions and may also need to acquire supplemental supplies to meet customer demand.

As discussed under the DMP Guidelines section in Chapter 3 of the UWMP 2015, EBMUD's system storage generally allows EBMUD to continue serving its customers during dry-year events. EBMUD typically imposes water use restrictions based on the projected storage available at the end of September and, based on recent changes to its DMP Guidelines (summarized below), may also implement water use restrictions in response to a State of California mandate. By imposing water use restrictions in the first dry year of potential drought periods, EBMUD attempts to minimize water use restrictions in subsequent years if a drought persists. Throughout dry periods, EBMUD must continue to meet its current and subsequent-year fishery flow release requirements and obligations to downstream agencies.

The UWMP 2015 includes DMP Guidelines that establish the level of water use restrictions EBMUD may implement under varying conditions. Under the DMP Guidelines, water use restrictions may be determined based upon either projected end-of-September Total System Storage (TSS) or water use restriction mandates from the State Water Resources Control Board. When state-mandated water use restrictions exceed the reductions that would otherwise be called for based upon end-of-September TSS, EBMUD's water use reduction requirements may be guided by the applicable state mandates. Under either scenario, while EBMUD strives to keep water use reductions at or below 15 percent, if the drought is severe, mandatory water use reductions could exceed 15 percent.

Despite water savings from EBMUD's aggressive conservation and recycling programs and water use restrictions called for in the DMP Guidelines, supplemental supplies are still needed in significant, severe, and critical droughts. The proposed Project will be subject to the same drought restrictions that apply to all EBMUD customers. In addition, the proposed Project will be subject to EBMUD's regulations aimed at encouraging efficient water use, such as Sections 29 and 31 of EBMUD's Regulations Governing Water Service. Section 29, "Water Use Restrictions," promotes efficient water use by EBMUD customers and prohibits certain uses of potable water. Section 31, "Water Efficiency Requirements," identifies the types of water efficiency requirements (i.e., maximum flow rates for flow control devices) for water service.

Supplemental Water Supply and Demand Management

The goals of meeting projected water needs and increased water reliability rely on supplemental supplies, improving reliability of existing water supply facilities, water conservation and recycled water programs.

By 2011, EBMUD completed construction of the Freeport Regional Water Facility and the Bayside Groundwater Project Phase 1 to augment its water supply during drought periods. However, additional supplemental supplies beyond those provided through these facilities will still be needed, as noted above. Chapter 5 of the UWMP 2015 describes potential supplemental water supply projects that could be implemented to meet projected long-term water demands during multi-year drought periods.

The Freeport Regional Water Facility became operational in February 2011. EBMUD's ability to take delivery of CVP water through the Freeport Regional Water Facility is based on its Long Term Renewal Contract (LTRC) with the U.S. Bureau of Reclamation. The LTRC provides for up to 133,000 acre feet of CVP supply in a single dry year, not to exceed a total of 165,000 acre feet in three consecutive dry years. Under the LTRC, the CVP supply is available to EBMUD only in dry years when EBMUD's total stored water supply is forecast to be below 500,000 total acre feet on September 30 of each year.

EBMUD is developing the Bayside Groundwater Project in phases to provide a source of supplemental supply in dry years. Construction of the first phase (Bayside Groundwater Project Phase 1) was completed in 2010, allowing EBMUD to inject treated potable water into a deep aquifer in the South East Bay Plain Groundwater Basin for later extraction, treatment, and use during severe droughts. A permit from the Department of Public Health is required before the groundwater can be extracted and treated for municipal use. As described in Chapter 4 of the UWMP 2015, EBMUD's drought planning calls for using the Bayside Groundwater Project Phase 1 during the third year of multi-year droughts to provide up to 1 MGD of water to meet customer demands. Additional information on the Bayside Groundwater Project can be found in Section 5.3 and Appendix E of the UWMP 2015.

Chapter 5 of the UWMP 2015 also lists other potential supplemental water projects, including Northern California water transfers, Bayside Groundwater Project Expansion, expansion of Contra Costa Water District's Los Vaqueros Reservoir, and others that could be implemented to meet the projected long-term water supplemental need during multi-year drought periods. The UWMP 2015 identifies a broad mix of projects, with inherent scalability and the ability to adjust implementation schedules for particular components, which will allow EBMUD to pursue the necessary supplemental supplies while minimizing the risks associated with future uncertainties, such as project implementation challenges and global climate change. The Environmental Impact Report that EBMUD certified for the Water Supply Management Program 2040 examined the impacts of pursuing these supplemental supply projects at a program level. Separate project-level environmental documentation will be prepared, as appropriate, for specific components as they are developed in further detail and implemented in accordance with EBMUD's water supply needs.

In addition to pursuing supplemental water supply sources, EBMUD also maximizes resources through continuous improvements in the delivery and transmission of available water supplies and investments in ensuring the safety of its existing water supply facilities. These programs, along with emergency interties and planned water recycling and conservation efforts, would ensure a reliable water supply to meet projected demands for current and future EBMUD customers within the current service area.

Water Conservation and Recycled Water Considerations

The proposed Project presents opportunities to incorporate water conservation measures. Conditions of approval for the implementation of the proposed Project should require that the Project comply with the California Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). EBMUD staff would appreciate the opportunity to meet with the City to discuss conservation measures. This meeting will explore early opportunities to expand water conservation via EBMUD's conservation programs and best management practices applicable to the Project.

Conservation strategies will be required to achieve water use reduction goals and restrictions, including compliance with Sections 29 and 31, described above, of EBMUD's Regulations Governing Water Service, and the Water Conservation Act of 2009. The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020.

The Project is not currently a candidate for recycled water; however, a future recycled water pipeline expansion toward the Project could potentially serve the Project. Recycled water is appropriate for outdoor landscape irrigation, and EBMUD is evaluating options of recycled water for in-building, non-potable use. As EBMUD further plans its recycled water program, feasibility of providing recycled water to this redevelopment project may change. EBMUD encourages the City and its developers to continue to coordinate closely with EBMUD during the planning of the Project to further explore the options and requirements relating to recycled water use.

The Project sponsor should contact Jennifer L. McGregor, Senior Civil Engineer, at (510) 287-1030 for further information.

Sincerely,



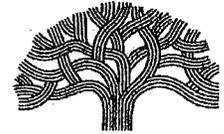
David J. Rehnstrom
Manager of Water Distribution Planning Division

Rebecca Lind, Planner III
January 14, 2020
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Enclosures: 1. Letter of Request for Water Supply Assessment dated December 4, 2019
2. EBMUD Urban Water Management Plan 2015

cc: Board of Directors w/o Enclosure 2

CITY OF OAKLAND



DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA • SUITE 3315 • OAKLAND, CALIFORNIA 94612

Planning and Building Department
Bureau of Planning

(510) 238-3941
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Mr. David Rehnstrom
East Bay Municipal Utility District
Water Distribution Planning Division
375 11th Street
Oakland, CA 94607

December 4, 2019

Subject: Request for Water Supply Assessment for the proposed California College of the Arts Oakland Campus and Clifton Hall Redevelopment Project (ER19-003)

Dear Mr. Rehnstrom:

Per amendments to Section 10912 of the Water Code implemented by Senate Bill 610, the City of Oakland is submitting the request to the East Bay Municipal Utility District (EBMUD) to prepare a water supply assessment. The assessment is required in order to determine whether adequate water supply is available to meet the projected water demand of the proposed California College of the Arts (CCA) Redevelopment Project (the project) in the City of Oakland, which is located on an approximately 4.2-acre site in Oakland. The proposed project site is split into two separate development sites, both of which front Broadway, but are separated by Clifton Street. Parcel 1 is a 3.9-acre site located at 5200 Broadway (APN 14-1243-1-1) and is bound by Broadway to the west, Clifton Street to the north, a multi-family apartment complex to the east, and the Rockridge Shopping Center access road to the south. Parcel 2 is a 0.3-acre site located at 5276 Broadway (APN 14-1246-2) and is bound by Broadway to the west, Broadway Terrace to the north, a multi-family residential building and the Oakland Technical High School (Upper Campus) to the east, and Clifton Street to the south.

The applicant proposes to develop the CCA Oakland Campus property and the adjacent Clifton Hall property with the following key initial plan elements:

1. Change in Land Use and Zoning.

- **Parcel 1 General Plan:** The application requests a General Plan Amendment from Institution Land Use on Parcel 1 to Community Commercial Land Use.
- **Parcel 2 General Plan:** The application also requests a General Plan Amendment from Urban Residential Use on Parcel 2 to Community Commercial Land Use.
- **Rezoning:** The application requests a Rezoning from Mixed Housing Residential Zone 3 and CN-1 to CC 2 on Parcels 1 and 2.
- **Parcel 1 Height:** The rezone request includes a change from a 35-foot Height Area to a combination of 90-foot and 160-foot Height Areas.

- Parcel 2 Height: The rezone request includes a change from 35-foot Height Area to a 45-foot Height Area.
2. Redevelopment of the California College of Arts and Crafts “main campus” on Parcel 1 including the following proposal:
- Demolition of 10 of the existing buildings on the campus.
 - Demolition of existing landscaping except for 7 Sequoia, 1 Magnolia, and 4 Live Oak (to be transplanted).
 - Demolition of the entry arch and entry wall on Broadway except the portion of the wall adjacent to the entry staircase.
 - Preservation and renovation of the two landmarked buildings, Carriage Hall and Mackey Hall, and historic entry staircase. Partial restoration and renovation of the potentially rated Facilities Building.
 - Box and Transplant 4 Live Oak.
 - Development of:
 - Four perimeter residential buildings ranging from 5 to 8 stories
 - One residential tower at 19 stories
 - Residential units on main campus: 554
 - 24,000 square feet of affordable arts production space
 - 6,300 square feet of affordable office space for arts non-profits
 - 2,580 SF Arts Space to be housed within the relocated existing Carriage House
 - 1,200 SF Historical Interpretive Center) to be housed within the northern portion of the Facilities Building that will remain
 - Community Room and Gym that will be incorporated into the residential podium (Building A)
 - 1.71-acres of public open space
 - 0.34-acres of group-usable open space
 - 367 automobile parking garage
 - 554 bicycle parking spaces
3. Renovations to convert Clifton Hall to residential on Parcel 2 including the following proposals:
- Conversion from a 120-bed/57-room dormitory to 35 affordable residential units for artists at 50-60% of AMI.
 - Retention of 33 automobile underground parking spaces.
 - 35 bicycle parking spaces.

The most recent water demand estimate from November 6, 2019 is shown in the table below.

Use	Units	Multiplier	GPD	GPY
2 bed	227	200	45,400	16,571,000
1 bed	327	150	49,050	17,903,250
studio	35	100	3,500	1,277,500
Arts/Industrial	27.78	100	2,778	1,013,970
Office	6.5	200	1,300	474,500
Total			102,028	37,240,220

The City respectfully requests that EBMUD prepare a water supply assessment for the proposed project. The City acknowledges that this request for an assessment is required as part of the environmental documents for the project. We appreciate your prompt response to this request.

Please contact me if you need additional information. I can be reached at (510) 238-6167 or by email at rlind@oaklandca.gov.

Sincerely,

A handwritten signature in black ink that reads "Rebecca H. Lind". The signature is written in a cursive style with a large, stylized initial 'R'.

Rebecca H. Lind
Planner III
City of Oakland, Bureau of Planning

APPENDIX J
DRAFT DESIGN GUIDELINES



52
12
BROADWAY

CALIFORNIA COLLEGE OF THE ARTS
OAKLAND CAMPUS SITE

DESIGN GUIDELINES

February 2023

Project Sponsors:

EQUITY COMMUNITY BUILDERS

EMERALD FUND

Urban Design + Design Guidelines:

SITELAB URBAN STUDIO

Architecture:

MITHUN

Landscape Architecture:

CMG

Historic Architecture:

KNAPP ARCHITECTS

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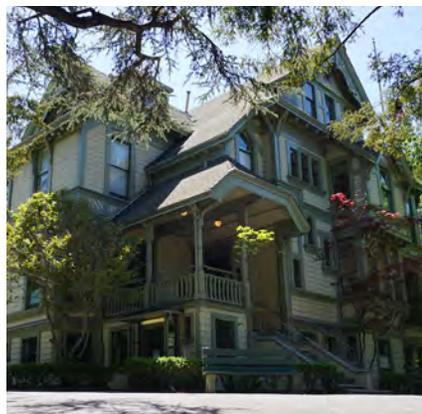
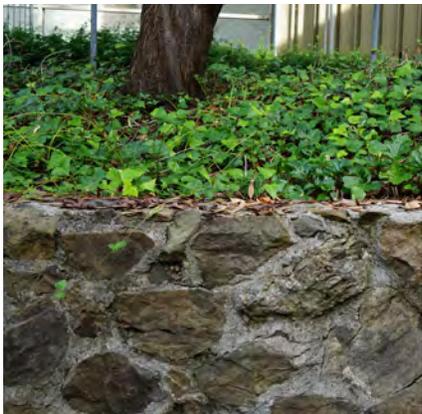
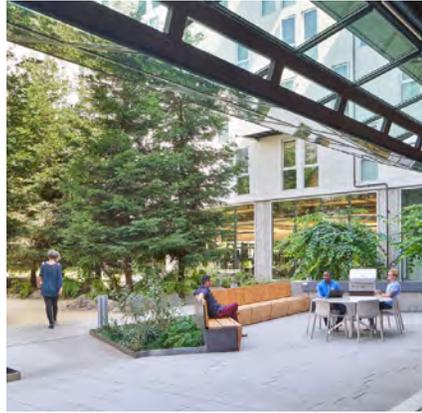
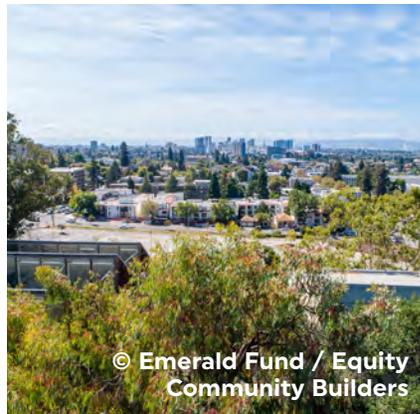


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Historic and Contextual Influences
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1 VISION

Overview	8	How To Use	20
1.1 Background + Influences.....	9	1.3 Applicability.....	20
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OVERVIEW

This document guides redevelopment of 5212 Broadway, the former California College of the Arts – Oakland Campus (CCA), under a Planned Unit Development Permit (PUD) PLN20141.

The application proposes to redevelop the 3.9-acre arts campus into a multi-family mixed-use development with new housing and publicly-accessible open space for the Rockridge community—evolving the site's historic significance into the next phase. This includes retaining the two buildings listed on the National Register of Historic Places and contributing to the Oakland Landmark; expanding upon existing open spaces for public use; maintaining site organization of the district; and replacing ten of the twelve existing buildings with new multi-family residential buildings that allow for 448 residential units, parking, and commercial use along Broadway.

The historic status of the existing campus (outlined in Section 1.1) triggers a high standard of review under the City's development review process to allow the proposed redevelopment. These guidelines were requested by the City as part of the PUD process to provide documentation that the redevelopment addresses to demonstrate the historic status of existing development, the neighborhood context, and the quality of the replacement project. This document articulates elements of, and responses to, the site's history and context as guidelines; and, if implemented, could allow the PUD project to meet the intent of the City's design review process.



Figure 1.1: Predominant layers of influence at 5212 Broadway. Source: Emerald Fund (Left). CCA Libraries (Right)

1.1 Background + Influences

The site is located at the entry to the Rockridge neighborhood in North Oakland where Broadway and College Avenue meet. The site is bound by Broadway to the west, Clifton Street to the north, multi-family residential to the east, and an access road to a regional shopping center alongside steeply sloped terrain to the south.

The site's history is well documented in the Historic Resources Evaluation (HRE), prepared by Page & Turnbull, and issued in November of 2019 for the Oakland Planning & Building Department. The HRE documents two periods of historic significance, the Early Estate Period and the California College of the Arts Period.

The following sections summarize the influences from the site's history and context that serves as a foundation for the Guidelines:

- **HISTORY:** Early Estate Period of Significance and California College of the Arts Period of Significance
- **CONTEXT:** Commercial Corridor and Rockridge Neighborhood

HISTORY: EARLY ESTATE PERIOD OF SIGNIFICANCE (1879-1922)

During the Early Estate Period the site was used as a residential estate and resulted in the construction of a private residence; Macky Hall (previously Hale House, Treadwell Mansion, and Treadwell Hall), its associated Carriage House, Eucalyptus Row, Carnegie Bricks, and the Broadway Wall and Stairs. Macky Hall and Carriage House (c. 1879-1881) extend across the two periods of historic significance of the site, with their noteworthy architectural style and association with education.



Photograph taken 1927

Figure 1.2: Macky Hall



Photograph taken 1926

Figure 1.3: Carriage House

HISTORY: CALIFORNIA COLLEGE OF THE ARTS PERIOD OF SIGNIFICANCE (1922-1992)

The California College of the Arts Period followed, during which time the California College of Arts and Crafts was established, renowned for art education. The Early Estate Period's residential buildings and landscape features were repurposed during the California College of the Arts Period to a functioning campus with classrooms, studios, and offices for arts education and art displayed within the landscape from its students, faculty, and alumni. The campus is defined by the juxtaposition of architecture at varying elevations, purpose-built inward-facing buildings, and a circulation network of meandering paths through large trees and sculptures. Many

of the contributing features of the campus outlined in the HRE continue to the present day.

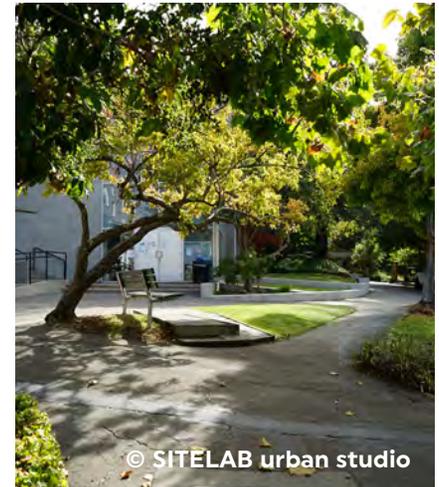
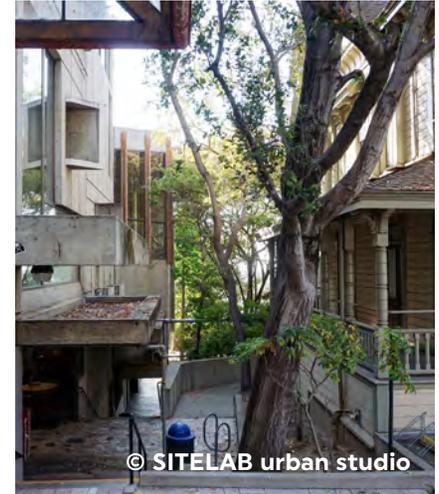


Figure 1.4: Themes of campus identity

SIGNIFICANCE OF HISTORIC RESOURCES

Four distinct identifications pertain to the existing campus and its historic resources:

- (1) the site is an Area of Primary Importance (API)
- (2) the campus is an eligible California Register District
- (3) four individual buildings are California Register eligible
- (4) the Treadwell Estate buildings listed on the National Register and along with contributing landscape features are an Oakland Landmark

(1) The site was identified as an API in 1986, and reconfirmed by the HRE in 2019. The site is historically significant for its contribution and role in the development of art and education, specifically of the American Arts and Craft

Movement, in California and the West Coast, which produced graduates who became professionals in the Bay Area; and for its physical embodiment of the principles of design in the spaces occupied by its students and faculty. The physical character-defining features of the campus are further defined in Section 1.2 and include the siting of “inward-facing purpose-built” buildings of varying styles, complementary yet varying materials, and a range of elevations lining the north and east of the campus; meandering pathways through long-standing trees; sloped topography; and a display of art. All twelve existing buildings, as well as the following historic landscape features contribute to the API: Macky Lawn, Faun Sculpture, Stairs with Ceramic Pots, Infinite Faith, Bell Tower, and Celebration Pole.

(2) All contributing features of the API also contribute to the

site's eligibility as a California Register District.

(3) Four individual buildings from the California College of the Arts Period are eligible for listing in the California Register of Historic Places. These buildings include Founders Hall, Martinez Hall, Noni Eccles Treadwell Ceramics Arts Studio, and Barclay Simpson Sculpture Studio.

(4) Macky Hall and Carriage House were listed on the National Register of Historic Places in August 1977 (Reference #77000286) and Class 1 and Class 2 Landmarks, respectively. The Broadway Wall & Stairs, Eucalyptus Row, Carnegie Bricks, and Macky Hall View Corridor contribute to the City of Oakland Historic Landmark identification.



Founders Hall



Martinez Hall



Noni Eccles Treadwell Ceramics Arts Studio



Barclay Simpson Sculpture Studio

Figure 1.5: Buildings individually eligible for the California Register

CONTEXT: COMMERCIAL CORRIDOR

Broadway and College Avenue, which converge adjacent to the site, are important commercial corridors connecting Oakland and Berkeley—from Jack London Square to the University of California at Berkeley. The site is a transitional site in North Oakland, where increased density and larger blocks to the south on Broadway meet smaller scale commercial development along College Avenue and low-scale residential blocks in Rockridge.

The City of Oakland's Design Guidelines for Corridors and Commercial Areas, adopted in July 2013, provide guiding principles for design on key corridors of Oakland. As defined in the Design Guidelines, Primary Corridors are wider and more urban in character, whereas Secondary Corridors are less dense in character.

Broadway, where it meets the site, is a Secondary Corridor and a major thoroughfare in Oakland. Broadway is primarily a vehicular corridor south of the site with larger adjacent lots. More recent development near the site occupies full blocks of up to 300 feet in length, but typical lot widths range from 50 to 80 feet. Broadway narrows north of the site with primarily residential uses.

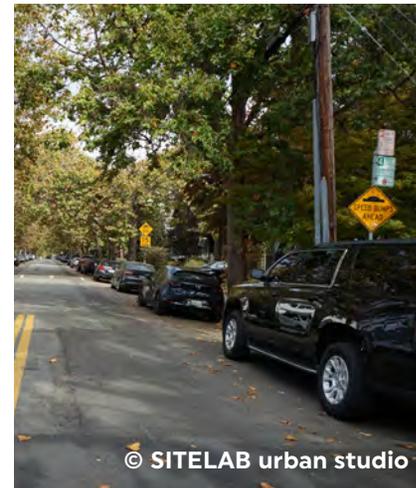
College Avenue, also a Secondary Corridor, is predominantly a retail street with limited setbacks that encourage pedestrian activity along sidewalks and parklets. The rhythm between storefronts is more intimate, holding 25- to 45-foot typical lot widths. The street extends from the University of California, Berkeley campus to the site where it intersects with Broadway.



College Avenue



College Avenue



Residential Rockridge street



Broadway, north of the site

Figure 1.6: Corridors and streets in Rockridge

CONTEXT: ROCKRIDGE NEIGHBORHOOD

The Rockridge neighborhood is more than one style of architecture or one main street—it is a welcoming and inviting community framed by buildings and spaces that exude individuality, detail, and thoughtful transitions from lot to lot and street to street.

An assortment of textures, styles, colors, and articulated rooflines provide storefront variety along College Avenue establish a distinctive character to the neighborhood, provides rhythm to the blocks, and engages with the pedestrians at the street. Corner stores and residential buildings have prominent and defined bases, with historic architectural features such as projections, recesses, and bays, reflective of various styles prevalent in the area between the late 19th century through today. Much of the neighborhood is composed

of single-family homes from the early 20th century of Craftsman and Bungalow style which includes small proportions and distinct architectural details as well as points of social interaction between the sidewalk and a neighbor's stoops and porches.

The walkable neighborhood celebrates details and individuality—where materials, grain, plantings, and shadow lines created through vined-trellises, balconies, and articulated rooflines. The Rockridge neighborhood is eccentric—featuring gardens, murals, and signs, each with its own unique quality. Throughout the neighborhood, the sloping topography frames view corridors and the site's prominence as it meets the edge of the neighborhood and climbs the hillside.

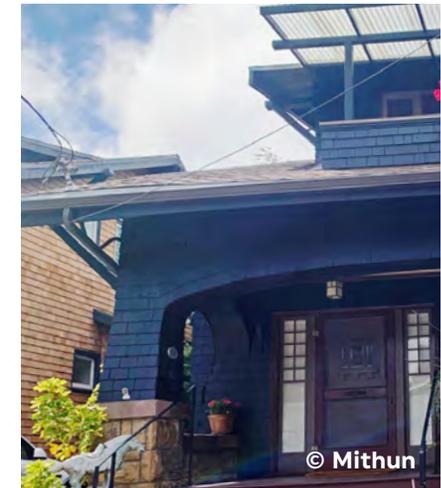
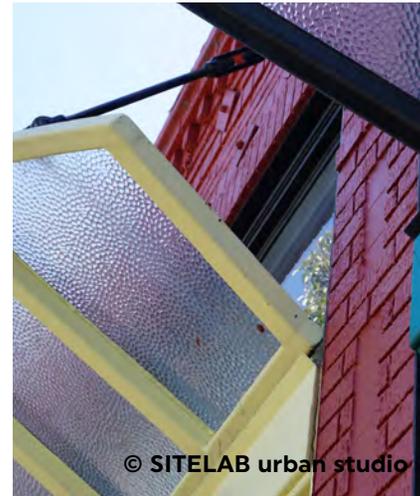


Figure 1.7: Details and craft in Rockridge architecture

1.2 Design Guidelines' Response to Historic and Context

The design guidelines in this document are intended to respond to the historic physical elements—of the campus and estate—and the contextual elements of the adjacent corridors and Rockridge neighborhood.

