PUBLIC REVIEW DRAFT

1800 SAN PABLO AVENUE PROJECT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2011102031

LSA

July 2012

CITY OF OAKLAND

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Planning, Building, and Neighborhood Preservation
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COMBINED NOTICE OF AVAILABILITY AND RELEASE OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (DSEIR) AND NOTICE OF PUBLIC HEARINGS ON THE DSEIR FOR THE 1800 SAN PABLO AVENUE PROJECT

TO: All Interested Parties

PROJECT NAME: 1800 San Pablo Avenue Project (also known as the Fox Block Project)

PROJECT LOCATION: 1800 San Pablo Avenue, Oakland, CA 94612

PROJECT SPONSOR: Sunfield Development

CASE FILE NO: ER110014; CMDV10312; State Clearinghouse No. 2011102031

REVIEW PERIOD: **July 6, 2012 through August 20, 2012**

PROJECT LOCATION: The Project site is located at 1800 San Pablo Avenue in the Uptown District of the City of Oakland. The approximately 1.02-acre site consists of APN 008-0642-018. The Project site is not on the Cortese List. The General Plan designation of the site is Central Business District and the Zoning designation of the site is Central Business District Mixed Commercial (CBD-X).

PROJECT DESCRIPTION: The Project would involve the construction of a three-story (above grade) structure containing commercial uses and a parking garage on an existing surface parking lot. The building would be a maximum of 90 feet in height and would contain a total of 120,000 square feet of interior space. The building would contain 30,000 square feet of commercial space on the first floor; 40,000 square feet of commercial space on each of the second and third floors; and 10,000 square feet of commercial space on the roof top. Up to 309 fee parking spaces would be constructed on three floors below grade. The Project would require approval of a Major Conditional Use Permit and Design Review.

ENVIRONMENTAL REVIEW: The City issued a Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (DSEIR) on October 7, 2011. A DSEIR has been prepared for the Project, under the requirements of the California Environmental Quality Act (CEQA), pursuant to Public Resources Code Section 21000 et seq. As provided for in *CEQA Guidelines* Sections 15162 and 15163, the DSEIR is a supplement to the certified Uptown Mixed-Use Project EIR (January 2004, State Clearinghouse No. 200052070) and the Proposed Amendments to the Central District Urban Renewal Plan EIR (June 2011, State Clearinghouse No. 2010102024). The Uptown Mixed Use Project EIR evaluated a 19-story condominium structure on the Project site; and the Proposed Amendments to the Central District Urban Renewal Plan EIR evaluated 110,000 square feet of retail/entertainment space and 301 parking spaces on the Project site. The DSEIR evaluates changes to the Uptown Mixed Use Project and Proposed Amendments to the Central District Urban Renewal Plan, and circumstances surrounding these projects associated with construction of the 1800 San Pablo Avenue Project. The DSEIR contains only the information needed to make the previous EIRs adequate for the analysis of the Project.

Implementation of the proposed Project has the potential to result in adverse environmental impacts related to transportation and circulation. The DSEIR identifies significant and unavoidable impacts to transportation and circulation, which would occur even if Standard Conditions of Approval and mitigation measures identified in the DSEIR are implemented.

Copies of the DSEIR and the two previously certified EIRs are available for review or distribution to interested parties at no charge at the Office of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m., and on the City's website at the "Current Environmental Review" page (http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157) and at the "Completed Environmental Review" page (http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009158). Paste these links into your browser.

PUBLIC HEARINGS ON DSEIR:

1. The Oakland Landmarks Preservation Advisory Board will conduct a public hearing on the historic resource analysis in the DSEIR on **August 13, 2012, at 6:00 p.m.** in Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza.
2. The Oakland City Planning Commission will conduct a public hearing on the DSEIR on **August 1, 2012, at 6:00 p.m.** in Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza.

The City of Oakland is hereby releasing this DSEIR, finding it to be accurate and complete and ready for public review. Members of the public are invited to comment on the DSEIR. There is no fee for commenting, and all comments received will be considered by the City prior to finalizing the DSEIR and making a decision on the Project. In light of the DSEIR's purpose to provide useful and accurate information about the environmental effects of projects, comments on the DSEIR should focus on the sufficiency of the DSEIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project. Comments may be made at the public hearings described above or in writing. Please address all written comments to: Lynn Warner, City of Oakland, Department of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; (510) 238-6538 (fax); or email to lwarner@oaklandnet.com. Comments should be received no later than **4:00 p.m. on August 20, 2012**. Please reference case number ER110014 in all correspondence.

