



Memorandum

DATE	August 6, 2019	FROM	Patricia McGowan and Corey Arvin Environmental Coordinators City of Oakland Bureau of Planning
TO	Betsy Lake Deputy City Administrator		
SUBJECT:	Compliance with Project-Level Traffic Mitigation Measures for the Oakland Army Base Project		

The purpose of this memo is to document compliance with the project-level traffic mitigation measures for the Oakland Army Base Project (OAB) contained in the project's 2012 Addendum to the 2002 Oakland Army Base Reuse Redevelopment Plan Area Environmental Impact Report and Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) (approved in 2012, as revised in 2013). The project-level traffic mitigation measures fall into one of two categories:

1. On-site project-level traffic mitigation measures located at the OAB
2. Off-site project-level traffic mitigation measures

The discussion below provides information on the completion of each category above, and the status of compliance is found in the Horizontal Infrastructure Compliance Table.¹

1. ON-SITE PROJECT-LEVEL TRAFFIC MITIGATION MEASURES

The OAB SCA/MMRP contains ten on-site traffic mitigation measures (MM 3.16-5 to MM 3.16-14), which require improvements to existing streets and new streets shown in the OAB master site plan and are required to be completed during construction. The mitigation measures MM 3.16-5 to MM 3.16-14 identified specific improvements required to be constructed at listed intersections, such as widened shoulders, new sidewalks, bicycle lanes, etc.² These required improvements were constructed by the Project's design build contractor during the installation of the horizontal infrastructure from 2015-2019. **As documented in the Horizontal Infrastructure Compliance Table, the mitigation responsibilities for MM 3.16-5 to MM 3.16-14 are completed.**

2. OFF-SITE PROJECT-LEVEL TRAFFIC IMPACT MITIGATION MEASURES

The OAB SCA/MMRP contains four off-site traffic mitigation measures which are attributed to project-level traffic impacts (MM 3.16-1 to MM 3.16-4) and which are required to be satisfied "at issuance of

¹ [\\oakland\ceda\Redev\Library2\redevelopment\1 - Army Base\CEQA and NEPA\05_SCA-MMRP Implementation\Mitigation Monitoring\Horizontal Infrastructure\SCA-MMRP Compl Table Horiz Infrastructure FINAL.xlsx](#)

² Refer to the SCA/MMRP MM 3.16-5 to 3.16-14 for the specific requirements.

the first certificate of occupancy.” The first certificate of occupancy was issued to allow occupancy of the warehouse at 55 Admiral Toney Way in June 2018.³

The four mitigation measures are:

- MM 3.16-1 – 7th St. and I-880 Northbound
- MM 3.16-2 – San Pablo Ave. and Ashby Ave.
- MM 3.16-3 – 7th St. and Harrison St.
- MM 3.16-4 – 12 St. and Castro St.

The requirements for each of the four intersections is the same:

- Optimize the signal timing for PM peak hour
- Coordinate the signal timing at this intersection with the adjacent intersection that are in the same signal timing group
- To implement this measure, submit plans to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to City standards (meaning controller, accessible crosswalks, full actuation, and ADA standards etc.)

Completion of Project-Level Traffic Impact Mitigation Measures

Following approval of the SCA/MMRP, Kittelson and Associates, as the Project’s consulting engineers, conferred with California Department of Transportation (Caltrans) about the mitigation measures under the jurisdiction of Caltrans, including, 7th St. & I-880 northbound (MM 3.16-1) and San Pablo Ave. & Ashby Ave. in Berkeley (MM 3.16-2).⁴ Based on that consultation, Caltrans determined that mitigation at those intersections should include only signal timing adjustments (to the extent needed to offset impacts which reduce the level of service (LOS) at these intersections to LOS E).

As noted above, the City issued its first certificate of occupancy in June 2018 for the building referred to as CE-1, a warehouse at 55-75 Admiral Toney Way occupied by a storage company called PODS. No signal timing modification was necessary at that time because, the City determined that the LOS at the 7th and I-880 Northbound intersection would not fall below LOS E based on the traffic volume resulting from occupancy of CE-1, and therefore the impact threshold was not in fact triggered.⁵ **Accordingly, mitigation responsibilities for MM 3.16-1 are completed.**

Additionally, the intersection at San Pablo Ave. and Ashby Ave. (MM 3.16-2) is within the City of Berkeley and is therefore subject to that City’s jurisdictional authority. Correspondence from the City of

³ The first certificate of occupancy was issued as a temporary certificate, pending City completion of the parcel map.

⁴ Memorandum from Kittelson & Associates, August 1, 2013, subject: Caltrans Off-Site Intersection Mitigations. [\\oakland\ceda\Redev\Library2\redevelopment\1 - Army Base\CEQA and NEPA\05_SCA-MMRP Implementation\Traffic Mitigation Measures\Berkeley evaluation signal improv San Pablo & Ashby Ave 08-01-2013.pdf](#)

⁵ The Air Quality Plan for Operation of the PODS warehouse dated May 9, 2018 states that the number of daily one-way vehicular trips to serve this warehouse would be 100 (truck and car trips combined). This number of trips compared to the 21,325 2012 Project PM peak hour trips that degraded the intersection from LOS C to LOS F, would not cause the LOS of the studied intersections to degrade to below LOS E. Also refer to Table 3.16-10 in the 2012 OAB Addendum for LOS information.

Berkeley in 2017 stated that Berkeley would undertake improvements at that intersection.⁶ **Therefore, the Project's mitigation responsibilities for MM 3.16-2 are completed.**

Finally, between 2013 and 2016 and following approval of the SCA/MMRP, a portion of the necessary improvements were undertaken by Oakland Public Works, now Oakland Department of Transportation (OakDOT), at 7th St. and Harrison St. (MM 3.16-3) and 12th St. and Castro St. (MM 3.16-4).⁷ The remaining necessary improvements at those intersections were installed by the Project's design build contractor as part of the horizontal infrastructure, as documented in the Horizontal Infrastructure Compliance Table. **Therefore, the mitigation responsibilities for MM 3.16-3 and MM 3.16-4 are completed.**

⁶ E-mail between City of Oakland staff and Hamid Mostowfi, City of Berkeley.

⁷ Memorandum from Kittelson & Associates, August 1, 2013, subject: City of Oakland Off-Site Intersection Mitigations. [\\oakland\ceda\Redev\Library2\redevelopment\1 - Army Base\CEQA and NEPA\05_SCA-MMRP Implementation\Traffic Mitigation Measures\Evaluation signal improv 7th & Harrison, 12th & Castro 08-01-13.pdf](#)