Site walks, context analysis, and meetings with stakeholder groups provides the basis for the contextual elements of the Rockridge neighborhood and the Broadway and College Avenue corridors. The HRE provides the basis for understanding the character-defining features of both the landscape and buildings that contribute to the campus and the Treadwell Estate.

The design guidelines are organized into two chapters, Buildings Design Guidelines and Open Space Design Guidelines.

The chapters include guidelines for both the retention and rehabilitation of historic resources as well as direction for how new buildings and open spaces relate to the historic elements and the contextual character of the site. Guidance for the retention and rehabilitation of the following historic resources is identified within each chapter:

- Buildings that contribute to the API and Treadwell Estate: Macky Hall and Carriage House
- API contributing historic landscape features: Macky Lawn, Stairs with Ceramic Pots, Faun Sculpture, Infinite Faith sculpture, Bell Tower, and Celebration Pole
- Treadwell Estate contributing historic landscape features: Broadway Wall and Stairs, Carnegie Bricks, and the Macky Hall View Corridor

CHAPTER SUMMARIES

- **CHAPTER 2 BUILDINGS**

DESIGN GUIDELINES: The guidelines in this chapter are divided into two sections: (1) Retained Contributing Buildings, which provides guidance on the rehabilitation and treatment of Macky Hall and Carriage House; and (2) New Construction Buildings, which provides guidance for new building response to context, embodiment of the character-defining features of the API and Treadwell Estate, and compatibility with rehabilitated buildings.

Guidelines in the New Construction Buildings sections are organized from large scale building form and massing, to building base and ground floor relationships, to small scale grain of composition and facade treatment.

- **CHAPTER 3 OPEN SPACE**

DESIGN GUIDELINES: This chapter contains two sections: (1) Contributing + Retained Landscape Features, which provides guidelines for maintaining and rehabilitating contributing historic landscape features of the Campus and Treadwell Estate and the setting for rehabilitated buildings contributing to the Oakland Landmark; and (2) Open Space Elements, which defines character, programming, and design considerations of open space to respond to both context and historic significance of the site in its next evolution as a new type of campus.

- **CHAPTER 4 IMPLEMENTATION**

CHECKLIST: This chapter aids in the conformance review of the proposed design and is organized by Design Review Findings.

- **REFERENCES:** This appendix cites references and metrics from the HRE, Corridor Guidelines, site walks, and contextual analysis as they are cross-referenced in the Summary of Design Guideline Responses to Historic and Contextual Elements in Chapter 1: Vision.

SUMMARY OF DESIGN GUIDELINES' RESPONSE TO HISTORIC AND CONTEXTUAL ELEMENTS

The following list summarizes responses to the historic resources and the context to create the basis for the Design Guidelines and thus, meet the Design Review Findings. References and metrics are documented in Appendix A and cross-referenced through superscript notation.

CCA CAMPUS:

1. Site new construction similar to the location of existing California College of the Arts period building footprints and surface parking lot, ^A such as:

- Building A generally occupies the footprint of Shaklee Hall, Simpson Sculpture Studio, Irwin Studio, and the campus parking lot at the corner of Clifton Street and Broadway, which enables the building to provide a stronger streetwall Broadway and better meet the intent of the Corridor Guidelines ^{B, C}
- Building B generally occupies the footprint of campus era buildings located along the east side of the site including the Facilities Building, Building B, Oliver Arts Center, Nonni Eccles, Martinez Annex, Martinez Hall, and part of the Founders Hall footprint ^C
- Vehicular access during the California College of the Arts Period was limited to Clifton Street and Broadway. Vehicular access is maintained along Clifton Street. The existing

Broadway Carriage Entrance is maintained for pedestrian access only ^D

- In keeping with the Secretary of the Interior's Standards, any proposed rehabilitation of Macky Hall will be within its existing footprint and any proposed moving of Carriage House will be sited in a similar orientation, separation and elevation from Macky Hall. In both instances, their settings will be maintained as during California College of the Arts Period
- In the event California College of the Arts Period buildings are rehabilitated, their location, siting, and setting are will be maintained

2. Orient new construction inward toward Macky Hall and Macky Lawn as the center of the site, similar to the existing California College of the Arts Period campus orientation, ^E such as:

- Similar to existing pedestrian access and circulation, primary

pedestrian paths guide pedestrians from the Broadway Stairs and Clifton Street's northeast pedestrian entrance towards the center of the site's Macky Hall and Macky Lawn

- Reference ground floor rhythm, and materials of California College of the Arts Period buildings for facades facing the center of the site

3. Demonstrate differentiation and spatial relationships in new construction as seen in existing buildings, ^{F, G, H} such as:

- Differentiate new buildings through difference in material or fenestration rhythm, depth, or orientation ^F
- Setback new construction from Macky Hall and Carriage House, similar to their relationship to California College of the Arts Period buildings ^G
- Provide various finished floor and entry elevations on sloped topography, while limiting blank facades is in keeping with the existing campus ^I

- Provide height variation at priority height locations, mid-rise setbacks along the Neighborhood Paseo, and stepbacks to respond to adjacencies ^J
- Reduce height surrounding Macky Hall respond to the scale and relationship of California College of the Arts Period buildings and visually frame Macky Hall ^K

4. Demonstrate an equal design quality in new construction to the twelve existing buildings—and retained buildings keep their design quality, ^L such as:

- Massing adjacent to Macky Hall responds to its width, and frames the retained building as the primary building on site ^{AA}
- Any proposed rehabilitation of the exterior and interior architecture of Macky Hall and Carriage House will be to the Secretary of Interior's Standards
- While maintaining unity, mid-rise facade articulation,

CCA CAMPUS (CONTINUED):

subdivided mid-rise volumes, and stepbacks adjacent to historic resources address similar qualities and scale of existing buildings ^M

- Create defined building bases in new building elevations similar to the one to three story existing buildings through change in planes, horizontal elements, or material change ^J
- Organize fenestration composition in linear grids consistent with the modernist architecture of the California College of the Arts Period ^{N, O}
- Increase the depth of key openings to accentuate building details and generate stronger shadow lines, consistent with existing buildings ^O
- Reference the California College of the Arts Period architecture through facade material palette and color ^{P, Q}
- Demonstrate an intensity of detailing and craftsmanship through visible structural elements and material transitions to accentuate

the beauty in construction assembly, similar to the California College of the Arts Period architecture ^R

5. Retain contributing landscape features (Macky Lawn, Stairs with Ceramic Pots, Faun Sculpture, Infinite Faith sculpture, Bell Tower, and Celebration Pole), ^S such as:

- Maintain the slope, planting characteristics, and size of Macky Lawn ^{T, U}
- Any retained contributing landscape features within the open space will be sited in a similar setting in the existing California College of the Arts landscape ^{V, W}

6. Provide meandering, informal network of circulation routes through the site similar to the existing California College of the Arts Period campus, with improved pedestrian accessibility, such as:

- Provide secondary paths as alternate routes through the

site allowing the discovery of vistas and contributing landscape features similar to the California College of the Arts Period campus ^{V, W, X}

- Provide a variety of elevations for building entries across the site, similar to the existing campus' varying levels of building entries ^{A, I}

7. Retain characteristics of the existing campus landscape, such as:

- Retain long standing campus heritage trees (as identified in the PDP) that contribute to the framing of Macky Hall, Macky Lawn, and View Corridor
- Retain scale, orientation, views, materials, and programmatic components of the existing campus ^{T, U, V, W, X}
- A network of open spaces and meandering paths contribute to the existing campus's landscape of discovery ^{V, W, X}

8. Honor the art and education that took place during the

California College of the Arts Period and commemoration of site histories:

- Any proposed retention of additional art and artifacts will maintain their setting
- Integrate murals and artwork in facades facing the open spaces
- Commemorate site histories through displays or installations

TREADWELL ESTATE:

1. Any proposed retention and rehabilitation of the exterior and interior architecture of Macky Hall and Carriage House is in accordance with the Secretary of Interior's Standards, such as:

- Any proposed rehabilitation will adhere to the Secretary of the Interior's Standards on design, materials, and workmanship ^{Y, Z}
- Maintain Macky Hall as the primary contributing building on site through the siting of Carriage House and new construction's response to Macky Hall ^Y
- Carriage House maintains a subsidiary relationship with Macky Hall through its spatial relationship to and similar finished floor elevation of or below Macky Hall ^Z

2. Provide height reductions, setbacks, and transitions to Macky Hall, Carriage House, and contributing landscape features in new construction, such as:

- Limit height surrounding Macky Hall ^{AA}
- Setback new buildings from Macky Hall and Carriage House similar to their relationship to campus buildings ^J
- Massing adjacent to Macky Hall responds to its width to frame the retained building as the primary building on site ^{AA}
- Setback new buildings from the Broadway Wall

3. Retain or reference contributing landscape features (Broadway Wall & Stairs, Carnegie Bricks, Eucalyptus Row, and Macky Hall View Corridor), ^{CC} such as:

- Retain the entire length of Broadway Wall—with limited modifications—as the western boundary of the site ^{BB, CC}
- Retain the Broadway Stairs as the primary entrance to the site ^{BB, CC}
- Maintain and define the Macky Hall View Corridor through planting and programming ^{DD}

- Site Carnegie Bricks in a familiar context to their setting within the campus ^{EE}
- Remove the remaining Eucalyptus Row and reference its character in new plantings lining and framing primary pathways and views

BROADWAY / COLLEGE AVENUE AND ROCKRIDGE NEIGHBORHOOD:

1. Provide building base rhythm in new construction similar to College Avenue and continues active uses along Broadway:

- Reduce perceived scale of bulk and massing in mid-rise volumes and design facades to reflect widths of nearby residential mid-rise buildings (as identified in the PDP) ^{GG}
- Use horizontal elements along Broadway and Clifton Street in response to lower scale context and use a rhythm that responds to pedestrian activity similar to College Avenue ^{HH}
- Continue a streetwall at the Broadway and Clifton Street corner with limited setbacks ^{II}
- Continue ground floor commercial activity along Broadway near College Avenue

2. Maintain the site as a green terminus at the intersection of Broadway and College Avenue:^{JJ}

- Maintain the Broadway Wall as the primary edge and provide an accessible entry and a

concentration of planting at the southwest corner to invite access by the community ^{JJ}

- Preserve, protect, and expand the planting palette present in Rockridge

3. Respond to the site's unique topography and open space:

- Step building height with the topography ^{KK}
- Provide various finished floor and entry elevations on sloped topography across the site ^{I, KK}
- Include building separation and upper level stepbacks to increase daylight access within the public realm ^{LL}
- Use the sloped topography to frame vistas from the publicly-accessible open space through planting and circulation routes

4. Transition to context is expressed through upper level stepbacks, facade rhythm, and residential stoops in new construction:

- Reduce perceived height near

neighboring buildings through upper floor stepbacks and trellises ^{MM}

- Articulate rhythm of ground floor and mid-rise facades akin to the rhythm and scale along College Avenue and Broadway Terrace ^{NN}
- Incorporate residential stoops and horizontal elements at ground level transitions ^{OO}
- Encourage primary building entrances along streets and open spaces

5. Reference Rockridge architecture to avoid flat facades and provide shadow lines, such as: ^{PP}

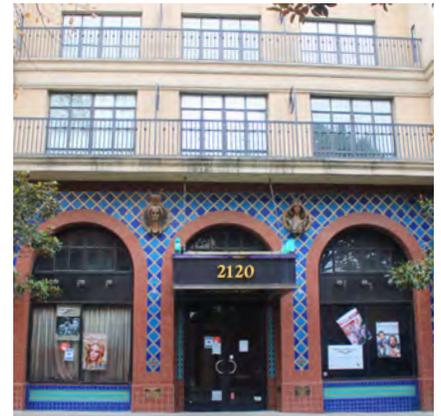
- Limit the scale of glazing and ensure a depth at openings

HOW TO USE

1.3 Applicability

This document will focus on how the redevelopment of the site relates to the history of the site and the context of the Rockridge neighborhood and Broadway and College Avenue Commercial Corridors. 5212 Broadway Design Guidelines provide specific requirements and recommendations for the design of buildings and open spaces within the site, consistent with the goals and intent set forth by the City of Oakland's Planning Code. 5212 Broadway Design Guidelines provide supplementary guidance for the design of site planning, open space, and buildings on the site, proposed through the PUD application (PLN20141). Final Development Plan(s) (FDP) must provide design detail of the proposed buildings, landscape, and infrastructure in compliance with all guidelines in this document. These plans shall illustrate how design guidelines are met. Where the applicant is seeking an exception to individual guidelines, the applicant shall offer clear explanations that proposed solutions meet the intent, thereby meeting the applicable guideline subject to staff's discretionary review.

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5212 Broadway Buildings: Early Estate Period and California College of the Arts Period architecture, and aspirational characteristics from buildings in Rockridge.



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2

BUILDINGS DESIGN GUIDELINES

Retained Contributing Buildings.....	24	New Construction Buildings	32
2.1 Rehabilitation of Buildings Contributing to the Oakland Landmark	25	2.3 New Building Form.....	34
2.2 Rehabilitation of California College of the Arts Period Buildings	30	2.4 New Building Base.....	44
		2.5 New Building Facade Composition	49

This chapter includes guidelines for both the retention and rehabilitation of historic resources as well as direction for how new buildings relate to the historic elements and the contextual character of the site. Refer to Design Guidelines' Response Summary in Chapter 1: Vision.

RETAINED CONTRIBUTING BUILDINGS

Of the 12 existing buildings of the California College of the Arts (CCA), two—Macky Hall and Carriage House—are listed on the National Register and are designated Oakland Landmarks, while also contributing to the campus as an Area of Primary Importance (API).

Macky Hall—originally constructed as a residence in the Early Estate Period—has been repurposed for classroom uses and later adapted as the central administrative office for CCA. The Carriage House is an ancillary building to Macky Hall, serving as the storage structure for horses and carriages during the Early Estate Period. As noted in the 1977 National Register nomination, the Carriage House was relocated and renovated three times during the California College of the Arts Period to make space for new buildings—and its carriage entrance (see Figure 2.7) was also removed when it was converted into a studio space. Refer to Figure 2.3 for locations of the Carriage House throughout its history.

The guidelines in the following sections pertain to the retention and treatment of these two buildings. Any proposed rehabilitation of the two buildings will conform with the Secretary of the Interior's Standards for Rehabilitation. Changes are limited to mandatory measures for code and accessibility.

Refer to Section 2.3 for further guidelines regarding the new construction's response to Macky Hall and Carriage House. Refer to Section 3.1 for further guidelines regarding the open space's relationship with Macky Hall and Carriage House.

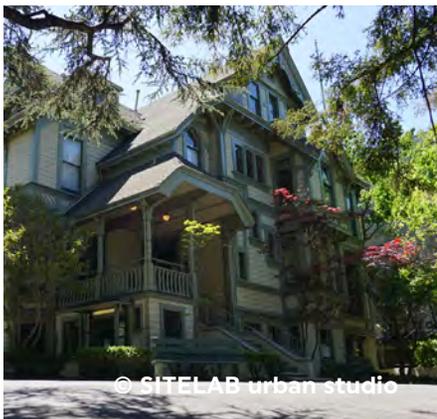


Figure 2.1: Macky Hall from California College of the Arts Period, circa 2020 (left) and 1927 (right)

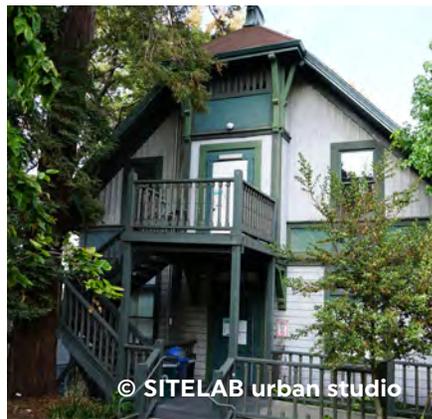


Figure 2.2: Carriage House from California College of the Arts Period, circa 2020 (left) and 1973 (right)

2.1 Rehabilitation of Buildings Contributing to the Oakland Landmark

2.1.1 REHABILITATION REQUIREMENTS FOR RETAINED BUILDINGS CONTRIBUTING TO THE OAKLAND LANDMARK.

Any proposed rehabilitation of buildings contributing to the Oakland Landmark shall be rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation.

2.1.2 REVIEW OF REHABILITATION DRAWINGS. During building permit review of the project, drawings for any proposed rehabilitation design of Macky Hall and Carriage House shall be reviewed for compliance with the Secretary of the Interior's Standards for Rehabilitation, by an individual that meets the Secretary of the

Interior's Professional Standards in Architecture or Historic Architecture.

LOCATION AND SETTING

2.1.3 MACKY HALL LOCATION. To maintain the historic significance and integrity of Macky Hall's location, Macky Hall shall be maintained in its current location and on its existing footprint, as recorded in the HRE and as listed on the National Register.

2.1.4 CARRIAGE HOUSE RELOCATION. Carriage House shall be permitted to be relocated so long as the move does not interfere with its status as a contributor to the National Register site per Criteria Consideration B by maintaining "compatibility in orientation, setting, and general environment" with the Early Estate Period and California

College of the Arts Period. Required conditions of relocation include each of the following categories, focused on maintaining the Carriage House's subsidiary relationship to Macky Hall:

- Orientation: If relocated, Carriage House shall be oriented in either its Early Estate Period or California College of the Arts Period alignment, with the primary entrance facing south or west.
- Location: Carriage House shall maintain horizontal separation to Macky Hall of no less than 40 feet and no greater than 120 feet. Carriage House shall not be permitted within the Macky Hall View Corridor (see Section 3.3).

- Elevation: If Carriage House is located further east from its HRE-identified location—approximately aligned with the primary elevation of Macky Hall—the ground floor of Carriage House shall be lower than the finished floor elevation of the main level of Macky Hall. If located further west from the HRE-identified location, the finished floor elevation of the ground floor of Carriage House shall be lower than the finished floor elevation of the basement level of Macky Hall.
- Setting: If relocated, Carriage House shall avoid referencing other historic conditions and must avoid creating a false historic setting

reference. If relocated where a California College of the Arts Period building has been removed, the site design shall emphasize a relationship to the historic conditions of the Carriage House rather than the historic building footprint of the removed structure. As an example, if relocated to the former footprint of Founders Hall, reference to the Founders Hall footprint shall be avoided to limit confusion. Additional landscape and planting strategies contributing to the setting of Carriage House are identified in Section 3.1

2.1.5 CARRIAGE HOUSE STRUCTURAL IMPROVEMENTS FOR RELOCATION. If

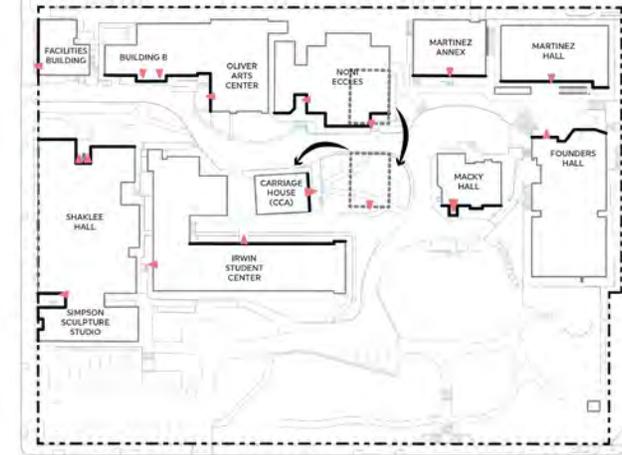


Figure 2.3: Locations of California College of the Arts Period relocation of Carriage House

- Site boundary
- Primary building elevation
- ▶ Primary entrance
- Previously documentation locations

relocated, structural upgrades shall be permitted to ensure stability before, during, and after the relocation of Carriage House. The exterior appearance shall not be altered during any structural improvements, refer to Guideline 2.1.10.

BUILDING ACCESS

2.1.6 MACKY HALL PRIMARY ACCESS. The west porch at Macky Hall has been the historical primary entrance. As such, the entrance at the west elevation shall remain operable, even if it is not the primary entrance, with interior access to the main ground floor space. It shall not be permanently closed or partitioned off on the interior. The porch on the east side—which has been altered in the past and is now the accessible entry—shall only be changed to accommodate building occupancy or code requirements. Refer to Figure 2.4 for the primary access to Macky Hall.

DESIGN, MATERIALS, + WORKMANSHIP

2.1.7 MACKY HALL DESIGN, MATERIALS, AND WORKMANSHIP. During any permitted exterior modifications, the design, materials, and workmanship of Macky Hall shall be maintained as recorded in the HRE and the National Register, according to Secretary of the Interior's Standards. Strategies include, but are not limited to:

- Repairing features and materials that can feasibly be retained—instead of replacing them
- Using the same or in-kind materials, colors, and textures
- Maintaining fenestration patterns and style

- Maintaining siding and trim
- Continuing the use of the vernacular or associated architectural style of Macky Hall. Refer to Figure 2.5 for aspects of craft.

2.1.8 MACKY HALL WINDOWS. The windows of Macky Hall shall be permitted to be reglazed if an energy analysis of the building shows that alternative measures prove less effective in reducing energy use. If greater energy or sound performance is needed, the addition of a second interior sash shall be permitted if it aligns with the existing frame and glazing while remaining visually secondary to character-defining features.

2.1.9 MACKY HALL EXTERIOR PAINT. The color scheme of Macky Hall shall be based on historical analysis of the building by a paint conservator. The existing color scheme shall be permitted without study.

2.1.10 CARRIAGE HOUSE DESIGN, MATERIALS, WORKMANSHIP. The following building elements of the Carriage House shall not be altered in the site nor during any relocation of the Carriage House:

- Exterior walls and roof
- Facade composition except for new openings per Guideline 2.1.11
- Architectural details such as siding, brackets, and trim, as shown in Figure 2.5.

2.1.11 CARRIAGE HOUSE NEW OPENINGS. New openings shall be permitted if designed consistently with the historic character of Carriage House in size and trim. New openings shall not interfere with the building's ability to convey retained character-defining features as identified in the HRE. New openings shall be prohibited on the primary building facade (facing south as identified in the HRE). New openings shall be permitted on the largely blank east, north, or west elevations if required by code or for programmatic need, but shall not be more prominent in their design than remaining openings.



Figure 2.4: West porch (historical primary entrance) (above) and east porch to Macky Hall (below)

Multi-gabled roofline
Scalloped shingles

Curved brackets
Double hung wood sash windows
Horizontal wood siding

Wood detailing
Bay window



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Figure 2.5: Character-defining features of Macky Hall per the HRE

A larger opening shall be permitted along the HRE-identified east facade in keeping with the size and design of the Early Estate Period carriage entrance—approximately eight feet wide by eight feet tall, centered on the dormer above—refer to Figure 2.7. New openings shall maintain a relationship between the Carriage House and Macky Hall as described in Guideline 3.1.3.

2.1.12 CARRIAGE HOUSE EXTERIOR PAINT.

The color scheme of Carriage House shall be based on historical analysis of the building by a paint conservator. The paint color of Carriage House shall match the same era of color Macky Hall is painted to avoid a

juxtaposition of historic colors that never occurred. The existing color scheme shall be permitted without study.

2.1.13 CARRIAGE HOUSE INTERIOR PARTITIONS.

Removal of non-structural interior partitions, which were not original to Carriage House, shall be permitted to maintain a large open space floor plan for both floors. Additionally, openings in the floor of the upper level of the building shall be permitted up to one-third of the floor area for internal stairs or double-height space. Unless it is deemed to conform with the Secretary of the Interior's Standards for Rehabilitation or based on documentation of conditions during the

period of significance, the interior shall not be subdivided into spaces smaller than the existing spaces nor shall the second floor be removed.



Figure 2.6: Carriage House during early California College of the Arts Period



Figure 2.7: Carriage House original opening on east facade

2.2 Rehabilitation of California College of the Arts Period Buildings

All 10 buildings constructed during the California College of the Arts Period contribute to district eligibility for the California Register and are identified as CEQA resources. The project proposes the removal of all ten buildings from the California College of the Arts Period. However, the guidelines in this section outline rehabilitation guidance should any of the buildings be retained.

2.2.1 PREFERRED RETAINED STRUCTURES. If additional buildings—beyond Macky Hall and Carriage House—are retained or relocated on site, the buildings identified by the HRE as individually eligible for the California Register (Founders Hall, Martinez Hall, Noni Eccles Treadwell Ceramic Arts Center, and Barclay Simpson Sculpture Studio, depicted in Figure 2.8) shall be prioritized in retention before other California College of the Arts Period buildings are considered. Refer to Guideline 2.2.5 and 3.3.6 for guidance on salvaging and reusing other buildings and/or their elements and additional art within new construction and the open space.