If you challenge the SEIR or Project in court, you may be limited to raising only those issues raised at the public hearings described above, or in written correspondence received by the Office of Planning, Building and Neighborhood Preservation on or prior to 4:00 p.m. on **August 20, 2012.**

After all comments are received, a Response to Comments Document/Final SEIR will be prepared and the Planning Commission will consider certification of the Final SEIR and render a decision on the Project at a meeting date to be scheduled. For further information, please contact **Lynn Warner at (510) 238-6983 or at lwarner@oaklandnet.com**.

Date of Notice: **July 6, 2012**
File Number ER110014

SCOTT MILLER
Interim Planning and Zoning Director
Department of Planning, Building and Neighborhood Preservation
Environmental Review Officer

PUBLIC REVIEW DRAFT

1800 SAN PABLO AVENUE PROJECT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2011102031

Submitted to:

City of Oakland
Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 5313
Oakland, CA 94612

Prepared by:

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2215 Fifth Street
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LSA

July 2012

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I. INTRODUCTION AND SUMMARY

A. PURPOSE OF THE SUPPLEMENTAL EIR

This Supplement to the *Uptown Mixed Use Project EIR* (*Uptown EIR*),[1] certified in 2004, and the *Proposed Amendments to the Central District Urban Renewal Plan EIR* (*Central District EIR*),[2] certified in 2011, evaluates the environmental effects of the 1800 San Pablo Avenue Project[3] (Project). The Project would involve the development of a three-story structure containing 120,000 square feet of commercial space on a site currently occupied by a surface parking lot. This Supplemental EIR is intended to inform City of Oakland (City) decision-makers, other responsible agencies, and the general public of the proposed Project and its potential environmental consequences. The City is the Lead Agency for the environmental review of the proposed Project.

This Supplemental EIR has been prepared because the currently-proposed 1800 San Pablo Avenue Project represents a change to the development proposal for the Project site described in the *Uptown EIR* and *Central District EIR*, and this change has the potential to result in new significant environmental effects beyond those identified in the previous EIRs.

The key purpose of this review is to determine whether the environmental effects of the proposed Project would result in new, significant environmental effects or a substantial increase in the severity of previously identified environmental effects pursuant to Section 15163 of the *California Environmental Quality Act (CEQA) Guidelines*. This section of the *CEQA Guidelines* is discussed in more detail below.

B. REPORT ORGANIZATION

This Supplemental EIR is organized into the following chapters:

Chapter I – Introduction and Summary: Discusses the overall purpose of the Supplemental EIR; summarizes the organization of the document; discusses the function of a Supplemental EIR as described in the *CEQA Guidelines*; and summarizes the Project, and the impacts that would result from the Project.

Chapter II – Project Description: Provides background information about the Project, including the Project's environmental review history; discusses existing conditions at the Project site; describes the objectives and physical characteristics of the Project; and identifies the entitlements that would be required as part of the Project.

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[1] LSA Associates, Inc., 2004. *Uptown Mixed Use Project Final Environmental Impact Report.*

[2] Environmental Science Associates, Inc., 2011. *Proposed Amendments to the Central District Urban Renewal Plan Final Environmental Impact Report.*

[3] The Project is also known as the Fox Block Project.

Chapter III – Transportation and Circulation: This chapter, which constitutes the bulk of the environmental analysis of the proposed Project, describes existing conditions as they relate to the existing transportation and circulation system, and evaluates the potential effects of the Project on the transportation and circulation system.

Chapter IV – Alternatives: Provides an evaluation of alternatives to the proposed project, including the No Project alternative.

Chapter V – Other CEQA Considerations: Provides additional specifically-required analyses of the proposed Project's effects, including effects found not to be significant that are excluded from detailed analysis in this Supplemental EIR.

Chapter VI – Report Preparation: Identifies preparers of the Supplemental EIR, references used in the analysis, and organizations/individuals that were contacted.

C. PROJECT UNDER REVIEW

The City of Oakland and Sunfield Development propose to develop a commercial project with parking, which is intended to contribute to the development of the Uptown District into a vibrant, mixed use neighborhood. The Project would entail the development of a three-story above-grade building containing 120,000 square feet of commercial space. Three sub-grade floors would contain 309 parking spaces. The Project is currently designed at a conceptual level and specific tenants have not yet been identified.

The *Uptown EIR* assumed construction of a 19-story building containing 270 condominiums and 270 parking spaces on the site. The *Central District EIR* assumed construction of a project containing 110,000 square feet of retail/entertainment space and 301 parking spaces on the site. Therefore, the Project would represent a change to the projects evaluated in the *Uptown EIR* and *Central District EIR.* A detailed description of the Project is included in Chapter II.

D. SUPPLEMENTAL EIR

A Supplemental EIR, as defined in *CEQA Guidelines* Section 15163, is intended to evaluate changes to a project analyzed in a certified EIR, when these project changes could result in new or more substantial impacts – or require new or altered mitigation measures or project alternatives – beyond those already identified in the certified EIR.

CEQA Guidelines Section 15162, referenced in Section 15163, lists the conditions requiring preparation of a subsequent or supplemental EIR:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involve-

ment of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

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

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

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

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

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

CEQA Guidelines Section 15163 states:

(a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

  (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and

  (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

(b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.

(c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

(d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.

(e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

The proposed Project requires a Supplemental EIR because, per *CEQA Guidelines* Section 15162, it would represent a change to the development proposed for the site as anticipated in the *Uptown EIR* and *Central District EIR*, and this change would require changes to both EIRs due to potential new significant environmental impacts. In particular, the Project would result in significant impacts to roadway intersections beyond those identified in the *Uptown EIR* and *Central District EIR.* These significant impacts are discussed in detail in Chapter III, Transportation and Circulation. Alternatives to the Project that would reduce these significant impacts to roadway intersections are discussed in Chapter IV, Alternatives.

The additional analysis needed to address the environmental effects of the Project would largely be confined to the topic of transportation and circulation (which was analyzed in Section IV.D, Transportation, Circulation and Parking, in the *Uptown EIR* and Chapter 4.13, Transportation and Circulation, in the *Central District EIR*). This additional analysis would not constitute a major change to either previous EIR. Therefore, the City determined that a Supplemental EIR is the appropriate document to analyze the proposed Project.

The Supplemental EIR includes the chapters listed under "Report Organization" above. As stated in *CEQA Guidelines* Section 15162, this Supplemental EIR includes only the information necessary to make the certified EIRs adequate in regard to addressing the impacts of the proposed Project. Thus, Transportation and Circulation is the only environmental topic subject to detailed analysis in this Supplemental EIR because the potential new significant effects of the proposed Project were anticipated to be limited to this topic. The alternatives to the proposed Project examined in Chapter IV focus solely on lessening the environmental effects of the Project on the transportation and circulation system. Other environmental topics are discussed in Chapter V, Other CEQA Considerations.

E. SUPPLEMENTAL EIR SCOPE

On October 7, 2011, the City circulated a Notice of Preparation (NOP) to help identify the types of impacts that could result from the proposed Project, as well as potential areas of controversy.[4] The NOP was mailed to public agencies (including the State Clearinghouse), organizations, and individuals considered likely to be interested in the proposed Project and its potential impacts. The public comment period ended on November 17, 2011. A public scoping session was also held on November 2, 2011. Based on preliminary research into the potential environmental effects of the Project and public input at the scoping session, the City determined that potential new significant effects of the proposed Project would be limited to the topic of transportation and circulation. The NOP and written comments received during the scoping period are included in Appendix A.

F. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter III, Transportation and Circulation. CEQA requires a summary to include discussion of: (1) potential areas of controversy; (2) significant impacts; (3) significant unavoidable impacts; (4) cumulative impacts; and (5) project alternatives.

1. Potential Areas of Controversy

The potential areas of controversy and issues to be resolved that surround the Project relate to the topic of transportation and circulation, which is addressed in Chapter III. In addition, issues of archaeological resources were raised at the November 2, 2011 scoping session. Potential impacts related to archaeological resources are discussed in Chapter V, Other CEQA Considerations.

[4] A second NOP was circulated on October 18, 2011, which contained a slightly modified project description (indicating that residential uses could be added to the Project). However, this NOP has since been retracted by the City. The project analyzed herein does not include residential uses.