2.2.2 CALIFORNIA COLLEGE OF THE ARTS PERIOD BUILDING RELOCATION. Relocation of existing California College of the Arts Period buildings shall be permitted so long as the relocated buildings do not create a false sense of history in relation to Early Estate Period buildings—Macky Hall and Carriage House—nor to any other retained existing historic resource. Relocation shall be prohibited within the Macky Hall View Corridor, Macky Lawn, and any setback requirements from Macky Hall and Carriage House as identified in Section 2.3. Relocation shall be prohibited within 20 feet of the Broadway Wall. Relocated buildings shall maintain a consistent

orientation to their existing orientation.

2.2.3 CALIFORNIA COLLEGE OF THE ARTS PERIOD BUILDINGS' CHARACTER-DEFINING FEATURES.

Character-defining features that convey its historic significance of rehabilitated and/or relocated California College of the Arts Period buildings shall not be altered. If features are damaged or lost during rehabilitation or relocation, replacement of the features using the same or in-kind materials, colors, textures, and workmanship shall be required.

2.2.4 NEW BUILDINGS SETBACK FROM CALIFORNIA COLLEGE OF THE ARTS PERIOD BUILDINGS.

New buildings shall be setback a minimum of

40 feet from the primary facade (see Figure 2.3) and a minimum of 10 feet from all other facades of any retained and relocated California College of the Arts Period buildings. For minimum setback requirements surrounding Early Estate Period buildings—Macky Hall or Carriage House—see Guidelines 2.3.7 and 2.3.8.

2.2.5 COMMEMORATION OF CALIFORNIA COLLEGE OF THE ARTS PERIOD ARCHITECTURE.

To avoid a false historical representation, any elements repurposed from California College of the Arts Period buildings shall be presented with context, through signage and/or plaques, to understand their original form and significance.



Founders Hall



Martinez Hall



Noni Eccles Ceramic Arts Center



Barclay Simpson Sculpture Studio

Figure 2.8: Preferred California College of the Arts Period buildings for retention

NEW CONSTRUCTION BUILDINGS

The design of new construction buildings on the site are compatible with rehabilitated buildings contributing to the Oakland Landmark, respond to California College of the Arts Period building and landscape qualities, and relate as thoughtful neighbors to adjacent neighborhoods and corridors. Additionally, new buildings establish a relationship with the site's open space, the Broadway and College Avenue commercial corridors, and the sloping hillside topography.

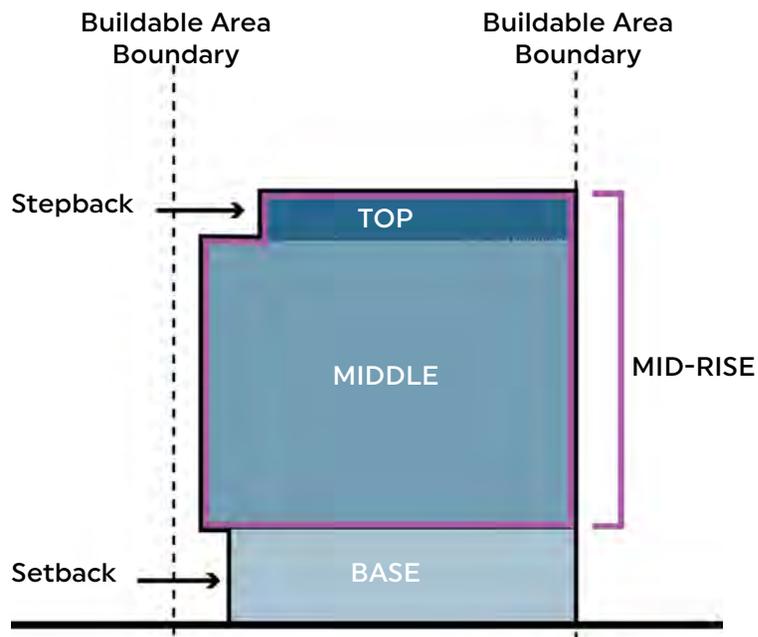


Figure 2.9: Section of building form terms

TERMS:

- **BASE:** The base consists of the levels most directly experienced when walking alongside a building—including the ground floor and second occupiable level. The base requires more detailed consideration around pedestrian scale design elements such as material application, transparency, rhythm through articulation and modulation, and setbacks from the site boundary.
- **MIDDLE:** The middle consists of levels above the base and below the top. The middle establishes the overall scale and rhythm of the building through massing, modulation, and articulation. In mid-rise residential buildings, the middle is generally the largest portion of the facade and plays a key role in architectural composition.
- **TOP:** The top consists of the last two occupiable levels. Building top strategies focus on those perceptible from a more distant vantage point and define the skyline of the site—such as height reductions, stepbacks, and roofline variation.
- **MID-RISE:** The mid-rise consist of all built levels above the base, including the middle and top levels, as described above, up to 95 vertical feet from grade.
- **HEIGHT:** Building height is measured between adjacent exterior finished grade and the top of roof excluding mechanical penthouse, elevator and stair overruns, parapets, or railings, further clarifying the Oakland Municipal Code definition in Section 17.09.040. Maximum heights are established through CC-2 Zoning and the Preliminary Development Plan.

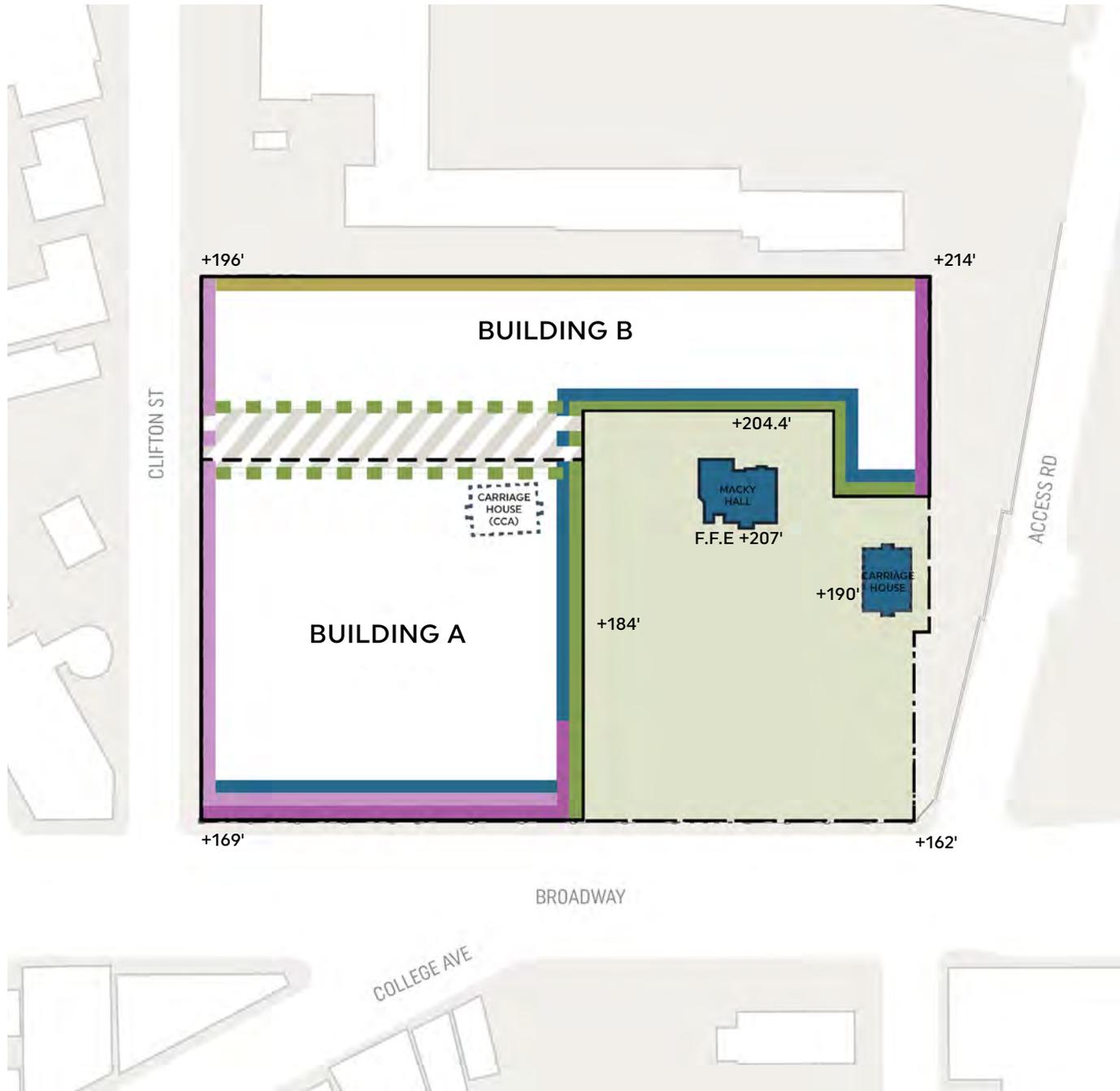


Figure 2.10: New buildings high visibility edges and adjacencies

- Street adjacent*
- Open space adjacent*
- Residential adjacent*
- Historic adjacent*
- Landmark buildings*
- Highly visible edges*
- +X'** *Above Sea Level*
- Approximate Neighborhood Paseo location*
- Site boundary*

Note: Refer to Guideline 3.4.1 for Neighborhood Paseo size and location

2.3 New Building Form

This section guides new building massing in response to various adjacencies and site conditions, including buildings contributing to the Oakland Landmark, open space, neighborhood context, and topography. This section is organized into the following building massing strategies—see Figure 2.10:

- **BUILDABLE AREA:** Establishes the areas of the site where new buildings may be constructed.
- **SEPARATION + SETBACK:** Establishes the relationships of new buildings to each other and to buildable area.
- **HEIGHT + ROOFLINE:** Establishes hierarchy and variation in building form, considering hillside topography, prominent vantage points of the site, and distant views from the site.
- **STEPBACKS + MODULATION:** Reduces the perceived scale of the building height and length through a variety of strategies, including changes in plane to neighboring properties and buildings contributing to the Oakland Landmark.

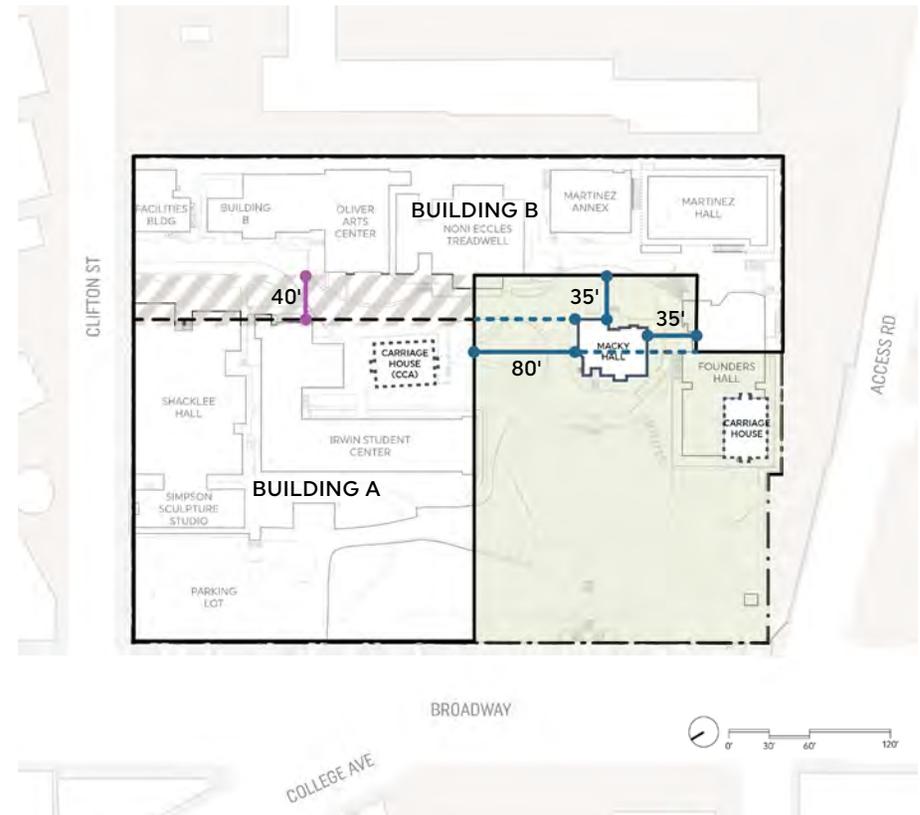


Figure 2.11: Building A and Building B buildable area boundaries over existing siting

- Buildable area boundaries
- Approximate Paseo location
- Neighborhood Paseo width
- Site boundary
- Buildable area setback dimensions
- Buildable area alignment to datum
- Existing buildings and parking lot

BUILDABLE AREA

2.3.1 CUMULATIVE BUILDING FOOTPRINT. Approximate to the percentage of the existing campus covered by buildings and parking lot, the cumulative building footprint of new buildings and rehabilitated buildings contributing to the Oakland Landmark—Macky Hall and Carriage House—shall not exceed 55 percent of the site area. See Figure 2.11.

2.3.2 NEW BUILDING LOCATIONS. Similar to the siting of California College of the Arts Period building footprints and existing parking lot at the corner of Clifton Street and Broadway, new buildings shall be limited to the site boundaries of Building A and Building B—further described

in Guidelines 2.3.3 and 2.3.4, respectively. See Figure 2.11.

2.3.3 BUILDING A BOUNDARY. The buildable area for Building A shall be limited by the following boundaries generally occupying the footprints of Shaklee Hall, Simpson Sculpture Studio, Irwin Studio, and the campus parking lot at the corner of Clifton Street and Broadway, which enables the building to provide a stronger streetwall along Broadway and better meet the intent of the Corridor Guidelines:

- North: the site boundary at Clifton Street
- East: alignment with the east facade of Macky Hall
- South: a minimum of 80 feet from the north

- facade of Macky Hall
- West: the site boundary at Broadway

See Figure 2.11. Additionally, Building A shall not exceed 250 feet in width. Refer to Guidelines 2.3.7 and 2.3.8 for additional setbacks required to Macky Hall and Carriage House.

2.3.4 BUILDING B BOUNDARY. The buildable area for Building B shall be limited by the following boundaries generally occupying the footprints of campus era buildings located along the east side of the site including the Facilities Building, Building B, Oliver Arts Center, Nonni Eccles, Martinez Annex, Martinez Hall, and part of Founders Hall:

- North, East, and South: site boundary

- West: a minimum of 35 feet from the east facade of Macky Hall, except south of Macky Hall where the west facade of new buildings shall be permitted to extend up to alignment with the southern gable peak of Macky Hall.

See Figure 2.11. Refer to Guidelines 2.3.7 and 2.3.8 for additional setbacks required to Macky Hall and Carriage House.

SEPARATION + SETBACK

2.3.5 NEW BUILDING BASE SEPARATION. A minimum separation of 40 feet at the building base shall be required between Building A and Building B, similar to the siting of buildings in the existing campus—refer to Figure 2.13 and Guideline 3.4.1.

2.3.6 NEW MID-RISE SEPARATION. A minimum separation of 50 feet, for a minimum of 75 percent of the Building A frontage shall be required between Building A and Building B for daylight access into open space between Building A and Building B—refer to Figure 2.13 and Guidelines 3.4.1.

2.3.7 NEW BUILDINGS SETBACKS FROM MACKY HALL. No new buildings shall be permitted

within the following dimensions from the exterior building footprint of Macky Hall—similar to the building separation to the nearest California College of the Arts Period buildings—as shown in Figure 2.12:

- 80 feet minimum to the north
- 35 feet minimum and an average of 40 feet to the east
- 35 feet minimum to the south

New buildings are prohibited to the west of Macky Hall to maintain the existing Macky Hall View Corridor, as described in Guideline 2.3.1.

2.3.8 NEW BUILDINGS SETBACKS FROM CARRIAGE HOUSE. No

new buildings shall be permitted within the following dimensions from the exterior building footprint of Carriage House:

- 25 feet minimum to the west
- 25 feet minimum to the north
- 40 feet minimum to the east
- 100 feet minimum to the south

The above dimensions correspond to the location of Carriage House at the time of the HRE and shall translate to the respective sides of the building if relocated and reoriented (see Guideline 2.1.4). The dimensions listed are consistent with the relationship between Carriage House and the nearest buildings of the

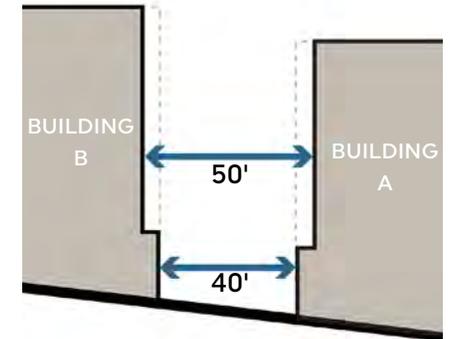


Figure 2.13: Building separation between Buildings A and B

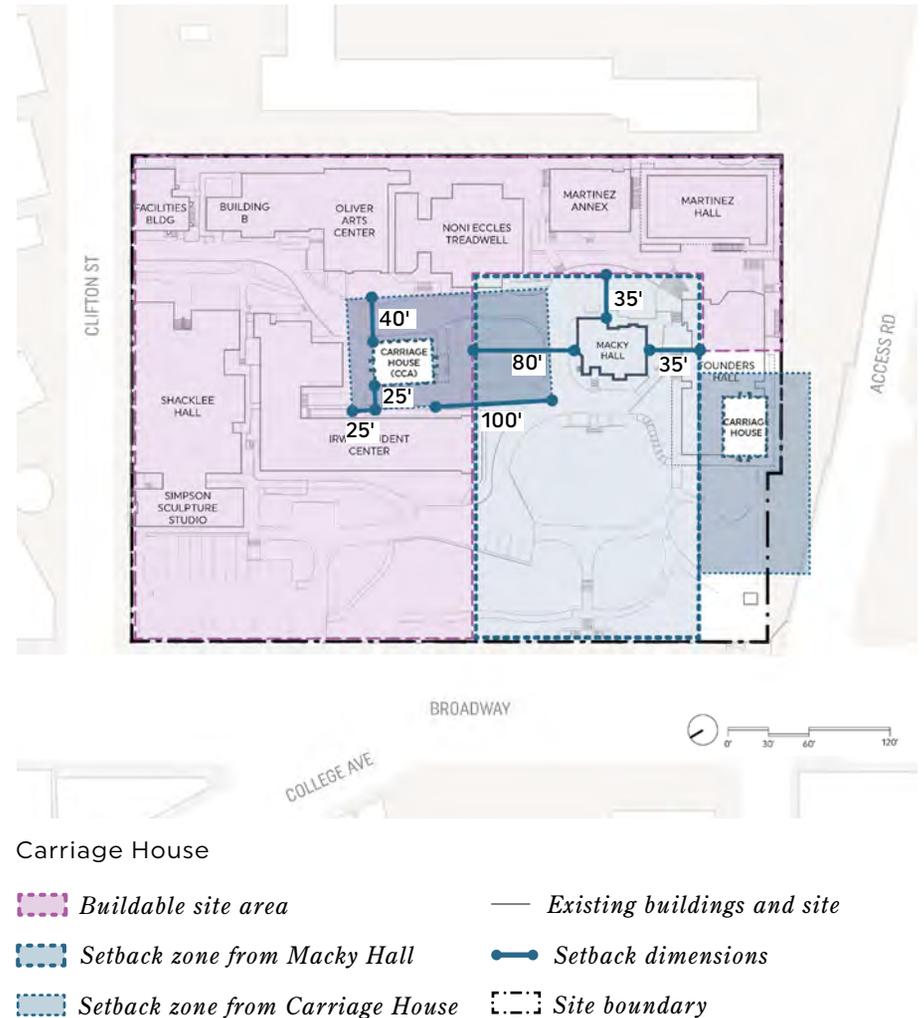
California College of the Arts Period, as shown in Figure 2.12.

2.3.9 BROADWAY WALL NEW BUILDINGS SETBACK.

Building A—including cantilevered floors, bay windows, and balconies—shall be a minimum of three three horizontal feet from the east edge of the Broadway Wall's bay component (see Section 3.2). Ground floor residential frontage in Building A shall setback a minimum of three horizontal feet and a maximum of five horizontal feet from the east edge of the Broadway Wall to retain the wall's distinction as a unique site feature, not an architectural element integrated into a building while establishing a strong

streetwall presence on College Avenue. Ground floor commercial frontage in Building A shall be permitted to setback up to 30 feet from the east edge of the Broadway Wall to enable activity on both sides of the wall as it is experienced today. Relocated California College of the Arts period buildings are exempt from this guideline, see Guideline 2.2.2.

Figure 2.12: Setback zones surrounding Macky Hall and Carriage House



HEIGHT + ROOFLINE

2.3.10 PRIORITY HEIGHT

LOCATIONS. Each Building shall establish priority height locations to create a varied roofline and visual interest:

- Building A shall include one to two priority height locations along Broadway or corners facing the open space
- Building B shall include one or two priority height locations along its southern half of its west and east edges

To qualify, priority height locations shall align vertically to commercial uses, building entries, crosswalks, or highest adjacent grade of the building. Priority height locations are established by exceeding the predominant roof height

of the building by a minimum of 10 feet or protruding horizontally from adjacent mid-rise massing levels by a minimum of six feet. Predominant roof height shall be measured within 10 feet of the building footprint to allow for stepbacks while emphasizing the priority height locations as seen from a distance. Priority height locations shall not exceed 60 feet in width to emphasize a prominent vertical orientation nor shall they exceed maximum height requirements identified in the PDP. Refer to Figure 2.14.

2.3.11 REDUCED HEIGHT REQUIREMENTS

SURROUNDING MACKY HALL. For Macky Hall to stand proud on the site, any components of new

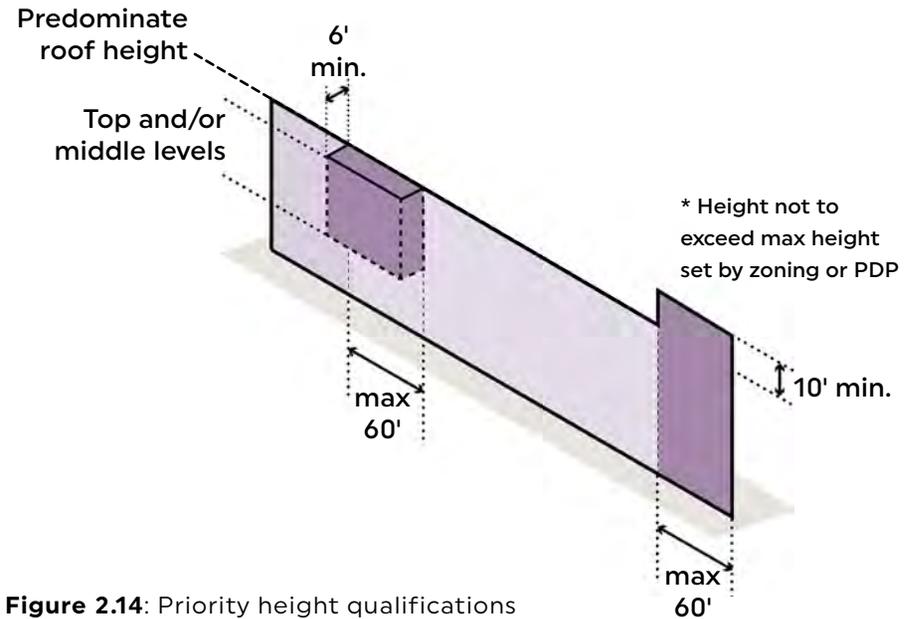


Figure 2.14: Priority height qualifications

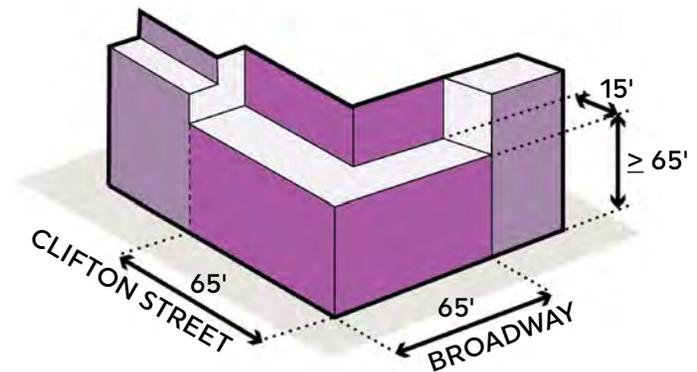


Figure 2.15: Height reduction at the corner of Clifton Street and Broadway

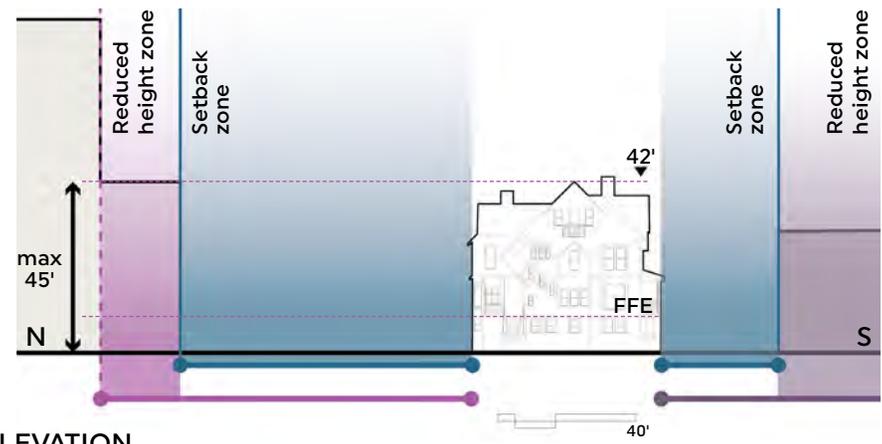
buildings located south of Macky Hall within the Reduced Height Zone (as defined below) shall be limited to 30 vertical feet. Any component of new buildings located east or north of Macky Hall within the Reduced Height Zone shall be limited to 45 vertical feet. Vertical feet is measured from the finished floor elevation (FFE) of the main level to Macky Hall—approximately +207 feet above sea level—to top of roof. Macky Hall is approximately 42 feet tall from finished floor to top of roof.

The Macky Hall height reduction zone is defined by dimensions from the exterior building footprint of Macky Hall—reflected in Figure 2.16:

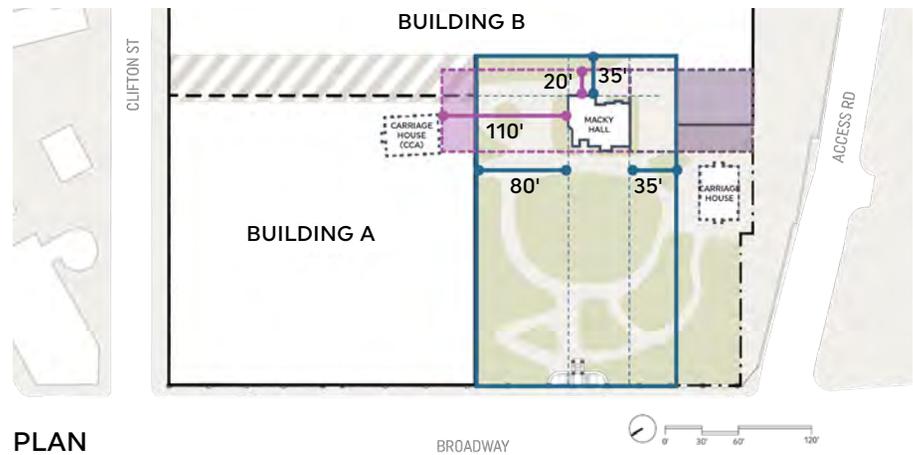
- 110 feet minimum to the north (measuring approximately to the facade of Carriage House)
- 20 feet minimum to the east (measuring approximately to the facade of Noni Eccles Treadwell building)
- Extending to the south site boundary
- Aligned to the west (primary) facade of Macky Hall

2.3.12 BUILDING B HEIGHT

REDUCTION. To provide a transition to both Macky Hall and the adjacent multi-family residential building to the east, new construction within 175 feet of the southern property line shall not exceed 80 feet in height—refer to Figure 2.21.



ELEVATION



PLAN

Figure 2.16: Reduced height zone west elevation of and adjacent to Macky Hall

- Setback zone from Macky Hall*
- Reduced height zone (north)*
- Reduced height zone (south)*

2.3.13 REDUCED HEIGHT AT THE INTERSECTION OF BROADWAY AND CLIFTON STREET. To respond to the scale of nearby multi-family residential buildings along Broadway Terrace which are typically 30 to 60 feet tall, new building facades located within 65 feet of the corner of Broadway and Clifton Street shall stepback above 65 feet in height. Stepbacks shall measure a minimum of 15 feet in depth from the site boundary. Refer to Figure 2.10 and Figure 2.15.

2.3.14 ROOF PROFILE. Roofs of new construction buildings shall be flat or sawtooth profiles referencing the roof profiles of California College of the Arts Period buildings. If

a sawtooth roof is implemented, it shall orient fenestration (skylights) north to capture ambient light.

2.3.15 ARTICULATED ROOFLINES. All building elevations over 70 feet in length—except where a priority height location is already occurring identified in Guideline 2.3.10—shall incorporate roofline articulation to reflect the variety of roofline conditions seen in Rockridge through a minimum of two of the following strategies:

- Varied parapet height with a minimum change of three feet vertically
- A change in material or color at top levels
- Massing projections or recess and horizontal elements that project

beyond the facade a minimum of three feet at the top of a floor

- Stepback top levels for a minimum of five feet deep
- Variation of residential unit form at the topmost occupiable level with distinct dimensions for openings differing from the rest of the mid-rise floors
- Contiguous rooflines (15-degree change in roof slope or flat) not exceeding 30 feet in length.

Refer to Figure 2.17 for illustrative examples of strategies.



© Christopher Payne
Projecting horizontal element



© Eduardo Alvarado
Change in material



© SITELAB urban studio
Variation in residential unit form

Figure 2.17: Examples of articulated roofline

STEPBACKS + MODULATION

2.3.16 SUBDIVIDING MID-RISE VOLUMES. To reduce the perceived scale of new buildings, in keeping with the scale of development along Broadway and Broadway Terrace, mid-rise levels shall be subdivided into smaller legible volumes. New building facades adjacent to streets, open spaces, and adjacent residential, as shown in Figure 2.10, shall be subdivided, at a minimum, into the following number of volumes based on facade length:

- <100 feet in length = one volume
- 100 – 250 feet in length = three volumes
- >250 feet in length = five volumes

To respond to the width of Macky Hall, the southern half of Building B shall require subdivision into a minimum of three of its five or more required mid-rise volumes.

Mid-rise volumes shall be permitted to be oriented vertically or horizontally but shall be a minimum of two stories in height and 40 feet in length. A change in plane with a minimum depth of five feet shall be required from adjacent volumes with the exception of the east edge of Building B, which shall require all change in planes to be a minimum depth of two feet from adjacent volumes. Continuous horizontal volumes shall not exceed 250 feet in length. See Figure 2.18 for a subdivision of volumes diagram.

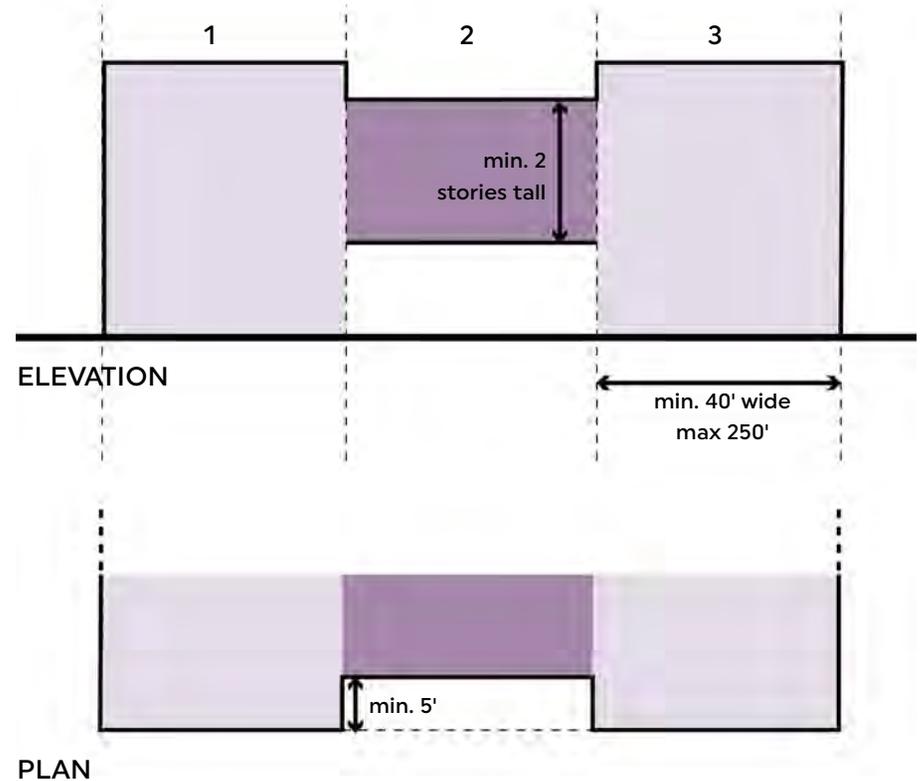


Figure 2.18: Elevation and plan of subdividing the mid-rise; here illustrating minimum subdivisions for facades longer than 250 feet

2.3.17 CLIFTON STREET STEPBACK. To relate to the scale of nearby multi-family residential buildings along Broadway Terrace which are typically 30 to 60 feet, new buildings along the north edge of Buildings A and B along Clifton Street shall stepback an average of 10 feet from the site boundary above 75 feet in height. See Figure 2.19.

2.3.18 OPEN SPACE STEPBACKS. To increase solar access within the open space, the south building elevations facing open space (see Figure 2.10) on Buildings A shall stepback a minimum of 10 feet in depth from the site boundary above 75 feet in height for a minimum cumulative length of 50 percent of the elevation. Refer to

Guidelines 2.3.12, 2.3.11, and 2.3.19 for additional height reductions requirements when adjacent to historic. See Figure 2.20.

2.3.19 WEST FACADE OF BUILDING B STEPBACKS. The west elevation of buildings on Building B shall stepback above 65 feet in height for a minimum cumulative length of 85 percent of the elevation to reduce the perceived height within the Neighborhood Paseo—defined in Guideline 3.4.1—and adjacent to Macky Hall. The stepback shall be a minimum depth of eight feet. See Figure 2.21.

2.3.20 HEIGHT DATUM REFERENCE TO CALIFORNIA COLLEGE OF THE ARTS PERIOD BUILDINGS. Elevations of

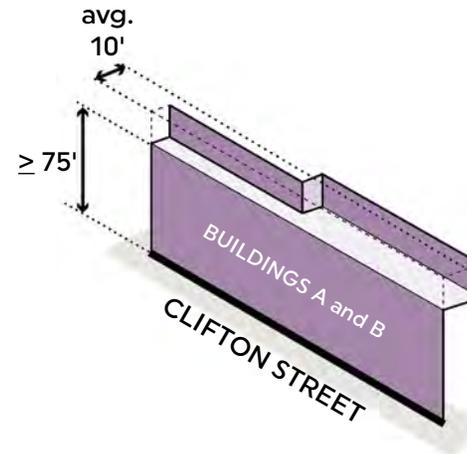


Figure 2.19: Clifton street stepback requirement

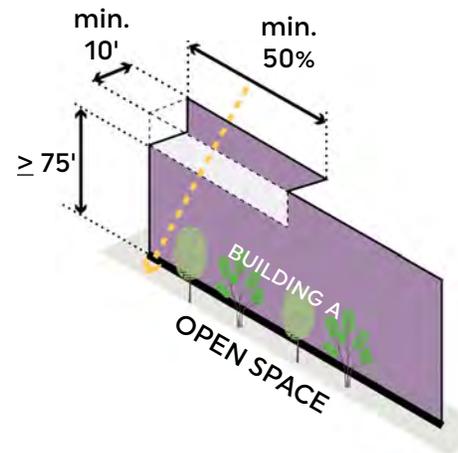


Figure 2.20: Open space stepback requirement

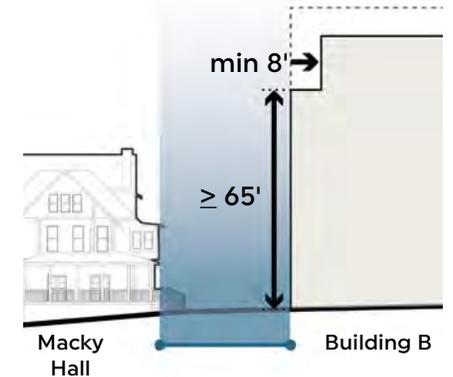


Figure 2.21: West facade of Building B height reduction and stepback requirement for 85% of elevation

Note: Refer to Guideline 2.3.7 regarding Macky Hall setback zone. Refer to Guideline 2.3.12 for height reduction of Building B.

new buildings along the east edge of Building A and west edge of Building B shall relate to California College of the Arts Period architecture by incorporating a minimum of three different height datums between 20 and 45 feet above grade for a minimum cumulative length of 70 percent of each elevation. Height datums shall be a minimum two feet in depth. Strategies include but are not limited to:

- Change in plane, including stepbacks or projections
- Horizontal elements, including awnings or canopies

2.3.21 MID-RISE FACADE RHYTHM. Subdivided mid-rise volumes—see

Guideline 2.3.16—that are greater than 70 feet in width shall establish a rhythm through facade articulation or modulation at intervals relative to their immediate adjacencies. Immediate adjacencies are described below and are shown in Figure 2.10.

- For edges adjacent to Clifton Street, the Neighborhood Paseo (as defined in Section 3.4), Early Estate Period buildings, or California College of the Arts Period buildings a rhythm between 25 and 50 feet in width shall be required to respond to the approximate width of California College of the Arts Period buildings along the east side of the existing campus.

- For edges adjacent to Broadway, Macky Lawn, and the southern site boundary, a rhythm up to 70 feet shall be required to respond to the approximate widths along Broadway. See Figure 2.22

Qualifying facade articulation or modulation strategies for the above conditions—unless otherwise specified—include but are not limited to:

- Change in plane of 2-foot minimum depth
- Change in orientation of greater than 20-degrees
- Architectural elements with greater than 2-foot minimum depth

Subdivided mid-rise volumes that are greater than 70 feet in width on the east side of Building



Figure 2.22: Example of typical facade articulation and modulation widths along Broadway

B shall establish a rhythm up to 25 feet in width to respond to adjacent residential buildings. Qualifying strategies to establish mid-rise facade rhythm on this edge include a change in material or color.

2.4 New Building Base

The base of new buildings make reference in rhythm and scale to the removed California College of the Arts Period buildings, the commercial frontage along College Avenue, and the residential character of Rockridge.

This section includes the following subsections:

- **USE + ENTRIES:** Activate streets and open spaces and provide transitions from public and private spaces.
- **SETBACKS + DEFINITION:** Frames the public realm by establishing a streetwall or creating a landscape buffer.
- **SCALE + RHYTHM:** Engages the facade with the pedestrian experience in the public realm by establishing regular intervals of facade articulation and integrating preferred materials.
- **INTEGRATED FACADE FEATURES:** Guidelines in this section integrate vegetation and artwork within the building base similar to the characteristics of the California College of the Arts Period.

USE + ENTRIES

2.4.1 BUILDING A USE ON BROADWAY. A minimum of 50 percent of the ground floor length along the west elevation of Building A shall be dedicated to commercial use or educational use along Broadway in order to provide continuity along the commercial corridor.

2.4.2 MINIMUM BUILDING ENTRIES. New building facades adjacent to open space (refer to Figure 2.10) shall provide entries to commercial uses, educational uses, or common residential spaces, including courtyards, amenities, and lobbies, at minimum according to the following frequencies, which respond to the approximate lot widths and entries

along College Avenue superseding the City of Oakland's Design Guidelines for Corridors and Commercial Areas Guideline 4.3.2:

- Minimum one entry along elevations less than 70 feet in length
- Minimum two entries along elevations between 70 to 250 feet in length
- Minimum three entries along each elevation greater than 250 feet in length
- No entries are required on the east and south edges of Building B.

2.4.3 EXPRESSED ENTRIES. Primary ground floor entries at commercial, educational, residential amenities, or lobby entries of new buildings shall be differentiated and pronounced

through massing projections, recesses, or extended horizontal elements in keeping with the architecture of the California College of the Arts Period buildings, as shown in Figure 2.23.



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Strategies to express entries include but are not limited to:

- Change in wall/window plane in relation to the primary building facade
- Increased percentage of glazing
- Integrated art feature
- Horizontal projections and recesses
- Canopies, shading devices, or awnings
- Visible structural elements



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Figure 2.23: Examples of expressed entry

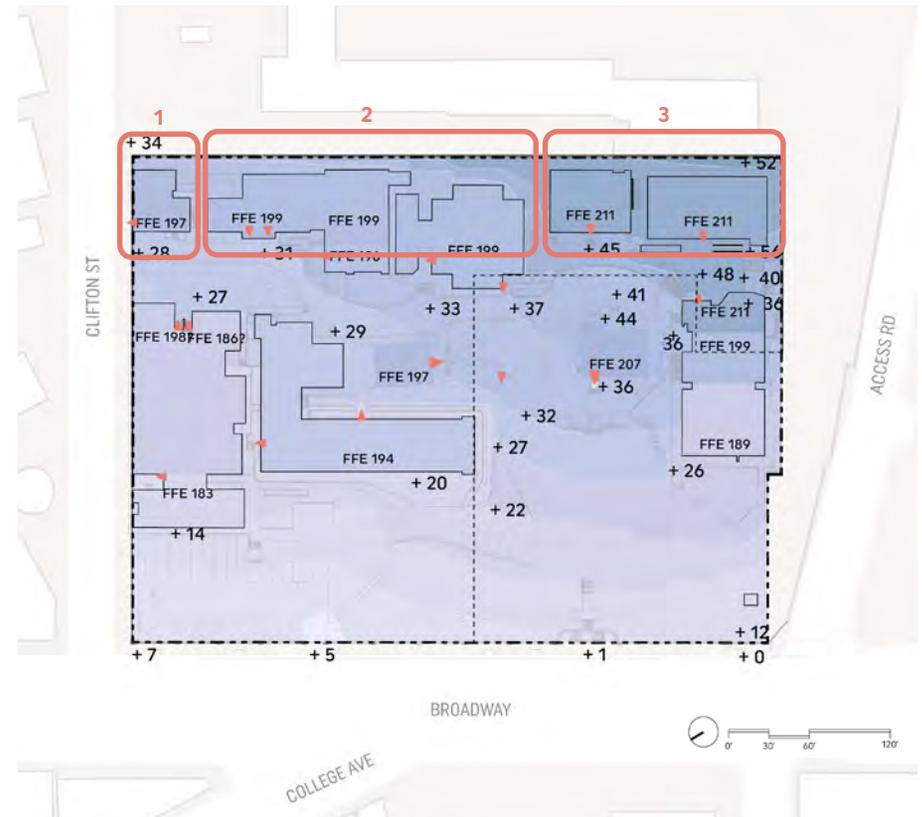


Figure 2.24: Existing building entries and topography



- A change in material or detailing
- Recessed doors or cased openings

Commercial or educational entries shall incorporate two or more of the above strategies to maintain public facing visibility.

2.4.4 REFERENCING HISTORIC ELEVATIONS.

The west edge of Building B shall have finished floor elevations at a minimum of three different heights and ranging a minimum of 10 feet, referencing the variation in finished floor elevations of the California College of the Arts Period Buildings. See Figure 2.24.

2.4.5 ENTRY ALONG HILLSIDE.

Building access or unit entries shall be provided to at least two finished

floor levels elevations along the north and south elevations of Building A, to reflect the hillside topography.

SETBACKS + DEFINITION

2.4.6 DEFINED BUILDING BASE.

All new buildings shall have a defined base to respond to heights represented along College Avenue and California College of the Arts Period buildings. Strategies to define the base include the following:

- Setback or extension of building base from levels above a minimum of two feet in depth
- Rhythm of increased frequency from mid-rise levels. Refer to Guideline 2.4.7 for strategies to create rhythm
- Horizontal elements projecting a minimum depth of two feet
- Difference in facade

articulation—such as visible bays—from levels above with a minimum depth of six inches

SCALE + RHYTHM

2.4.7 BUILDING BASE RHYTHM.

To establish a pedestrian scale relationship along pedestrian paths, new building bases adjacent to open space and streets, as shown in Figure 2.10, shall create a rhythm between 25 and 40 feet in width—similar to that of College Avenue—see Figure 2.25. Rhythm shall be established through articulation strategies including, but not limited to:

- Visible bay structure, structural element, or pilasters of a minimum six inches in depth
- Exposed columns
- Changes in plane of a minimum of one-foot in depth

- Horizontal element or trellis structural element.

2.4.8 BUILDING BASE INTERFACE AT BROADWAY WALL.

Base levels along the west edge of Building A shall appear separate from and visually subsidiary to the Broadway Wall to uphold the Wall's historic integrity in its size and purpose as the edge defining piece of the site.

Architectural elements—such as but not limited to trellises and brise-soleil—are permitted to project from the west edge of Building A to define the height datum of the building base and provide pedestrian-scale experience. These elements shall be permitted to project up to the property line,



Figure 2.25: Example of typical building base widths along College Avenue

unless otherwise noted below. Continuous horizontal elements of a trellis shall be no greater than two-and-a-half feet tall when combined with its brackets or similar structural components. No fascia is permitted on architectural element projections to expose assembly of construction and craftsmanship as described in Guideline

2.5.8.

At the Carriage Entrance—and at minimum up to one bay and pilaster on either side of the Carriage Entrance—architectural elements that define the building base's height datum shall setback from the east edge of Broadway Wall's bay components

for a minimum of five horizontal feet to respond to the Carriage Entrance as a primary entrance.

2.4.9 NEIGHBORHOOD PASEO HORIZONTAL ELEMENTS.

Ground floor unit entries fronting the Neighborhood Paseo as defined in Guideline 3.4.1 shall include architectural elements reflective of Rockridge streetscapes such as horizontal projections and canopies, awnings, trellises, or structural elements made visible with a depth of minimum two feet over stoops and extended porches. These elements shall be modest in scale—framing the entry or individual openings—similar to craftsman style homes in Rockridge.

INTEGRATED FACADE FEATURES

2.4.10 LIMITING BLANK WALLS.

New building elevations shall limit blank walls on the ground floor to no greater than 20 percent of each building elevation adjacent to street or open space—refer to Figure 2.10. Blank walls are continuous stretches of greater than 25 feet without a change-in-plane, opening, vegetation, or integrated art feature between three and 10 feet above grade.

2.4.11 FACADE ART TREATMENTS.

Art shall be applied to new building facades that are greater than 25 feet in length without fenestration and adjacent to open spaces. The rotating mural Martinez Hall

serve as exemplary art application from the California College of the Arts Period. Local artists, Oakland Tech students or alumni, and CCA students or alumni shall be involved in the process of creating the art. See Figure 2.26.



Figure 2.26: Examples of integrating art on blank walls

2.5 New Building Facade Composition

Fenestration composition, material palette and application, and arts integration contribute to the new buildings representing the California College of the Arts Period legacy as a steward of high-quality design. This section includes the following subsections:

- **FENESTRATION:** Defines the character of the building elevation—reflecting the program of the building and emphasizing locations of prominence. Fenestration breaks up the building scale into legible units.
- **MATERIALS + CRAFT:** Highlights of the California College of the Arts Period architecture include the artful demonstration of structural elements, the use of a variety of high quality materials with noteworthy texture, and the use of openings and horizontal elements to create shadow and lines.

FENESTRATION

- 2.5.1 ORGANIZATION OF FENESTRATION.** New building glazing units shall be aligned to clear horizontal and vertical datums to create a fenestration grid consistent with the modernist architecture of the California College of the Arts Period. The rhythm of horizontal and vertical datums shall be permitted to shift across the length or height of the building elevation to provide flexibility in the detailed arrangement of openings. Maximum spacing for horizontal and vertical datums of fenestration grids shall be required on each building elevation as follows:
- Along highly visible edges identified in Figure 2.10,

individual units of the fenestration grid shall not exceed three stories in height nor 35 feet in width to avoid large continuous expanses of glazing similar to structures in the adjacent neighborhood.

- Along historic adjacent edges identified in Figure 2.10, individual units of the fenestration grid shall not exceed two stories in height or 25 feet in width not to exceed the scale of buildings contributing to the Oakland Landmark.
- Along the Neighborhood Paseo, Clifton Street, and existing residential to the east, individual units of the fenestration grid shall not exceed

one story in height nor 15 feet in width similar to the scale of residential architecture in Rockridge.

Fenestration grids shall be defined by a continuous facade material no less than one-foot in width. Fenestration grid requirements shall not apply to the building base. Refer to Figure 2.27 for fenestration organization and proportion.

2.5.2 PROPORTION OF FENESTRATION AT THE BASE. The building base of new buildings shall have a higher proportion of transparency or openings than the mid-rise to support indoor-outdoor connections and visibility between new buildings and open spaces similar

to storefronts along College Avenue and Broadway. Refer to Figure 2.27 for fenestration proportion.

2.5.3 VERTICAL VOLUME EXPRESSION. To accentuate priority height locations or primary building entrances on new buildings, at least two of the following strategies shall be employed:

- Continuous building elevation pattern from mid-rise to base levels
- Vertically oriented architectural features, including louvers, fins, or material application
- Aligned, vertically oriented fenestration patterns
- A larger proportion of openings in the building top than the

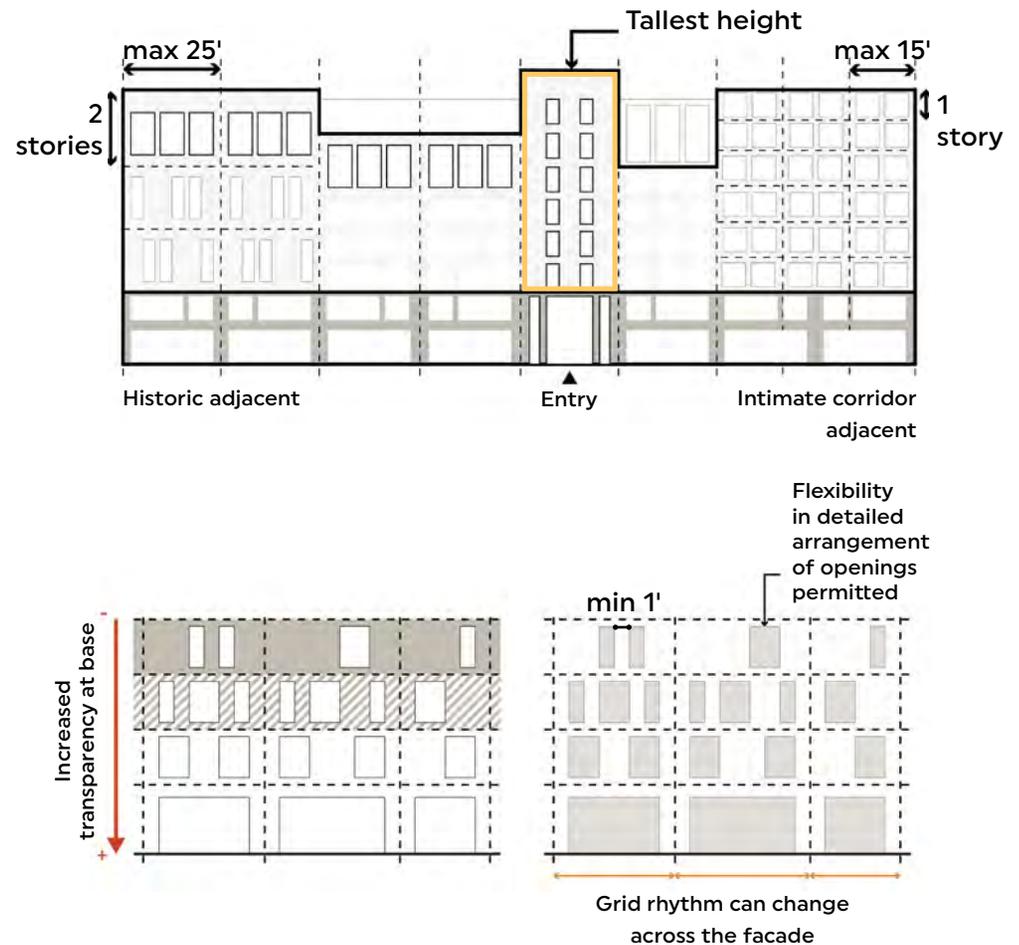


Figure 2.27: Fenestration proportions and organization

middle. Refer to Figure 2.27 for fenestration proportion.

2.5.4 GLAZING UNITS SCALE. Uninterrupted glazing segments in mid-rise levels shall not exceed 24 square feet as a bird-safe design feature and to incorporate the use of mullions for large openings. Mullions shall be designed with regular horizontal spacing similar to other multi-story residential buildings along Broadway Terrace. Expansive segments of curtain wall measuring 30 feet in any direction shall be prohibited as they are not common to the architectural character of Rockridge.

2.5.5 MINIMUM WINDOW DEPTH. All windows in the mid-rise of new buildings shall include

a minimum depth of two inches between the facade edge and glazing panel to produce a shadow line within each opening, a common feature of residential architecture in Rockridge, and add depth to the facade. Contemporary applications of architectural elements that define openings including, but not limited to lintels, sills, frames, or shading devices.

2.5.6 ENHANCED OPENING DEPTH. The opening depth shall exceed the baseline depth for a minimum of 35% of openings in mid-rise levels of priority height locations, as identified in Guideline 2.3.10. Applicable strategies include:

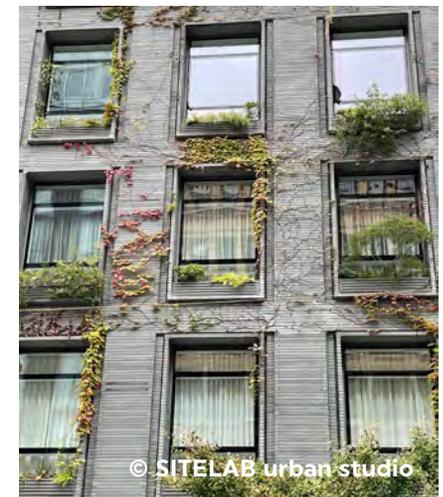
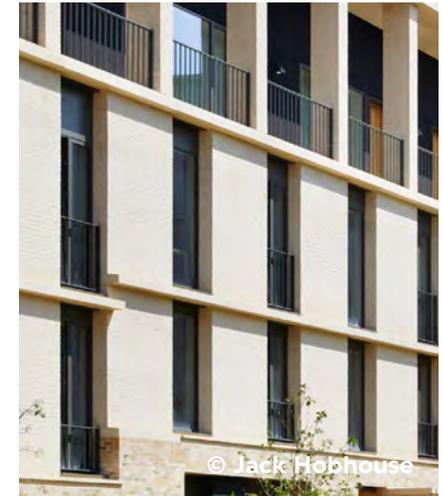


Figure 2.28: Examples of enhanced opening depth

- Recessed openings at a minimum depth of 12 inches between facade edge and glazing panel.
- Additive architectural elements that protrude from the primary facade surface no less than six inches. Appropriate elements include but are not limited to frames, lintels, sills, louvers, awnings, trellises, or shading devices. Elements must be distinguished from the primary facade system by physical separation, exposed joinery, or material change.

Refer to Figure 2.28 for imagery of enhanced opening depth.

MATERIALS AND CRAFT

2.5.7 NEW BUILDING DIFFERENTIATION.

Adjacent and facing new buildings shall reflect different facade systems to reflect the variety found in California College of the Arts Period architecture. At a minimum, facade systems shall vary between all new buildings in at least two of the following ways:

- Material
- Finish/Texture
- Color
- Application
- Scale of rhythm or fenestration 25 percent different
- Opening depth strategy
- Orientation of

openings (horizontal vs. vertical)

Additionally, each building shall incorporate a unique preferred material that the other new buildings do not. See Figure 2.29 for examples.

2.5.8 VISIBLE CRAFTSMANSHIP.

Similar to the California College of the Arts Period buildings, design quality and craftsmanship shall be demonstrated through the exposed assembly of structural elements and material changes. Multiple materials within individual buildings shall be permitted. California College of the Arts Period buildings often exposed joinery detail or utilized structural elements such as beams or columns to demonstrate design

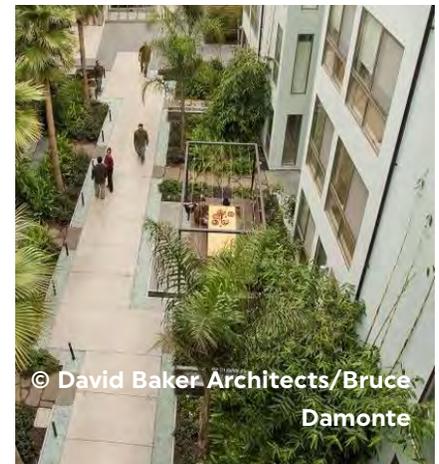


Figure 2.29: Examples of building differentiation

quality, material assembly, and craftsmanship.

A change between preferred materials, as defined by Guideline 2.5.10 and Figure 2.31, shall have a minimum depth of six inches and align with a massing shift, modulation, change in construction type, or define a change in floor or unit. Materials that are exposed for less than 12 inches in their vertical or horizontal dimensions, openings, glazing, and cladding vertically between openings shall be exempt from this guideline. Refer to Guideline 2.5.5 and 2.5.6 for opening depth requirements. See Figure 2.30 for examples.

2.5.9 RESIDENTIAL BALCONIES.
If included along the east edge of

Building B, residential balconies shall project or recess from the primary facade for a minimum cumulative total of 12 inches in depth. Residential balconies allow for more articulation along the east edge of Building B and respond to its adjacent residential buildings.

2.5.10 MATERIAL PALETTE. New buildings shall apply high quality, durable materials familiar to existing California College of the Arts Period buildings at the building base on a minimum cumulative area of 20 percent of all new building elevations facing the street or open space—excluding glazed surfaces—shown in Figure 2.10.

Preferred materials



Figure 2.30: Modern architectural details expressing craft from California College of the Arts Period buildings

include but are not limited to concrete, earthen materials and masonry (including masonry veneer and glass block), wood, ceramics, and metal. These materials were selected because they are building materials found in California College of the Arts Period buildings that age well, express their construction, remain natural in their appearance and expression, and have texture and visual depth. Additional materials beyond those listed shall qualify as preferred materials if they are found in the facade of Early Estate Period or California College of the Arts Period buildings. Flat stucco shall not be considered a preferred material. Refer to Figure

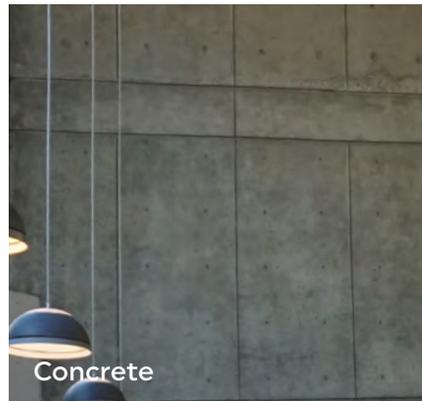
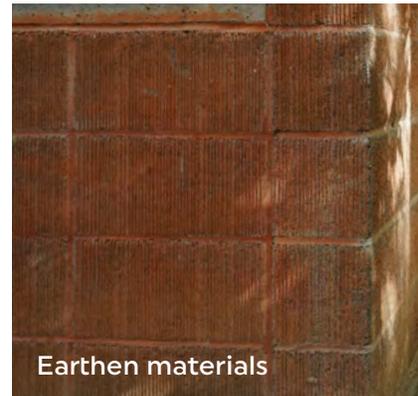
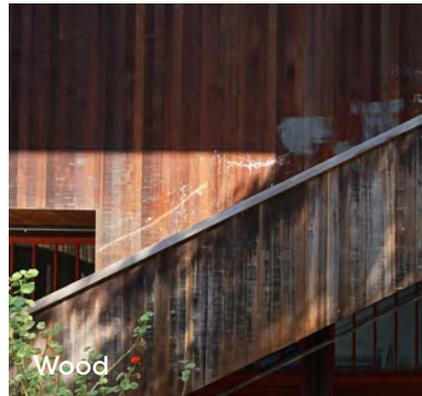


Figure 2.31: Preferred material palette

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2.31 for a preferred material palette.

2.5.11 MID-RISE MATERIAL REFERENCE TO CONTEXTUAL

LANDMARKS. Light-colored materials are preferred within mid-rise levels of new buildings similar to other prominent buildings in the Berkeley Hills, which evolve in their appearance throughout the day and glow in the afternoon sun. This shall not limit using differing material or color to differentiate the two buildings from each other per Guideline 2.5.7, differentiate the new buildings from retained structures, nor limit the application of colorful decorative elements, cladding, and murals in the mid-rise levels.

2.5.12 BUILDING BASE COLOR

PALETTE. To provide visual cohesion within the new construction, the color palette applied to the building base of new construction buildings shall be reflective of and complementary the nature of an arts campus by incorporating decorative moments for colors and murals.

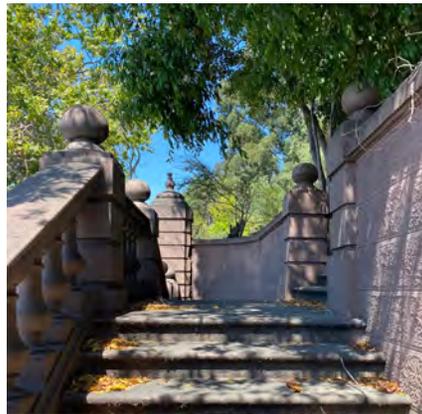
2.5.13 NON-IMITATION DETAILING.

Architectural details in new construction buildings that replicate exact details from architectural elements of the Treadwell Estate, including Macky Hall, Carriage House, and Broadway Wall shall be prohibited to avoid a false representation of the site's architectural history. Contemporary

reflections of architectural details that are compatible with the modernist architecture of the California College of the Arts Period buildings shall be permitted if they do not impair the integrity of the Treadwell Era contributing resources that remain.



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5212 Broadway Open Space:
Qualities of the California
College of the Arts Period
landscape and aspirational
characteristics.

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3

OPEN SPACE DESIGN GUIDELINES

Contributing Landscape Features	58	Open Space Elements	68
3.1 Setting of Buildings Contributing to the Landmark.....	59	3.4 Character + Programming.....	69
3.2 Broadway Wall + Stairs.....	62	3.5 Performance and Planting	73
3.3 Additional Historic Landscape Features	66		

This chapter includes guidelines for both the retention and rehabilitation of historic resources as well as direction for how the open space relates to the historic elements and the contextual character of the site. Refer to Design Guidelines' Response Summary in Chapter 1: Vision.

CONTRIBUTING LANDSCAPE FEATURES

These sections provide guidance on the mechanisms for retaining the setting of Macky Hall and Carriage House in the landscape to the Secretary of the Interior's Standards, retention of Historic Resource Evaluation (HRE) identified contributing landscape features shown in Figure 3.1, and treatment to the elements that contribute to their characteristics.

Oakland
Landmark and
National Register
Contributing



Broadway Wall + Stairs



Carnegie Bricks



Macky Hall View Corridor

Area of Primary
Importance (API)
Contributing



Faun Sculpture



Macky Lawn



Stairs with Ceramic Pots



Infinite Faith



Bell Tower



Celebration Pole

Figure 3.1: Landscape features contributing to the Oakland Landmark and to the Area of Primary Importance

3.1 Setting of Buildings Contributing to the Landmark

The guidelines in this section pertain to the landscape design around Macky Hall and Carriage House in keeping with each building's historical significance. Carriage House is retained as secondary in appearance, prominence, and location to Macky Hall, as experienced in both the Early Estate Period and California College of the Arts Period.

MACKY HALL REHABILITATION

3.1.1 PRIMARY FACADE OF MACKY HALL. Open space features shall visually emphasize the western facade of Macky Hall as its primary facade and entrance, while the east facade remains as its secondary entrance—in keeping with the setting of the building during the Early Estate Period and the California College of the Arts Period. The north and south facades shall remain tertiary during redevelopment.

Open space strategies that visually emphasize the western and eastern facades include but are not limited to framing with plantings and primary pedestrian circulation routes (defined in Section 3.4)

leading to Macky Hall's primary and secondary entrances, as seen in Figure 3.2.

3.1.2 PLANTING NORTH AND SOUTH OF MACKY HALL. During the California College of the Arts Period, Macky Hall was experienced more intimately from the north and shielded from the south with Founders Hall, as seen in Figure 3.3. In keeping with this existing condition, the close-range view and experience of Macky Hall's north facade shall be maintained and framed through the planting and retention of heritage trees (defined in Section 3.1.1). The open space directly south of Macky Hall must include plantings to shield this building in a similar manner.

3.1.3 VISUAL CONNECTION BETWEEN MACKY HALL AND CARRIAGE HOUSE.

Macky Hall and Carriage House shall maintain a visual relationship that is stronger than either building has with any other buildings in the site, while Carriage House remains secondary in relation to Macky Hall, similar to their relationship in the Early Estate Period and California College of the Arts Period. This can be achieved through siting of Carriage House (see Section 2.1), layering and/or framing connections with plantings, and grade relationship between the two buildings (defined in Guideline 3.1.6).

3.1.4 GRADE RELATIONSHIP BETWEEN MACKY HALL AND CARRIAGE HOUSE.

Macky Hall's finished floor elevation shall be maintained and remain at a higher topographical position in relation to both Macky Lawn and Carriage House to suggest the building's historical prominence as evident in the Early Estate Period and California College of the Arts Period. Minimal changes are permitted in the surrounding grading except as required for emergency vehicles and ADA access.



East of Macky Hall (view from northeast)



View from southeast



West of Macky Hall (view from southwest)



View from northwest

Figure 3.2: Landscape conditions at west and east facades of Macky Hall

Figure 3.3: Landscape conditions at north and south facades of Macky Hall

CARRIAGE HOUSE REHABILITATION

3.1.5 CARRIAGE HOUSE PLANTING. Carriage House shall maintain its setting embedded in the landscape and plantings as it was in the California College of the Arts Period and the Early Estate Period—refer in Figure 3.4. Strategies include but are not limited:

- Providing access to Carriage House through secondary pathways—given its subsidiary relationship to Macky Hall (see Guidelines 3.1.6 and 3.4.5).
- Surround Carriage House with canopy and understory planting. If there are new buildings or landscaped elements in close

proximity to Carriage House, planting shall be used to separate the two visibly.

- Prioritize layering vegetation, including proposed and existing trees (1) directly between Carriage House and Macky Lawn / Macky Hall, and (2) to minimize prominent views to and from Carriage House from Broadway and the surrounding Oakland area.

3.1.6 CARRIAGE HOUSE CIRCULATION. Secondary pedestrian paths (as defined in Section 3.4) shall be provided to Macky Lawn and to Macky Hall from Carriage House, similar to paths during the California College of the Arts Period. Refer to Figure 3.4 for existing

landscape character surrounding Carriage House.

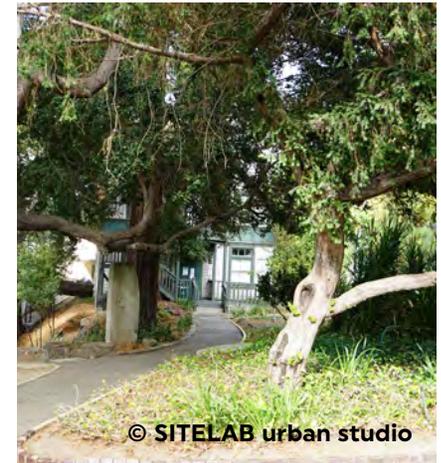


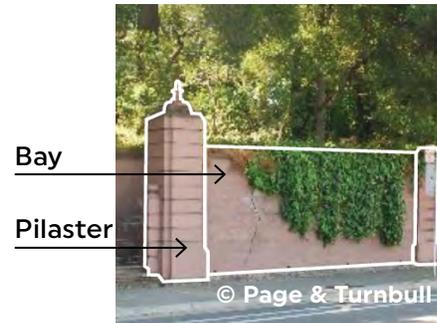
Figure 3.4: Landscape character surrounding Carriage House

3.2 Broadway Wall + Stairs

The Broadway Wall demarcates the western edge of the site for both the Early Estate Period and the California College of the Arts Period, and remains a link between those eras. The Broadway Stairs serve as the primary entrance and have historically maintained their role as the campus centerline directing visitors towards Macky Hall.

The guidelines in this section allow for minor intervention in the Broadway Wall limited to changes that improve accessibility to the site and its publicly-accessible open spaces, pedestrian experience along Broadway, and acknowledgment of the history this feature held in both eras.

TERMS



- **BAY:** Volume of wall between the pilasters.
 - **PILASTER:** Rectangular columns, typically taller than the bays, that generally connect two bays or work as framing mechanisms for an entrance or opening of the wall.
 - **CARRIAGE ENTRANCE:** The only vehicle entrance, originally designed for carriages, along the Broadway Wall. Currently made up of two pilasters similar to those along
- the rest of the Broadway Wall—though taller and are connected by a metal arch (installed in the 90s to replace the circa 1950s wood sign), metal plaques, and original two-leaf wrought iron gates.
- **CARRIAGE GATES:** The original two-leaf wrought iron gates that open and close at the Carriage Entrance.
 - **BROADWAY STAIRS:** The formal pedestrian entrance into the once residential estate located along the southern half of the Broadway Wall.

BROADWAY WALL COMPONENTS

3.2.1 BROADWAY WALL RETENTION AND REHABILITATION.

The Broadway Wall and Stairs, and their components, with limited exceptions as noted in the following guidelines, shall be retained. All parts of the retained Broadway Wall and Stairs shall be rehabilitated in compliance with the Secretary of the Interior's Standards. The original design of the remaining bays, pilasters, Broadway Stairs, and Carriage Entrance shall be maintained where not in conflict with the below guidelines nor modifications to meet the minimum code compliance and repair requirements.

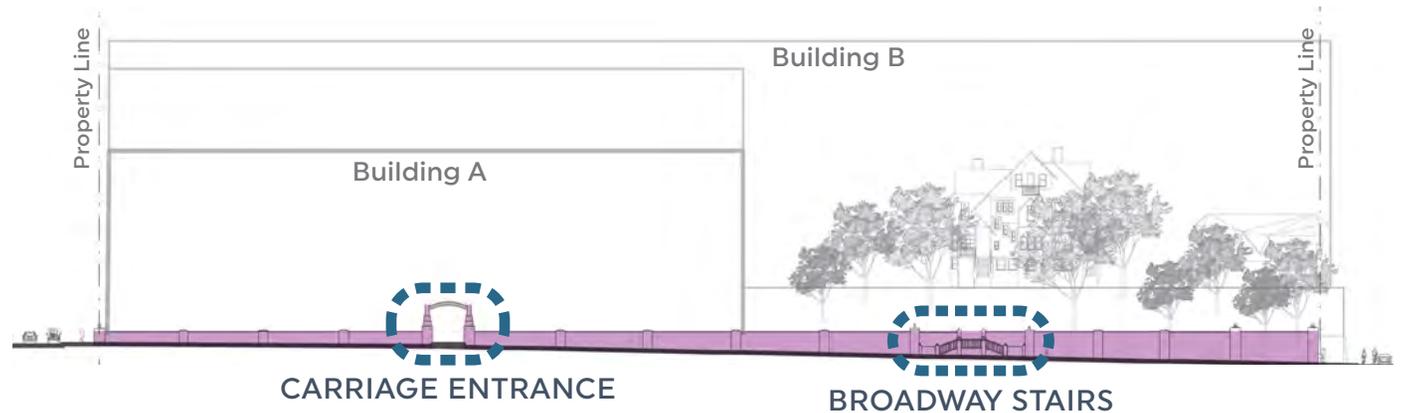


Figure 3.5: Broadway Wall and Stairs, and their components

3.2.2 BROADWAY WALL OPENINGS. The current openings along the Broadway Wall—those of the Broadway Stairs and the Carriage Entrance—must remain as means of access into the site.

3.2.3 CARRIAGE ENTRANCE. The Carriage Entrance character defining features shall not be altered at the time the

See Figure 3.5 for all components of the Broadway Wall.

Carriage Entrance is refurbished. Character defining features of the entrance include the concrete pilasters, CCAC plaques, and wrought iron gates, as illustrated in Figure 3.6. The metal posts and adjoining metal arch are not original to the design of the entrance and shall be permitted to be removed or replaced. If replacing the metal posts and adjoining metal arch,

only the wood sign used during the 1950s through 1970s shall be permitted. The existing width of the Carriage Entrance opening shall be maintained.

3.2.4 CARRIAGE ENTRANCE SIGN. The wood sign used to mark the Carriage Entrance to the California College of the Arts and Crafts in the 1950s to 1970s shall be rehabilitated if reused within the site.

BROADWAY WALL INTERVENTIONS

3.2.5 NEW OPENINGS IN THE BROADWAY WALL.

One new opening in the Broadway Wall for access to the publicly-accessible open space in accordance with the Americans with Disabilities Act (ADA) shall be created required. Up to one additional opening shall be permitted in the Broadway Wall to allow for access to Building A.

New openings shall be no more than one foot wider than required by codes, laws, and regulations, and must be visibly narrower than the Carriage Entrance.

3.2.6 COMMEMORATION OF REMOVED BROADWAY WALL SEGMENTS.

The footprint of any

removed portions of the Broadway Wall shall be commemorated.

Examples of commemoration methods include in-place markings, changes in material or pattern, or installation of a new feature, such as flush lighting at grade.

3.2.7 BROADWAY WALL PILASTER RETENTION.

The original spacing and rhythm of the pilasters are to be retained. If a pilaster must be removed to achieve a permitted intervention to the Broadway Wall and its elements, its location must be commemorated in conjunction with Guideline 3.2.6.

3.2.8 BROADWAY WALL BAY MODIFICATIONS.

Alterations to the height of the Broadway Wall

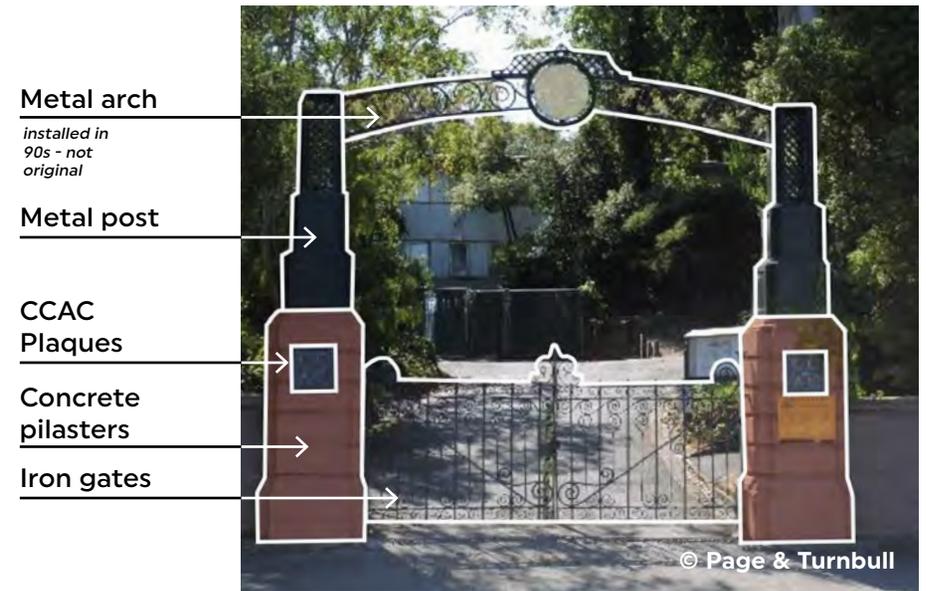


Figure 3.6: Carriage Entrance and its components

north of the Broadway Stairs shall be permitted for a maximum of 25 percent of its length to incorporate seating elements and/or to lower the bay height for visibility and safety of pedestrians on the east side of the wall (such as instances where

ADA access is being provided on the east side of the wall and the wall exceeds eye level). Seat wall interventions may be combined with other Broadway Wall interventions and shall maintain complementary, nonobtrusive materials

and may be combined with other Broadway Wall interventions. Refer to Guideline 3.2.10 for appropriate materials.

3.2.9 VISUAL PROMINENCE OF THE BROADWAY WALL.

Design of new openings or seating elements in the Broadway Wall shall be visually secondary to the Broadway Wall itself.

MATERIALS AND VEGETATION

3.2.10 BROADWAY WALL INTERVENTION MATERIALS.

The material(s) used in interventions or modifications to the Broadway Wall and Stairs should be cohesive or complementary. Concrete is preferred, but earthen materials, wood or metal, such as Corten steel, are also permitted.

3.2.11 BROADWAY WALL VISIBILITY AND GREENING LIMITS.

Planting shall be permitted on the east edge of the Broadway Wall in the form of planters, vines, or as ground cover. Refer Guideline 3.1.1 for suitable planting. Overhanging vines from the eastern side to the

western side shall be permitted, however, 50 percent of the overall length of the western edge of the Broadway Wall must be clear of any planting. Planting shall not be allowed to block any access paths or entrances, including the Carriage Entrance, Broadway Stairs, or any additional openings.

3.2.12 BROADWAY WALL INTERFACE.

Planting and circulation shall be permitted adjacent to the east side of the Broadway Wall. Due to the grade change between the open spaces and the sidewalk on Broadway. Appropriate strategies include grading and guardrails that provide safe pedestrian experiences within the publicly-accessible open

spaces. If included, guardrails shall not be an opaque plaque that appears to extend the height of the Broadway Wall or hover over it.

3.3 Additional Historic Landscape Features

Guidelines in this section address retaining and siting of contributing landscape features, for both the API and the Oakland Landmark, respectively. These features are outlined in Chapter 1: Vision and include Macky Lawn, Macky Hall View Corridor (View Corridor), Faun Sculpture, Stairs with Ceramic Pots, Infinite Faith, Bell Tower, and Celebration Pole.

3.3.1 MACKY LAWN RETENTION. Macky Lawn shall be maintained as a gradually sloping, open grass lawn at roughly 8,000 square feet—the approximate size of the existing Macky Lawn. Additional trees and smaller plantings shall be permitted along the perimeter of Macky Lawn to frame this open space and maintain its role as the front lawn to Macky Hall and the main social space within the site, in keeping with landscaping of the California College of the Arts Period landscape. Refer to Section 3.5 for additional guidelines on planting requirement considerations for Macky Lawn.

3.3.2 MACKY HALL VIEW CORRIDOR. The View Corridor shall be retained during the

redevelopment of the site—as described in the HRE as an 80-foot-wide corridor centered on Macky Hall’s primary western entrance and extending to Broadway intended to maintain views of Macky Hall from Broadway and College Avenue. The View Corridor contributes to Macky Hall as the primary structure on site and the Broadway Stairs as the primary pedestrian entrance on site.

3.3.3 MACKY HALL APPROACH. Open space design between the Broadway Stairs, Macky Lawn, and Macky Hall, shall emphasize the main entry and porch of Macky Hall and the main entrance to the site at the Broadway Stairs—as evident in the Early Estate Period and the

California College of the Arts Period. No new structures or buildings shall impede physical or visual connection from the Broadway Stairs to Macky Hall.

3.3.4 RETENTION OF API CONTRIBUTING LANDSCAPE FEATURES.

A minimum of three of the five remaining API contributing landscape features listed in the HRE—the Faun Sculpture, Stairs with Ceramic Pots, Infinite Faith, Bell Tower, and Celebration Pole—shall remain within the publicly-accessible open space of the site. If relocated, historic landscape features shall be sited in keeping with their setting—including visibility and relationship to surrounding plantings—during the California College of

the Arts Period. Refer to Figure 3.1 for imagery of contributing landscape features.

3.3.5 RETENTION OF CARNEGIE BRICKS. Carnegie Bricks shall be retained as a contributing landscape feature to the Oakland Landmark in a similar setting as originally used during the Early Estate Period. If retained, Carnegie Bricks shall be permitted to be relocated within the site.

3.3.6 ADDITIONAL ART RETENTION. A minimum of four additional art and artifacts shall be retained in the publicly-accessible open space of the site, in addition to those required in Guidelines 3.3.1, 3.3.5, and 2.4.11. Examples of art and artifacts include but are not limited to found sculptures from

the California College of the Arts Period, machinery used for art creation, new sculptures or murals (as a feature in the landscape or on adjacent building elevations), landscape installations, and salvaged building elements from California College of the Arts Period buildings—refer to Guideline 2.2.5. For retained found sculptures, consultation with the original creator (if possible) and/or an art conservator shall be required.

3.3.7 EUCALYPTUS ROW. The five remaining Eucalyptus trees that make up the Eucalyptus Row, as identified in the Historic Resource Evaluation, shall be permitted to be removed if new trees are planted that line

a primary pedestrian pathway between Broadway and Macky Hall outside of the View Corridor. This is in keeping with the character of the original Eucalyptus Row which framed a pedestrian experience and views along a path. Primary pedestrian pathways are illustrated in Figure 3.11. Refer to Guideline 3.3.2 for maintaining the View Corridor. Refer to Guidelines 3.4.4, 3.4.5, 3.4.6, 3.5.2 and 3.5.3 for additional guidance on framing views and landscape elements lining pathways.

3.3.8 COMMEMORATION OF SITE HISTORY. The site shall include a publicly-accessible indoor or outdoor space to display and exhibit the site's history.

OPEN SPACE ELEMENTS

The site is providing a publicly-accessible open space for the surrounding North Oakland communities. The guidelines in the following sections speak to the open space design response to the contextual and historic influences of the site, previously outlined in Chapter 1: Vision.

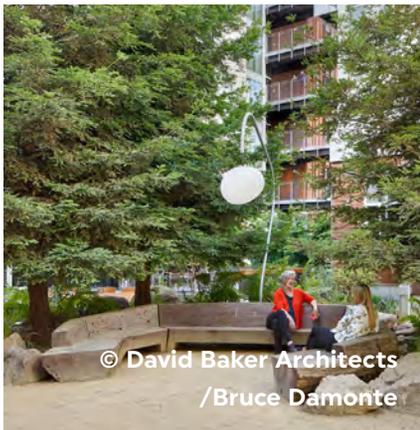
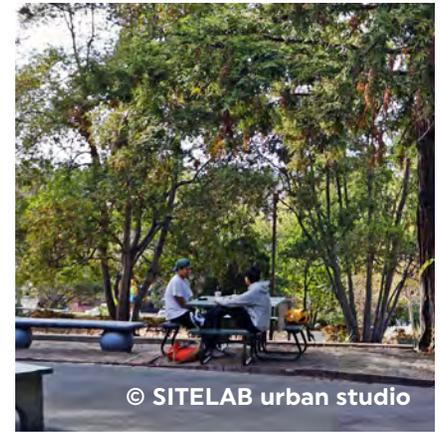
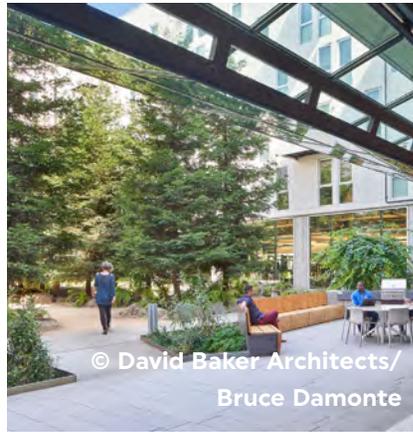


Figure 3.7: Examples of open space characteristics and programming

3.4 Character + Programming

The section is organized into the following open space elements:

- **PROGRAM AREAS:** Primary open space functions that respond to the characteristics of the California College of the Arts Period landscape.
- **CONNECTIONS + VIEWS:** Maintaining a circulation network that is well connected to main entrances and open space program areas and emphasizes important visual connections to and from the site.
- **ARTS + EDUCATION:** Honoring the monumental role of the California College of the Arts in expanding the arts and crafts education to California and aims to maintain that legacy in the next century through programming and design of the open spaces.

PROGRAM AREAS

3.4.1 OPEN SPACE PROGRAM AREAS. In addition to retaining Macky Lawn and the Macky Hall View Corridor (Section 3.3), the project also requires the following open space program areas which support the characteristics of the California College of the Arts Period:

- Neighborhood Paseo is a primary pedestrian connection between Clifton Street and Macky Hall and Macky Lawn. Similar to the California College of the Arts Period landscape, the connection shall provide access from Clifton Street to Macky Hall and shall be a minimum of 40 feet wide. Refer to Figure 3.8. Emergency

vehicle access shall be permitted through the connection from Clifton Street to the northeast corner of Macky Hall, including a turnaround to allow emergency vehicles to return to Clifton Street.

- Central Plaza is between primary entrances to Buildings A and B and the east entrance to Macky Hall, similar to the California College of the Arts Period plaza east of Macky Hall. It shall be located adjacent to Macky Hall and shall have a minimum size of 5,000 square feet. Refer to Figure 3.9.

3.4.2 NATURE DISCOVERY AND PLAY. To provide programming for education, similar to how the site performed during the California

College of the Arts Period, a play area of a minimum size of 1,200 square feet shall be provided within the publicly-accessible open space. The play area shall be prohibited within 30 feet of the Carriage House, which historically was not surrounded by activity. The use of natural materials shall be required—as described in Guideline 3.5.9—to provide sensory learning and education of the local ecology through the integration of play and nature.

3.4.3 TRANSITION SPACE AT RESIDENTIAL ENTRANCES. Where ground level private residential unit entries are provided at interfaces with publicly-accessible open space or public



Figure 3.8: Examples of paseos



Figure 3.9: Examples of plazas

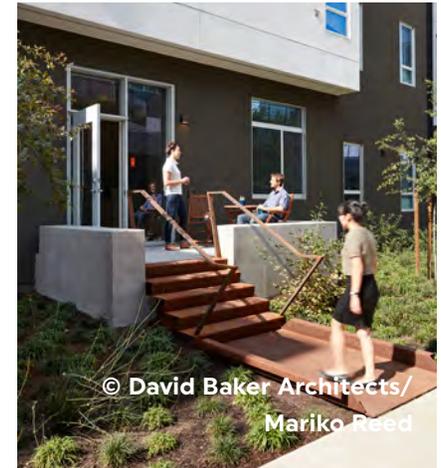


Figure 3.10: Transition space at residential entrance examples

streets, a transition space ranging from four to eight feet in depth shall be provided. Design features—such as stoops, porches, trellises, or gardens—shall be required to define residential entries within these transition spaces, similar to the design elements of Rockridge architecture. See Figure 3.10 for examples of such spaces.

CONNECTIONS + VIEWS

3.4.4 PRIMARY PEDESTRIAN PATHS. A network of primary paths shall serve as the main circulation route through the publicly-accessible open spaces, generally in keeping with the primary circulation patterns in the California College of the Arts Period landscape. Primary paths shall have a minimum width of 8 feet and connect site entrances, primary building entrances, and open spaces described in Guideline 3.4.1.

A primary pedestrian path shall be required in the following locations in keeping with the California College of the Arts Period primary pedestrian paths:

- Connecting north

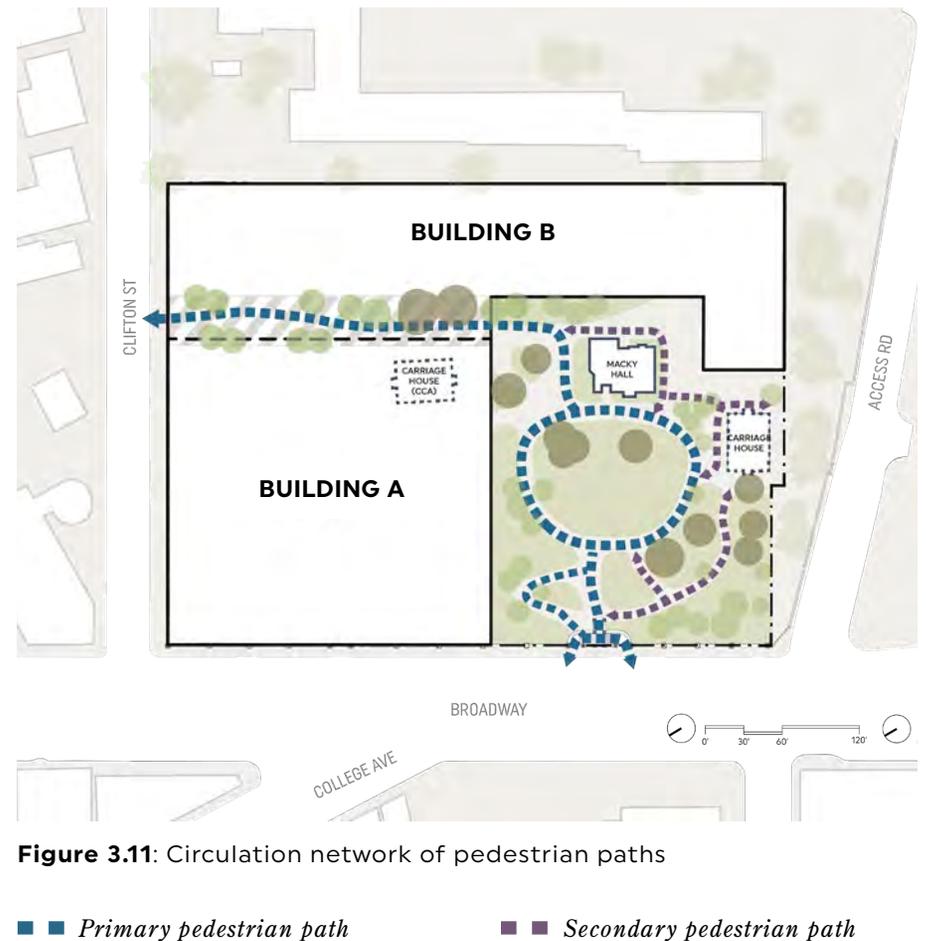


Figure 3.11: Circulation network of pedestrian paths

to south within the Neighborhood Paseo from Clifton Street to Macky Hall and have a minimum unobstructed width between 10 and 20 feet

- Connecting west to east from the Broadway Stairs, around Macky Lawn, and connecting to the primary west-facing entrance to Macky Hall. Refer to Figure 3.11.

3.4.5 SECONDARY PEDESTRIAN PATHS. A network of secondary paths shall provide small scale connections that meander through the landscape—a characteristic of the California College of the Arts Period described in the HRE. Secondary paths shall have a maximum width to 8 feet. Appropriate connections include

secondary entrances of Buildings A and B, the Carriage House, Macky Hall, and through the heritage trees, plantings, and art displays. Refer to Figure 3.11.

3.4.6 FRAMED VISTAS. A minimum of two framed vistas shall be provided in the publicly-accessible open space. The site offers prominent vistas of Downtown Oakland, Berkeley, College Avenue, and the Bay. Vistas shall be framed with tree canopies and/or shrubs.

3.4.7 VEHICULAR ACCESS AND DROP-OFF. Vehicular access shall be restricted to the north edge of the site, to retain a car-free neighborhood paseo and core—surrounding Macky Hall and Macky Lawn—similar to the existing campus.

ARTS + EDUCATION

3.4.8 ARTS AND EDUCATIONAL PROGRAMMING. Arts and educational programming within the site—including existing or new buildings or publicly-accessible open space—shall be required in keeping with the teaching, making, and learning activities of the California College of the Arts Period. Permanent or rotating programming exhibits shall be permitted to meet this requirement.

3.4.9 EDUCATIONAL SIGNAGE. Signage highlighting the site's California College of the Arts Period history and significance shall be included throughout the landscape. Appropriate locations for signage include but are not limited to locations

where historic buildings stand or stood (such as Macky Hall, Carriage House, Founders Hall, Noni Eccles Treadwell Ceramic Arts Studio, Martinez Hall, and Barclay Simpson Sculpture Studio).

3.5 Performance and Planting

The guidelines in this section respond to the California College of the Arts Period landscape and contextual influences of the neighborhood and are organized into the following categories:

- **ECOLOGY + PLANTING:** Maintaining layered planting in keeping with the California College of the Arts Period landscape. Sustainability measures are also provided in response to the local ecology.
- **CAMPUS HERITAGE TREE RETENTION:** Retaining and reusing long standing trees that give a sense of the history of the California College of the Arts Period landscape.
- **OPEN SPACE MATERIALS:** Landscape materials create an overall cohesive character to the site and are influenced by materials of the California College of the Arts Period landscape.

ECOLOGY + PLANTING

3.5.1 PRIORITY PLANTING ZONES. A concentration of plantings—such as denser planting relative to the overall planting plan or a group of large trees—shall be located in the following areas, as seen in Figure 3.12, to accentuate the presence of new open space from key vantage points, increase shade and wind protection, and buffer traffic noise from Broadway Avenue similar to the California College of the Arts Period landscape:

- Open space visible from College Avenue
- The southwest corner of the site visible from Broadway
- Tree canopy coverage south and west of Macky Lawn

- Either side of the Macky Hall View Corridor to frame its view from College Avenue and Broadway

Refer to Guidelines 3.1.2 and 3.1.5 for further guidance on planting along the south edge of the site next to Macky Hall and Carriage House.

3.5.2 PLANT SPECIES FOR ENHANCED REGIONAL ECOLOGICAL SYSTEMS.

Any proposed trees and plantings on the site shall be composed exclusively of native species or drought-adapted, non-invasive species. These species relate to the retained plantings from the California College of the Arts Period and respond to the local context to aid in the expansion of adjacent habitat patches.

3.5.3 PREFERRED TRELLIS PLANTING. Planting, particularly vines, shall be permitted along areas with trellises and other secondary structures along open space to provide a vegetated transition in scale and privacy to new buildings and ground floor residential units, similar to the character of transitions in Rockridge architecture. Refer to Guideline 3.5.9.

3.5.4 LIMITED LAWN. The use of lawn as groundcover shall be prohibited in the publicly-accessible open areas of the site, except in Macky Lawn—the primary social commons of the site (see Section 3.3), in keeping with the California College of the Arts Period landscape. Groundcover in other areas shall utilize native

and/or drought-tolerant, non-invasive species.

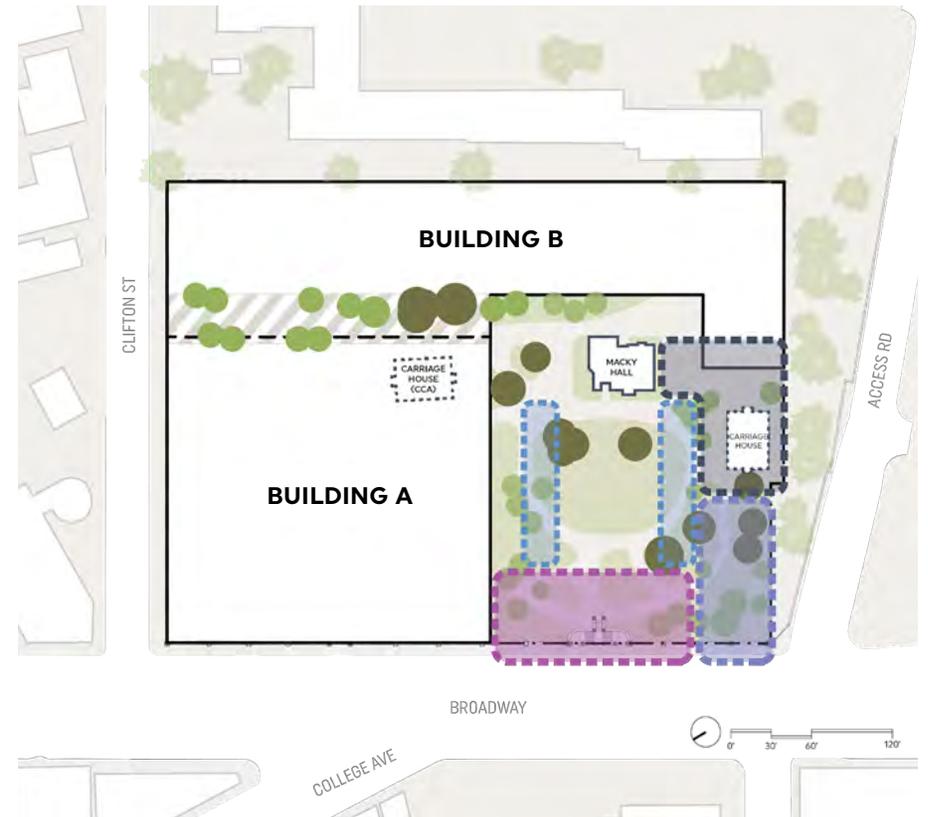


Figure 3.12: Priority planting zones

-  *Planting zone visible from College Avenue*
-  *Planting zone in southwest corner*
-  *Planting zone surroundings Macky Hall and Carriage House*
-  *Planting zone on either side of View Corridor*

CAMPUS HERITAGE TREE RETENTION

3.5.5 CAMPUS HERITAGE TREES. Healthy and mature trees on site—as recorded by an arborist—that do not impede new construction activity shall be incorporated in the planting plan as heritage trees. All trees that are preserved on site are noted in the PDP. Campus heritage trees provide a sense of the long-standing history of the site and contribute to the characteristics of framing Macky Lawn, Macky Hall, and the associated View Corridor.

3.5.6 NEW BUILDINGS SETBACK FROM CAMPUS HERITAGE TREES. Any newly constructed building shall be setback a

minimum of 12 feet from the dripline of preserved campus heritage trees, except where an arborist provides written approval of strategies to protect tree health during construction.

3.5.7 REUSE OF REMOVED SEQUOIA TREES. Once contributing landscape features to the Early Estate Period, the two Sequoia stumps—resulting from tree removal due to poor health in 2019—shall be reused on site. Appropriate examples of reuse include but is not limited to using materials for furnishings or landscape features to reference their history on site through educational signage, or interpretive markings.

MATERIAL PALETTE

3.5.8 OPEN SPACE HARDSCAPE MATERIAL PALETTE. Open space hardscape material palette shall include but is not limited to concrete paving and pavers, masonry (new or salvaged), wood decking, planted geoblocks, and decomposed granite (bonded and loose). Wood chips, Fibar, or a similar material for its natural appearance shall be permitted within the play area. Additional materials shall be permitted as open space hardscape materials if they are found within the California College of the Arts landscape.

While present during the California College of the Arts Period, asphalt shall be a prohibited material within the site to reduce

the urban heat island effect.

3.5.9 COLOR PALETTE. The open space hardscape color palette shall be limited to natural and earthen tones—except for areas dedicated to the display of arts and artifacts, which shall be permitted to use alternative tones and colors as accents. This is in keeping with the color palette of the California College of Arts Period landscape.

3.5.10 MATERIAL APPLICATION. In reference to the variety of materials and paving patterns layered into the California College of the Arts Period landscape, materials within the landscape shall incorporate a change in material applications where pathways, open

space program areas, and other open space elements intersect or meet. Change in material application shall be achieved through at least one of the following: material, color, rhythm, or pattern.

3.5.11 PREFERRED MATERIALS FOR NATURE AND DISCOVERY PLAY.

Equipment and furnishings in the play area defined in Guideline 3.4.2 shall incorporate natural materials, such as but not limited to rope, wood, and earthen materials such as rocks or stone.

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**52
12**
BROADWAY

**CALIFORNIA COLLEGE OF THE ARTS
OAKLAND CAMPUS SITE**

IMPLEMENTATION CHECKLIST

FEBRUARY 2023

Implementation Checklist Purposes:

1. Identify which Design Guidelines address the specific Design Review Criteria required in the following City of Oakland Planning Code Sections:
 - a. 17.136.075 C, 3: Regulations for Demolition or Removal of any structure in an API: Section (a), and Section (b) Criteria i through Criteria vi
 - b. 17.136.070 C: Special Regulations for Designated Landmarks, Criteria 1 through Criteria 3
2. Provide a summary of design intent for each Design Review Criteria demonstrating how the Design Guidelines address the relevant requirements. Cross references to the Appendix A: References are provided (through superscripts:^A) as further documentation of existing conditions related to historic elements and contextual character of the site as summarized in Chapter 1: Vision.
3. Provide an analytical tool to review a Planned Development Permit (PDP). The Design Guidelines ensure that a new project is implemented within the framework of the required Design Review Criteria. The Implementation Checklist provides a summary format that can be used to evaluate whether a project is consistent with the Design Guidelines.

17.136.075 C, 3: Regulations for demolition or removal of any structure in an API:

a: The design quality of the replacement structure is equal/superior to that of the existing structure:

The Design Guidelines summarized below require new construction to demonstrate equal or superior design quality of the replacement structure:

- Demonstrate spatial relationships as seen in existing buildings, ^{F, G, H} including:
 - Differentiate new buildings through difference in material or fenestration rhythm, depth, or orientation ^F
 - Setback new construction from Macky Hall and Carriage House similar to their relationship to California College of the Arts Period buildings ^G
 - Provide separation between buildings to maintain similar spacing of existing buildings ^J
 - Provide various finished floor and entry elevations on sloped topography in keeping with the existing campus ^I
 - Reduce height surrounding Macky Hall to respond to the scale and relationship of nearby of California College of the Arts Period buildings and visually frame Macky Hall ^K
- Demonstrate an equal design quality to the twelve existing buildings, ^L including:
 - Massing adjacent to Macky Hall responds to its width, and frames the retained building as the primary building on site ^{AA}
 - Create defined building bases in new building elevations similar to the one to three story existing buildings through change in planes, horizontal elements, or material change ^J
 - Organize fenestration composition in linear grids consistent with the modernist architecture of the California College of the Arts Period architecture ^{N, O}
 - Increase the depth of key openings to accentuate building details and generate stronger shadow lines consistent with existing buildings ^O
 - Reference the California College of the Arts Period architecture through the facade material palette and color ^{P, O}
 - Demonstrate an intensity of detailing and craftsmanship through visible structural elements and material transitions to accentuate the beauty in construction assembly, similar to the California College of the Arts Period architecture ^R
- Improve campus relationship to the public realm by continuing the strong street presence of College Avenue by holding the streetwall at the Broadway and Clifton

Street intersection and activating the street frontage through commercial or educational programming "

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.3.6	New mid-rise separation	
2.3.7	New buildings setbacks from Macky Hall	
2.3.8	New buildings setbacks from Carriage House	
2.3.9	Broadway Wall new buildings setback	
2.3.11	Reduced height requirements surrounding Macky Hall	
2.3.13	Reduced height at the intersection of Broadway and Clifton Street	
2.3.17	Clifton Street stepback	
2.3.20	Height datum reference to California College of the Arts Period buildings	
2.4.1	Building A use on Broadway	
2.4.3	Expressed entries	
2.4.6	Defined building base	
2.4.7	Building base rhythm	
2.5.1	Organization of fenestration	
2.5.2	Proportion of fenestration at the base	
2.5.4	Glazing units scale	
2.5.5	Minimum window depth	
2.5.6	Enhanced opening depth	
2.5.7	New building differentiation	
2.5.8	Visible Craftsmanship	
2.5.9	Residential Balconies	
2.5.10	Material palette	

17.136.075 C, 3: Regulations for Demolition or Removal of Potentially Designated Historic Properties:

b: The design of the replacement project is compatible with the character of the district, and there is no erosion of design quality at the replacement project site and in the surrounding area. This includes, but is not necessarily limited to, the following additional findings:

Criteria i: The replacement project is compatible with the district in terms of massing, siting, rhythm, composition, patterns of openings, quality of material, and intensity of detailing;

The Design Guidelines summarized below demonstrate compatibility with the district:

- Any proposed rehabilitation of Macky Hall will be within its existing footprint and will be in accordance with the Secretary of the Interior's Standards
- If moved, Carriage House will be sited in a similar orientation, separation, and elevation from Macky Hall, and its setting will be similar to its setting in the existing campus. Any proposed rehabilitation to Carriage House will be in accordance with the Secretary of the Interior's Standards

The Design Guidelines summarized below require new construction compatibility with the district:

- Site new buildings similar to the location of existing California College of the Arts period building footprints and surface parking lot, ^A such as:
 - The buildable area boundary for Building A generally occupies the footprint of Shaklee Hall, Simpson Sculpture Studio, Irwin Studio, and the campus parking lot at the corner of Clifton Street and Broadway, which enables the building to better address Broadway and the intent of the Corridor Guidelines ^{B, C}
 - The buildable area boundary for Building B generally occupies the footprint of campus era buildings located along the east side of the site including the Facilities Building, Building B, Oliver Arts Center, Nonni Eccles, Martinez Annex, Martinez Hall, and part of the Founders Hall footprint ^C
 - Vehicular access is maintained along Clifton Street. The existing Broadway Carriage Entrance is maintained for pedestrian access only ^D
- Orient new construction inward—similar to the existing California College of Arts Period campus orientation—by maintaining the existing primary pedestrian access and circulation that guides pedestrians from the Broadway Stairs as well as from Clifton

Street's northeast pedestrian entrance towards the center of the site's Macky Hall and Macky Lawn ^E

- Demonstrate spatial relationships as seen in existing buildings, ^{F,G,H} including:
 - Differentiate new buildings through difference in material or fenestration rhythm, depth, or orientation ^F
 - Setback new construction from Macky Hall and Carriage House similar to their relationship to California College of the Arts Period buildings ^G
 - Provide separation between buildings to maintain similar spacing of existing buildings ^J
 - Provide various finished floor and entry elevations on sloped topography in keeping with the existing campus ^I
 - Reduce height surrounding Macky Hall to respond to the scale and relationship of nearby of California College of the Arts Period buildings and visually frame Macky Hall ^K
- Demonstrate an equal design quality to the twelve existing buildings, ^L including:
 - Massing adjacent to Macky Hall responds to its width, and frames the retained building as the primary building on site ^{AA}
 - Create defined building bases in new building elevations similar to the one to three story existing buildings through change in planes, horizontal elements, or material change ^J
 - Organize fenestration composition in linear grids consistent with the modernist architecture of the California College of the Arts Period architecture ^{N,O}
 - Increase the depth of key openings to accentuate building details and generate stronger shadow lines consistent with existing buildings ^O
 - Reference the California College of the Arts Period architecture through the facade material palette and color ^{P,O}
 - Demonstrate an intensity of detailing and craftsmanship through visible structural elements and material transitions to accentuate the beauty in construction assembly, similar to the California College of the Arts Period architecture ^R
- Reference Rockridge architecture by limiting the scale of glazing and enhancing opening depths to avoid flat facades and provide shadow lines ^{PP}

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.1.3	Macky Hall location	

2.1.4	Carriage House relocation	
2.1.5	Carriage House structural improvements for relocation	
2.3.1	Cumulative building footprint	
2.3.2	New building locations	
2.3.3	Building A boundary	
2.3.4	Building B boundary	
2.3.5	New building base separation	
2.3.6	New mid-rise separation	
2.3.7	New buildings setbacks from Macky Hall	
2.3.8	New buildings setbacks from Carriage House	
2.3.11	Reduced height requirements surrounding Macky Hall	
2.3.12	Building B height reduction	
2.3.16	Subdividing mid-rise volumes	
2.3.20	Height datum reference to California College of the Arts Period buildings	
2.4.3	Expressed entries	
2.4.6	Defined building base	
2.4.9	Neighborhood Paseo horizontal elements	
2.5.1	Organization of fenestration	
2.5.2	Proportion of fenestration at the base	
2.5.4	Glazing units scale	
2.5.5	Minimum window depth	
2.5.6	Enhanced opening depth	
2.5.7	New building differentiation	
2.5.8	Visible Craftsmanship	
2.5.9	Residential Balconies	
2.5.10	Material palette	
3.1.1	Primary facade of Macky Hall	
3.4.4	Primary pedestrian paths	

3.4.7	Vehicular access and drop-off	
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Criteria ii: New street frontage includes forms that reflect the widths and rhythm of the facades on the street and entrances that reflect the patterns on the street;

The Design Guidelines summarized below require new construction that reflect the widths and rhythms of the facades on the street and entrances that reflect the patterns on the street:

- Reference ground floor rhythms and materials of California College of the Arts Period buildings for new building facades facing the center of the site
- Create defined building bases along new building elevations similar to the one to three story existing campus buildings through change-in-planes, horizontal elements, or material change ^J
- Transition to context is expressed through upper level stepbacks, facade rhythm, and residential stoops, including:
 - Reducing perceived height near neighboring buildings through upper floor stepbacks and trellises ^{MM}
 - Articulate rhythm of ground floor and mid-rise facades facing context relate to rhythm and scale along College Avenue and Broadway Terrace ^{NN}
 - Incorporate residential stoops and horizontal elements at ground level transitions ^{OO}
 - Encourage primary building entrances along streets and open spaces
- Provide building base rhythm similar to College Avenue and continues active uses along Broadway:
 - Reduce perceived scale of bulk and massing in mid-rise volumes and design facades to reflect widths of nearby residential mid-rise buildings ^{GG}
 - Use horizontal elements along Broadway and Clifton Street in response to lower scale context and with a rhythm that responds to pedestrian activity similar to College Avenue ^{HH}
 - Continue a streetwall on Broadway and Clifton Street corner with limited setbacks ^I
 - Continue ground floor commercial activity along Broadway near College Avenue

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.3.9	Broadway Wall new buildings setback	
2.3.13	Reduced height at the intersection of Broadway and Clifton	

	Street	
2.3.16	Subdividing mid-rise volumes	
2.3.17	Clifton Street stepback	
2.3.19	West facade of Building B stepbacks	
2.3.21	Mid-Rise Facade Rhythm	
2.4.1	Building A use on Broadway	
2.4.2	Minimum building entries	
2.4.6	Defined building base	
2.4.7	Building base rhythm	
2.4.8	Building base interface at Broadway Wall	
2.5.1	Organization of fenestration	
2.5.12	Building Base Color Palette	
3.4.3	Transition space at residential entrances	

Criteria iii: The replacement project provides high visual interest that either reflects the level and quality of visual interest of the district contributors or otherwise enhances the visual interest of the district;

The Design Guidelines summarized below demonstrate high visual interest that reflects or enhances the level and quality of the district:

- Any proposed rehabilitation to the exterior and interior architectural designs of Macky Hall and Carriage House is in accordance with to the Secretary of the Interior's Standards ^{Y,Z}
- In the event California College of the Arts Period buildings are rehabilitated, their location, siting, and setting are protected
- Retain contributing landscape features (Macky Lawn, Stairs with Ceramic Pots, Faun Sculpture, Infinite Faith sculpture, Bell Tower, and Celebration Pole), such as: ^S
 - Maintain the slope, planting characteristics, and size of Macky Lawn ^{T,U}
 - Any retained contributing landscape features within the open space are to be sited in a familiar context to their setting in the existing California College of the Arts landscape ^{V,W}

The Design Guidelines summarized below require new construction to demonstrate high visual interest that reflects or enhances the level and quality of the district:

- Demonstrate differentiation and spatial relationships as seen in existing buildings through: ^{F,G,H}
 - Differentiation between new buildings through material or fenestration rhythm, depth, or orientation ^F
 - Provide various finished floor and entry elevations on sloped topography limiting blank facades in keeping with the existing campus ^I
- Reference the facade material palette and color of California College of the Arts Period architecture ^{P,Q}
- Demonstrate intensity of detailing and craftsmanship through visible structural elements and material transitions that accentuate beauty in construction assembly, similar to the California College of the Arts Period architecture ^R
- Provide priority height locations that add visual interest to the roof profile ^J
- Maintain access and visual interest of the public realm:
 - Maintain Broadway Stairs as the primary entrance to the site ^{BB,CC}
 - Reestablish Macky Hall View Corridor providing views from Broadway to Macky Hall view maintained from College Avenue to Macky Hall ^{DD}

- Rehabilitate the Broadway Wall and Stairs according to Secretary of the Interior’s Standards while providing accessible entrance to the site ^{BB, CC}
- Maintain vehicular access along Clifton Street and maintain the existing Broadway Carriage Entrance as pedestrian access ^D
- New construction maintains and repurposes open spaces such as Macky Lawn and the north-south primary pedestrian path (Neighborhood Paseo) from Clifton Street to Macky Hall as publicly accessible open spaces ^{T, U}
- Maintain existing contributing landscape features ^{V, W}
- Integrate art or educational signage into the landscape or on facades facing publicly accessible open space
- Preserve existing long-standing trees and new plantings signal the new publicly accessible open space as a green terminus to the lively College Avenue ^{JJ}

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.1.7	Macky Hall design, materials, and workmanship	
2.1.8	Macky Hall windows	
2.1.9	Macky Hall exterior paint	
2.1.10	Carriage House design, materials, workmanship	
2.1.11	Carriage House new openings	
2.1.12	Carriage House exterior paint	
2.1.13	Carriage House interior partitions	
2.2.1	Preferred retained structures	
2.2.2	California College of the Arts Period building relocation	
2.2.3	California College of the Arts Period buildings’ character-defining features	
2.2.4	New Buildings setback from California College of the Arts Period buildings	
2.3.10	Priority height locations	
2.4.5	Entry along hillside	
2.4.10	Limiting blank walls	

2.5.7	New building differentiation	
2.5.8	Visible Craftsmanship	
2.5.10	Material palette	
2.5.12	Building Base Color Palette	
3.1.2	Planting north and south of Macky Hall	
3.1.3	Visual connection between Macky Hall and Carriage House	
3.1.4	Grade relationship between Macky Hall and Carriage House	
3.1.5	Carriage House planting	
3.1.6	Carriage House circulation	
3.2.1	Broadway Wall retention and rehabilitation	
3.2.5	New openings in the Broadway Wall	
3.3.1	Macky Lawn retention	
3.3.2	Macky Hall View Corridor	
3.3.3	Macky Hall approach	
3.3.4	Retention of API contributing landscape features	
3.3.5	Retention of Carnegie Bricks	
3.3.6	Additional art retention	
3.3.8	Commemoration of site history	
3.4.4	Primary pedestrian paths	
3.4.6	Framed vistas	
3.4.7	Vehicular access and drop-off	
3.4.8	Arts and educational programming	
3.5.1	Priority planting zones	
3.5.5	Campus heritage trees	

Criteria iv: If the design contrasts the new to the historic character, the replacement project enriches the historic character of the district;

The Design Guidelines summarized below require new construction and open space to enrich the historic character of the district:

- Improve campus access and relationship to the public realm to establish a superior design quality that enriches the character of the California College of the Arts campus, through:
 - Provide new publicly accessible open space in the redevelopment of the site
 - Continue a strong street presence of College Avenue by holding the streetwall in new construction at the Broadway and Clifton Street intersection and activating the street frontage through commercial or educational programming "
- Enhance the open space while honoring the legacy of arts and education that took place during the California College of the Arts Period, including:
 - Any proposed retention of additional art and artifacts in the open space will maintain their setting
 - Integrate murals and artwork on facades facing the open spaces
 - New play area within the publicly accessible open space encourages discovery, education, and stewardship
 - Commemorate site histories through displays or installations

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.2.5	Commemoration of California College of the Arts Period architecture	
2.3.9	Broadway Wall new buildings setback	
2.4.11	Facade art treatments	
3.2.6	Commemoration of removed Broadway Wall segments	
3.3.6	Additional art retention	
3.3.8	Commemoration of site history	
3.4.1	Open Space Program Areas	
3.4.2	Nature discovery and play	
3.4.8	Arts and educational programming	

3.4.9	Educational signage	
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Criteria v: The replacement project is consistent with the visual cohesiveness of the district. For the purpose of this item, visual cohesiveness is the architectural character, the sum of all visual aspects, features, and materials that defines the district. A new structure contributes to the visual cohesiveness of a district if it relates to the design characteristics of a historic district. New construction may do so by drawing upon some basic building features, such as the way in which a building is located on its site, the manner in which it relates to the street, its basic mass, form, direction or orientation (horizontal vs. vertical), recesses and projections, quality of materials, patterns of openings and level of detailing. When a combination of some of these design variables are arranged in a new building to relate to those seen traditionally in the area, but integral to the design and character of the proposed new construction, visual cohesiveness results

The Design Guidelines define visual cohesiveness as a compatibility measure of the sum of the whole (the campus) rather than each individual building, landscape feature, or incorporated art feature. Compatibility with the neighborhood is also achieved through transitions at the edges of the site.

The Design Guidelines summarized below require new construction and open space to demonstrate visual cohesiveness of the district:

- Use visually compatible (instead of contrasting) materials in new buildings ^{P,Q}
- Create defined building bases in new building elevations similar to the one to three story (~20 to ~60 feet tall) existing buildings through change in planes, horizontal elements, or material changes ^J
- Demonstrate spatial relationships as seen in existing buildings by maintaining various finished floor and entry elevations on sloped topography limiting blank facades in keeping with the campus ^I
- Use the sloped topography to frame vistas from the publicly-accessible open space through planting and circulation routes
- Transition to context is expressed through upper level stepbacks and facade rhythm, such as:
 - Reduce perceived height near neighboring buildings through upper floor stepbacks and trellises ^{MM}
 - Articulate rhythm of ground floor and mid-rise facades facing adjacent neighborhood to relate to rhythm and scale of buildings along College Avenue and Broadway Terrace ^{NN}

- Maintain the site as a green terminus at the intersection of Broadway and College Avenue: ^{JJ}
 - Maintain the Broadway Wall as the primary edge and provide an accessible entry and a concentration of planting at the southwest corner to invite access by the community ^{JJ}
 - Preserve, protect, and expand the planting palette present in Rockridge
- Retain characteristics of the existing campus landscape, including:
 - Retain long standing campus heritage trees (as identified in the PDP) that contribute to the framing of Macky Hall, Macky Lawn, and Macky View Corridor
 - Retain scale, orientation, views, materials, and programmatic components of the existing campus ^{T, u, v, w, x}
 - A network of open spaces and meandering paths contribute to the existing campus’s landscape of discovery ^{v, w, x}
- Provide meandering, informal network of circulation routes through the site similar to the California College of Arts Period campus, with improved pedestrian accessibility, including:
 - Provide secondary pedestrian paths as alternate routes through the site allowing the discovery of existing buildings, vistas, and contributing landscape features similar to the California College of the Arts Period campus ^{v, w, x}
 - Provide a variety of elevations for building entries across the site—consistent with the various levels of building access in the campus ^{A, I}

Applicable Guidelines:

G#	GUIDELINE	COMPLIANCE SUMMARY
2.3.10	Priority height locations	
2.3.13	Reduced height at the intersection of Broadway and Clifton Street	
2.3.14	Roof Profile	
2.3.15	Articulated rooflines	
2.3.16	Subdividing mid-rise volumes	
2.3.17	Clifton Street stepback	
2.3.18	Open space stepbacks	
2.3.19	West facade of Building B stepbacks	
2.3.21	Mid-Rise Facade Rhythm	

2.4.4	Referencing historic elevations	
2.4.5	Entry along hillside	
2.4.6	Defined building base	
2.4.7	Building base rhythm	
2.5.3	Vertical volume expression	
2.5.10	Material palette	
2.5.11	Mid-rise material reference to contextual landmarks	
2.5.12	Building Base Color Palette	
3.2.4	Carriage Entrance Sign	
3.5.5	Campus heritage trees	
3.5.6	New buildings setback from campus heritage trees	
3.5.7	Reuse of removed sequoia trees	
3.4.5	Secondary pedestrian paths	
3.4.6	Framed vistas	
3.5.1	Priority planting zones	
3.5.2	Plant species for enhanced regional ecological systems	
3.5.3	Preferred trellis planting	
3.5.4	Limited lawn	
3.5.8	Open space hardscape material palette	
3.5.9	Color palette	
3.5.10	Material application	
3.5.11	Preferred materials for nature and discovery play	

Criteria vi: The replacement project will not cause the district to lose its current historic status.

This Criteria will be addressed in a variance.

17.136.070 C: Special Regulations for Designated Landmarks

Proposals involving designated landmarks that require Regular design review approval may be granted only upon determination that the proposal conforms to the Regular design review criteria set forth in Section 17.136.050 and to the additional criteria set forth below in Subdivisions 1, 2 and 3 or to one or both of the criteria set forth in Subdivision 4:

Criteria 1: That the proposal will not adversely affect the exterior features of the designated landmark nor, when subject to control as specified in the designating ordinance for a publicly-owned landmark, its major interior architectural features;

The Design Guidelines summarized below demonstrate that exterior features of the designated landmark will not be adversely affected:

- Any proposed rehabilitation to the exterior and interior architectural designs of Macky Hall and Carriage House is in accordance with to the Secretary of the Interior’s Standards ^{Y,Z}
- Retain or reference contributing landscape features (Broadway Wall & Stairs, Carnegie Bricks, Eucalyptus Row, and Macky Hall View Corridor) in the following manner: ^{CC}
 - Retain the entire length of Broadway Wall as the western boundary of the site with limited modifications
 - Retain Broadway Stairs as the primary entrance to the site ^{BB, CC}
 - Maintain and define Macky Hall View Corridor through planting and programming ^{DD}
 - Site the Carnegie Bricks in a familiar context to their setting within the campus ^{EE}
 - Remove the remaining Eucalyptus Row and reference its character referenced in new plantings lining and framing primary pathways and views

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.1.1	Rehabilitation requirements for retained buildings contributing to the Oakland Landmark	
2.1.2	Review of rehabilitation drawings	
2.1.7	Macky Hall design, materials, and workmanship	
2.1.8	Macky Hall windows	

2.1.9	Macky Hall exterior paint	
2.1.10	Carriage House design, materials, workmanship	
2.1.11	Carriage House new openings	
2.1.12	Carriage House exterior paint	
3.2.1	Broadway Wall retention and rehabilitation	
3.2.2	Broadway Wall openings	
3.2.3	Carriage Entrance	
3.2.5	New openings in the Broadway Wall	
3.2.8	Broadway Wall bay modifications	
3.2.11	Broadway Wall visibility and greening limits	
3.2.12	Broadway Wall interface	
3.3.5	Retention of Carnegie Bricks	
3.3.7	Eucalyptus Row	

Criteria 2: That the proposal will not adversely affect the special character, interest, or value of the landmark and its site, as viewed both in themselves and in their setting;

The Design Guidelines summarized below demonstrate that the landmark and site will not be adversely affected in their setting:

- Any proposed rehabilitation to the exterior and interior architectural designs of Macky Hall and Carriage House is in accordance with to the Secretary of the Interior’s Standards ^{Y,Z}
 - Maintain Macky Hall as the primary contributing building on site through the siting of Carriage House and new construction response to Macky Hall ^Y
 - Carriage House maintains a subsidiary relationship to Macky Hall through its spatial relationship to and similar finished floor elevation at or below Macky Hall ^Z

The Design Guidelines summarized below require new construction to demonstrate that the landmark and site will not be adversely affected in their setting:

- Provide height reductions, setbacks, and transitions to Macky Hall and Carriage House, and contributing landscape features, such as:
 - Limit height surrounding Macky Hall ^{AA}
 - Setback new buildings from Macky Hall and Carriage House similar to their relationship to campus buildings ^J
 - Massing adjacent to Macky Hall responds to its width and frames it as the primary building on site ^{AA}
 - Setback new buildings from the Broadway Wall
- Retain the entire length of Broadway Wall as the western boundary of the site with limited modifications ^{BB,CC}

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.1.3	Macky Hall location	
2.1.4	Carriage House relocation	
2.1.5	Carriage House structural improvements for relocation	
2.1.6	Macky Hall primary access	
2.3.7	New buildings setbacks from Macky Hall	
2.3.8	New buildings setbacks from Carriage House	

2.3.9	Broadway Wall new buildings setback	
2.3.11	Reduced height requirements surrounding Macky Hall	
2.3.12	Building B height reduction	
2.3.16	Subdividing mid-rise volumes	
2.3.19	West facade of Building B stepbacks	
2.4.8	Building base interface at Broadway Wall	
2.5.13	Non-imitation Detailing	
3.1.1	Primary facade of Macky Hall	
3.1.2	Planting north and south of Macky Hall	
3.1.3	Visual connection between Macky Hall and Carriage House	
3.1.4	Grade relationship between Macky Hall and Carriage House	
3.1.5	Carriage House planting	
3.1.6	Carriage House circulation	
3.2.9	Visual prominence of the Broadway Wall	
3.3.2	Macky Hall View Corridor	
3.3.3	Macky Hall approach	

Criteria 3: That the proposal conforms with the Design Guidelines for Landmarks and Preservation Districts as adopted by the City Planning Commission and, as applicable for certain federally related projects, with the Secretary of the Interior's Standards for the Treatment of Historic Properties;

The Design Guidelines summarized below demonstrate conformance with the Secretary of the Interior's Standards:

- In keeping with the Secretary of the Interior's Standards, any proposed rehabilitation of Macky Hall will be within its existing footprint and any proposed moving of Carriage House will be sited in a similar orientation, separation, and elevation from Macky Hall. In both instances, their settings will be maintained as during California College of the Arts Period
- Any proposed rehabilitation to the exterior and interior architectural designs of Macky Hall and Carriage House is in accordance with to the Secretary of the Interior's Standards ^{y,z}
 - Maintain Macky Hall as the primary contributing building on site through the siting of Carriage House and new construction response to Macky Hall ^y
 - Carriage House maintains a subsidiary relationship to Macky Hall through its spatial relationship to and similar finished floor elevation at or below Macky Hall ^z

Applicable Guidelines:

G #	GUIDELINE	COMPLIANCE SUMMARY
2.1.1	Rehabilitation requirements for retained buildings contributing to the Oakland Landmark	
2.1.2	Review of rehabilitation drawings	
2.1.4	Carriage House relocation	
2.1.5	Carriage House structural improvements for relocation	
2.1.7	Macky Hall design, materials, and workmanship	
2.1.8	Macky Hall windows	
2.1.9	Macky Hall exterior paint	
2.1.10	Carriage House design, materials, workmanship	
2.1.11	Carriage House new openings	

2.1.12	Carriage House exterior paint	
2.1.13	Carriage House interior partitions	
3.2.1	Broadway Wall retention and rehabilitation	
3.2.6	Commemoration of removed Broadway Wall segments	
3.2.7	Broadway Wall pilaster retention	
3.2.10	Broadway Wall intervention materials	
3.3.8	Commemoration of site history	

REFERENCES

Documentation of historic elements and contextual character of the site
for 5212 Broadway Design Guidelines' Response in Chapter 1: Vision

^A Page & Turnbull, *California College of the Arts Oakland Campus 5212 Broadway Historic Resource Evaluation* (Oakland Planning & Building Department, 2019), “Character-defining features of CCA Historic District”, bullet 4, pg 179

^B City of Oakland, *Design Guidelines for Corridors and Commercial Areas*, (Oakland Planning & Building Department, Adopted 2013), pgs 6-10, 84-89



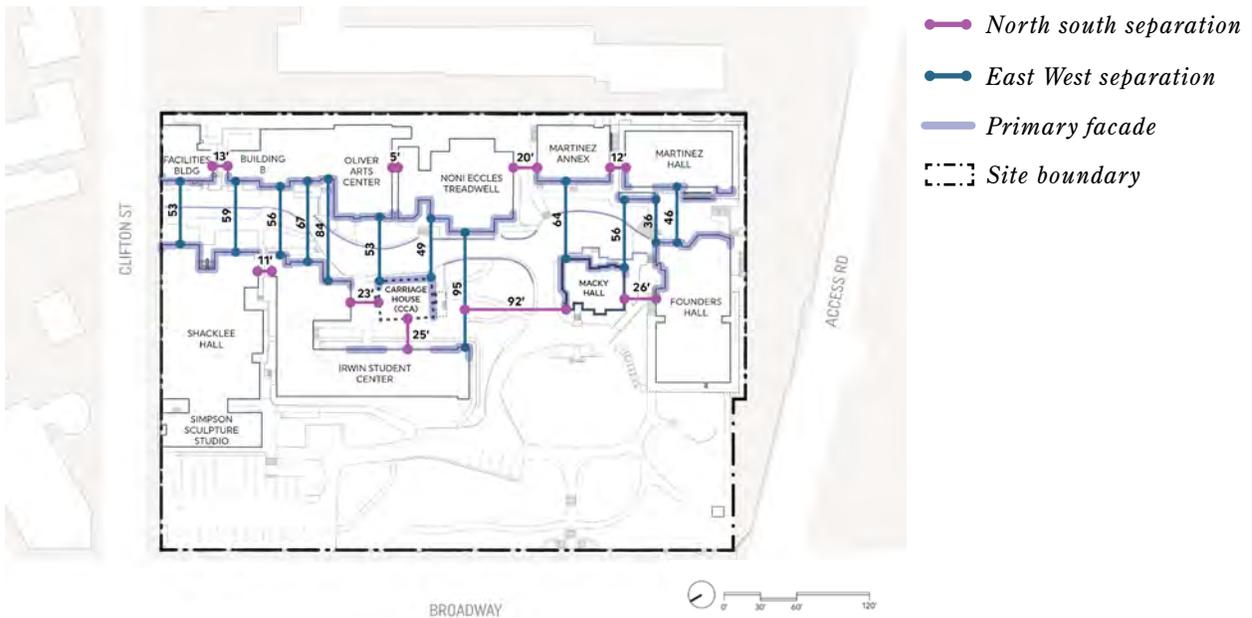
^C Allowable new building buildable area in relation to existing California College of the Arts buildings, parking lot, and landscape

^D Page & Turnbull, *Historic Resource Evaluation* (2019), “Character-defining features of CCA Historic District”, bullet 6, pg 179

^E Page & Turnbull, *Historic Resource Evaluation* (2019), “Character-defining features of CCA Historic District”, bullet 7, pg 179

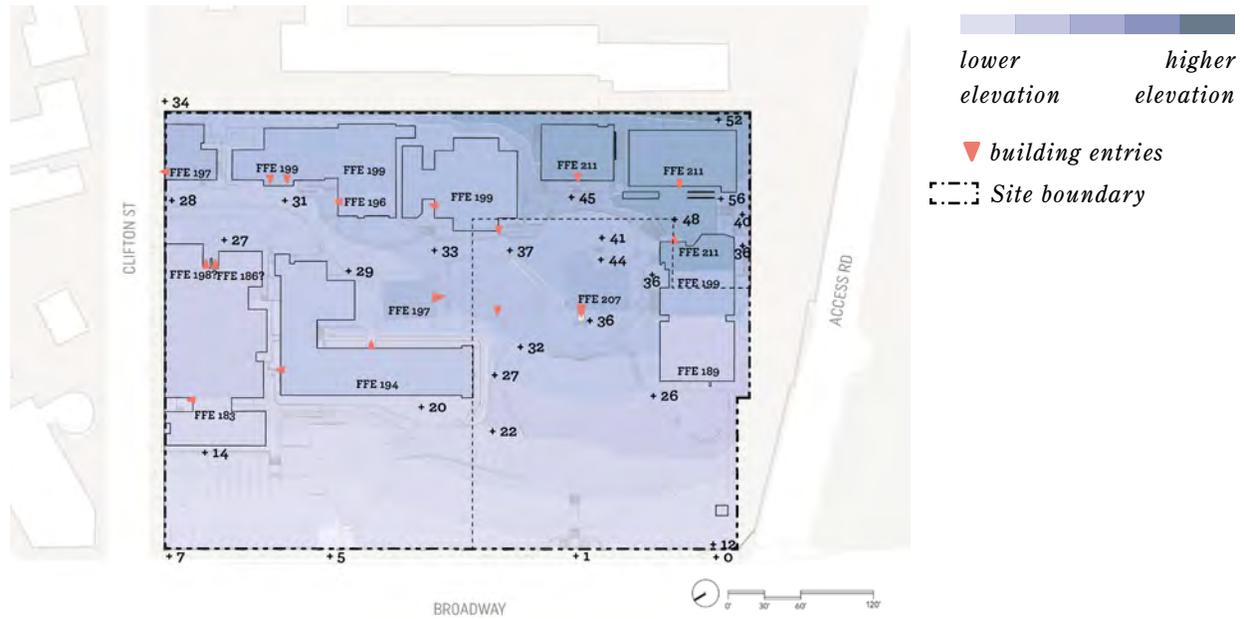


^F Examples of differentiation on the California College of the Arts campus

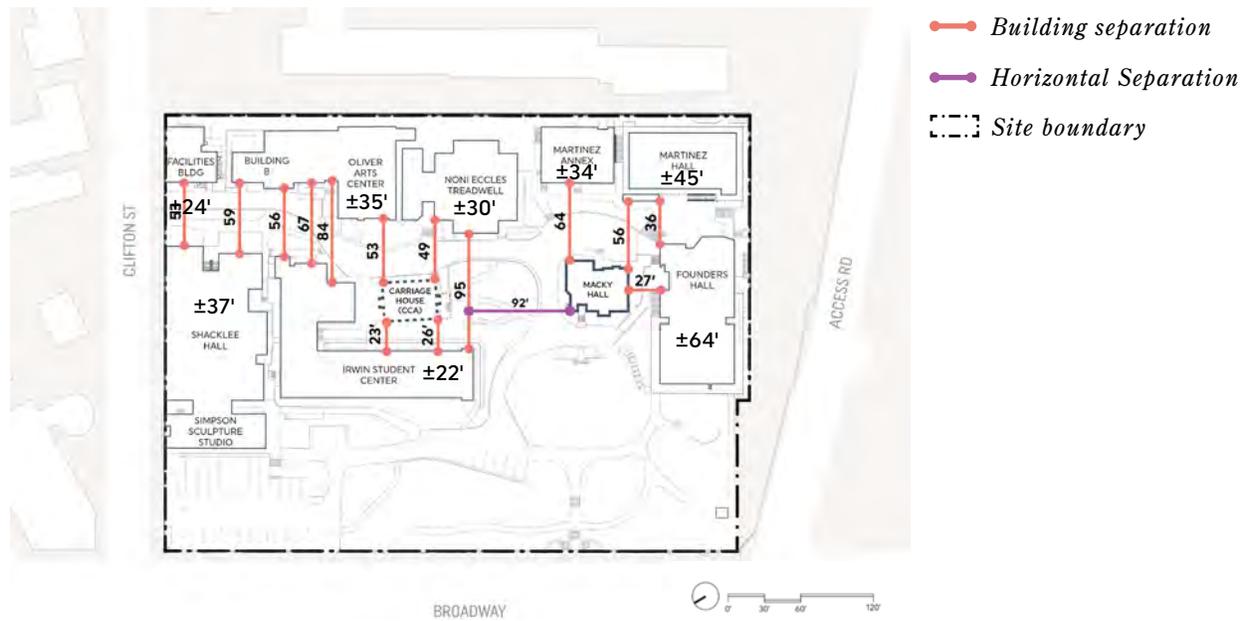


^G Spatial relationship and separation of California College of the Arts Period buildings

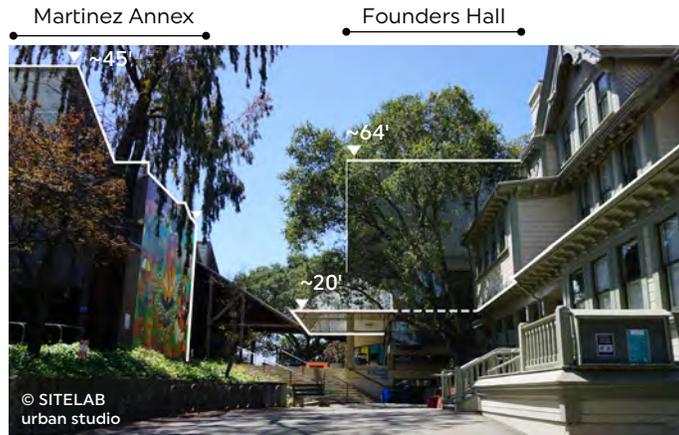
^H Page & Turnbull, *Historic Resource Evaluation* (2019), "Character-defining features of CCA Historic District", bullet 3, pg 179



¹ Topographic site plan with Finished Floor Elevations (FFE) of California College of the Arts campus buildings

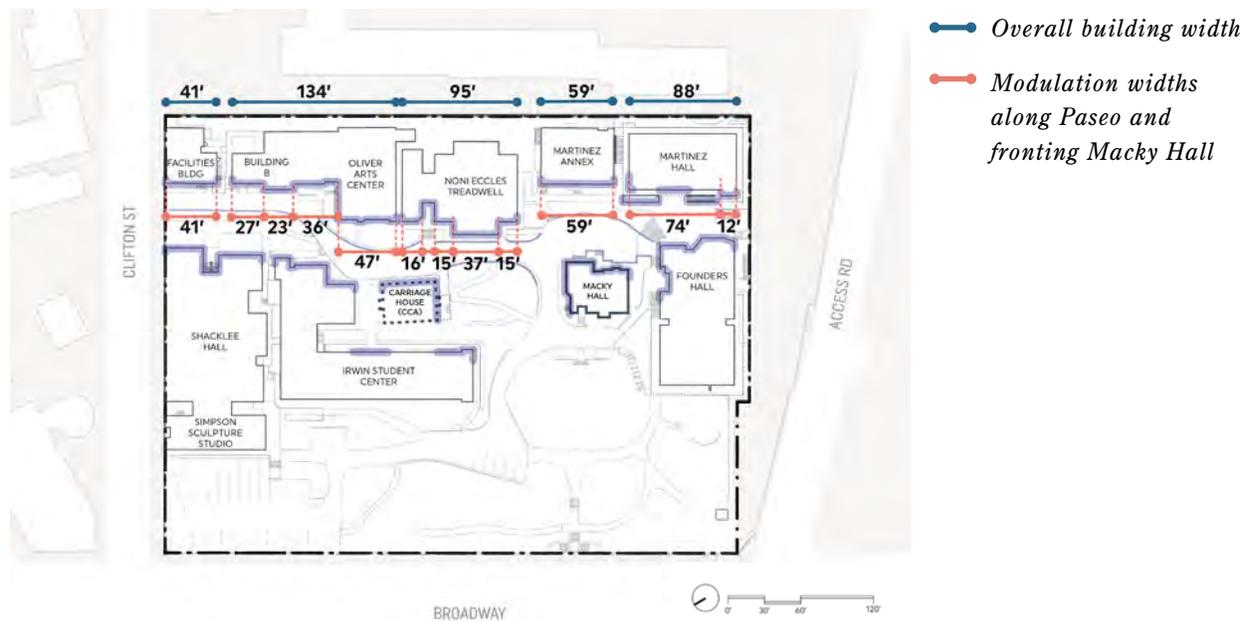


¹ California College of the Arts Period buildings height and setbacks surrounding Macky Hall and Carriage House



^k Heights adjacent to Macky Hall (heights measured from each building's FFE)

^l Page & Turnbull, *Historic Resource Evaluation* (2019), "Character-defining features of CCA Historic District", bullet 1, pg 179



^m Diagram of California College of the Arts Period buildings' width

ⁿ Page & Turnbull, *Historic Resource Evaluation* (2019), "Architectural Styles: Third Bay Tradition, Brutalism, and New Modernism", 126-127

opening
depth



fenestration
pattern



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° *Examples of facade composition reference California College of the Arts Period architecture: fenestration patterns and opening depths*



Wood



Earthen materials



Concrete



Mural



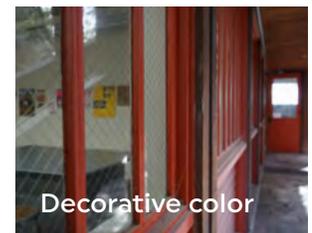
Metal



Ceramics



Masonry (glass
block)



Decorative color

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Campus material
palette

Campus color
and murals

° *Examples of facade composition reference California College of the Arts Period architecture: colors and materials*

° *Page & Turnbull, Historic Resource Evaluation (2019), see 'Materials' for each building, pg 150-170*



^R *Examples of facade composition reference California College of the Arts Period architecture: intensity of detailing and visible craftsmanship*

^S *Page & Turnbull, Historic Resource Evaluation (2019), “Character-defining features of CCA Historic District”, bullet 2, pg 179*



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Macky Lawn flexible uses for ceremonies and events

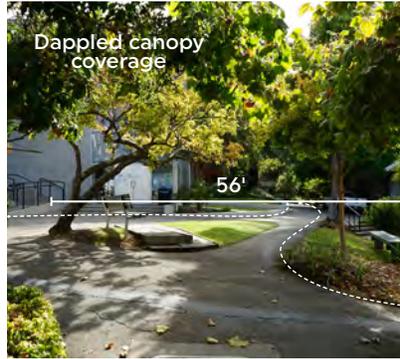


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Macky Lawn sloped facing Broadway with tree lined edges

^T *Existing landscape metrics and character: Macky Lawn programming and views*

^U *Page & Turnbull, Historic Resource Evaluation (2019), “Location of landscape features on CCA campus”, Figure 148, pg 75; “Macky Lawn”, pg 77*

^V *Page & Turnbull, Historic Resource Evaluation (2019), “Character-defining features of CCA Historic District”, bullet 5, pg 179*



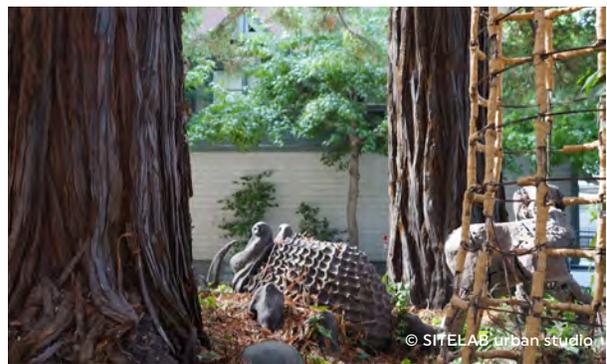
Primary pathway from Clifton Street to Macky Hall (Neighborhood Paseo)



Framing Macky Hall and adjacent hardscaped open space

Macky Hall View Corridor framing and character

^w Existing landscape metrics and character: scale and orientation

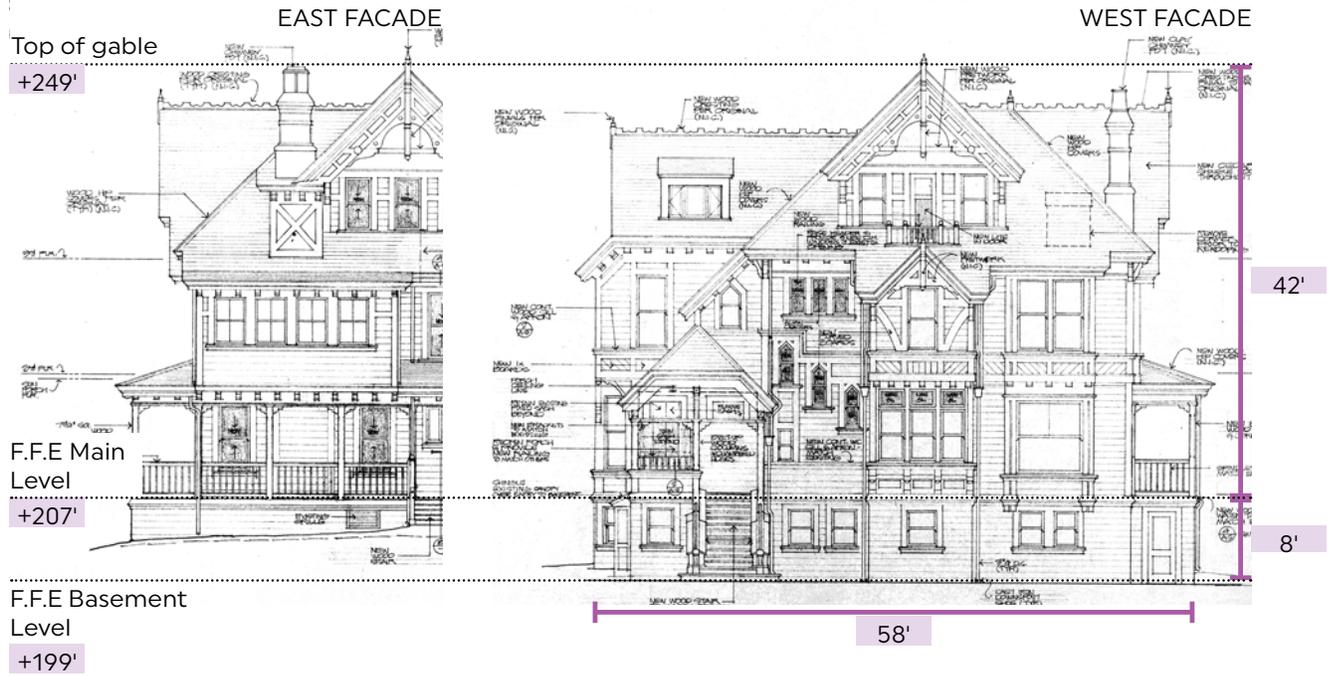


Contributing landscape features and existing art and artifacts along secondary pedestrian pathways

^x Existing landscape metrics and character: views and programming along secondary pathways

^y Page & Turnbull, *Historic Resource Evaluation* (2019), "Macky Hall", pg 18-22

^z Page & Turnbull, *Historic Resource Evaluation* (2019), "Carriage House", pg 23-27



AA Width and height of Macky Hall



Broadway Wall and Stairs



BB Existing landscape metrics and character: Broadway Wall function as the edge and primary entrance into the site

CC Page & Turnbull, *Historic Resource Evaluation* (2019), "Broadway Wall and Stairs", pg28

DD Page & Turnbull, *Historic Resource Evaluation* (2019), "City of Oakland Landmarks", Quoted text from the Oakland Landmark nomination, pg 9

EE Page & Turnbull, *Historic Resource Evaluation* (2019), "Carnegie Bricks", pg 76



FF *Typical rhythm and widths of building base along College Avenue*



GG *Typical facade articulation and modulation in the mid-rise in nearby mid-rise residential buildings*



HH *Horizontal elements along College Avenue*



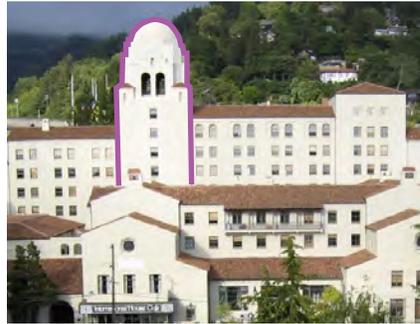
^{II} Aerial image of College Avenue streetwall



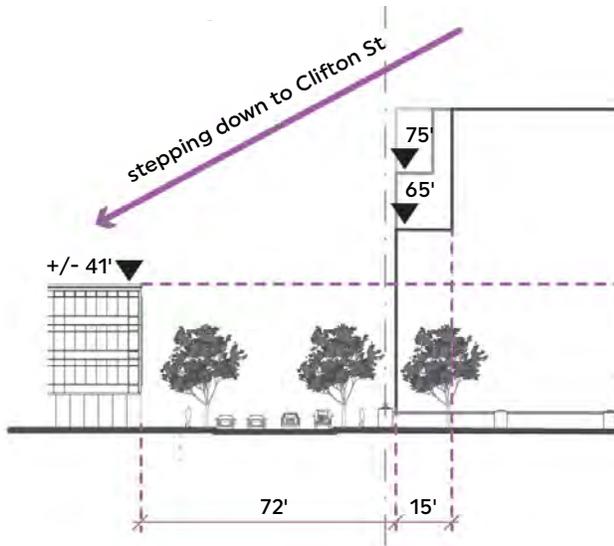
^{JJ} Existing green terminus of College Avenue as it intersects Broadway



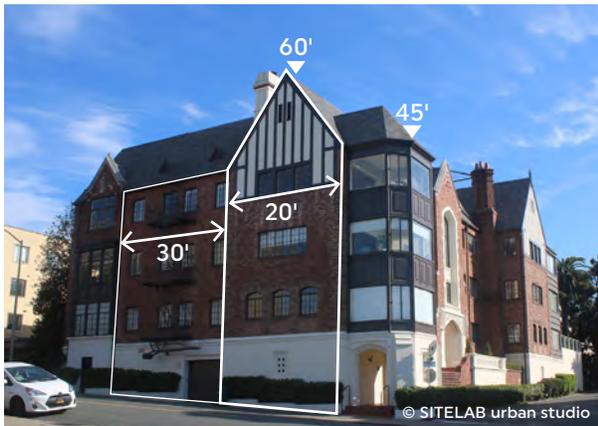
^{KK} Examples of buildings responding to sloped topography



LL *Examples of East Bay buildings breaking down perceived scale and using moments to display height*



MM *Diagram and examples of nearby new buildings transitioning to adjacent heights*



NN *Typical widths and height of mid-rise buildings along Broadway Terrace*



°° Residential stoops transition to street in Rockridge neighborhood



PP Examples of Rockridge architectural features

Land acknowledgement:

5212 Broadway is located on the territory of Xučyun, Huichin, (Oakland) —the homeland of the Ohlone people. Development activity at 5212 Broadway must acknowledge the discrimination and violence that has been and is presently enforced upon Indigenous peoples, including forced dispossession and harm to their communities and culture. Indigenous settlements of the Huichin and Jalquin tribes of the Ohlone people predated any arrival of Spanish settlers by more than one thousand years in the City of Oakland and have made innumerable contributions to Oakland and the greater Bay Area. The Ohlone peoples lived along the banks of the Temescal Creek and the neighborhood of Rockridge may have been named for the outcropping of rock at the northern end of the long shutter ridge formed by the Hayward Fault. 5212 Broadway is the ancestral and unceded territories of the Chochenyo-speaking Ohlone people who have continuously lived upon this land since time immemorial.



52
12
BROADWAY

CALIFORNIA COLLEGE OF THE ARTS
OAKLAND CAMPUS SITE
REDEVELOPMENT PLAN