2. Significant Impacts

Under CEQA Section 21068, a significant impact on the environment is defined as "a substantial, or potentially substantial, adverse change in the environment." "Environment" is defined in CEQA Section 21060.5 as "the physical conditions that exist within the area which will be affected by the proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance." Implementation of the proposed Project would result in significant impacts to transportation and circulation beyond those already identified in the *Uptown EIR* and *Central District EIR* (please refer to Table I-1, below, for a summary of all new significant impacts). The Project would not result in new significant impacts related to other environmental topics.

3. Significant Unavoidable Impacts

As discussed in Chapter III, Transportation and Circulation, the proposed Project would result in the following significant unavoidable impacts beyond those already identified in the *Uptown EIR* and *Central District EIR*:

Impact TRANS-1: The addition of Project traffic would increase the volume-to-capacity (v/c) ratio by more than 0.01 during the AM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2020 Near-Term Cumulative Conditions.

Impact TRANS-2: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-3: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of San Pablo Avenue/20th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-6: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-8: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Broadway/Grand Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-9: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-10: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Castro Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-11: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Brush Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-12: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM peak hour at the intersection of Brush Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

4. Cumulative Impacts

As discussed in Chapter III, the proposed Project would result in the following cumulative impacts beyond those already identified in the *Uptown EIR* and *Central District EIR*:

Impact TRANS-1: The addition of Project traffic would increase the v/c ratio by more than 0.01 during the AM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2020 Near-Term Cumulative Conditions.

Impact TRANS-2: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-3: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of San Pablo Avenue/20th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-5: The addition of Project traffic would result in the intersection meeting the conditions of the Caltrans peak hour volume traffic signal warrant during the PM peak hour at the intersection of San Pablo Avenue/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-6: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-7: The addition of Project traffic would cause the intersection to degrade from LOS E to LOS F during the PM peak hour at the intersection of Telegraph Avenue/19th Street under 2035 Cumulative Conditions.

Impact TRANS-8: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Broadway/Grand Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-9: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-10: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Castro Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-11: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Brush Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-12: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM peak hour at the intersection of Brush Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

5. Alternatives to the Proposed Project

The two alternatives to the proposed Project analyzed in detail in Chapter IV of this Supplemental EIR are summarized below. The Uptown alternative is intended to achieve the key objectives of the Project while reducing or avoiding significant environmental effects.

- The **No Project alternative** assumes the continuation of existing conditions within the Project site. The site would remain a 70-space surface parking lot and would not be developed with more intensive uses in the near term.
- The **Uptown alternative** assumes that the site would be developed in the manner originally contemplated and evaluated in the *Uptown EIR*. The Uptown alternative would thus entail the development of a 19-story structure on the site containing 270 condominium units and 270 parking spaces.

The No Project alternative is considered the environmentally superior alternative because the environmental impacts associated with its implementation would be the least of all the scenarios examined (including the proposed Project). The Uptown alternative, which would generate 60 more AM and 116 fewer PM trips, would have a mixed effect on transportation and circulation compared to the proposed Project. While, the Uptown alternative would reduce transportation-related impacts during the PM peak period, it would intensify these same impacts during the AM peak period. Thus the Uptown alternative is the secondary environmentally superior alternative, but it is not environmentally superior to the proposed Project. Moreover, this alternative would also fail to achieve two key objectives of the Project and would not support the neighborhood's traditional role as an entertainment center. In addition, the economic development potential of the alternative would be substantially reduced compared to the proposed Project.

G. SUMMARY TABLE

Table I-1, Summary of Impacts and Mitigation Measures, presents the significant impacts that would result from the proposed Project, beyond those already identified in the *Uptown EIR* and *Central District EIR*. The table is arranged in four columns: 1) impacts; 2) level of significance prior to mitigation; 3) mitigation measures; and 4) level of significance after mitigation. Levels of significance are categorized as follows: SU = Significant and Unavoidable; S = Significant; and LTS = Less Than Significant. For a complete discussion of potential impacts and identified mitigation measures, please refer to Chapter III, Transportation and Circulation.

Table I-1: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-1: The addition of Project traffic would increase the v/c ratio by more than 0.01 during the AM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2020 Near-Term Cumulative Conditions.	S	TRANS-1: Optimization of signal timing at the intersection of Castro Street/17th Street would improve LOS at this intersection to acceptable levels (LOS C). This improvement shall include an optimization timing plan for the intersection, signal coordination plan for all intersections in the same coordinated group, if any, and the modernization of the traffic signal to the most current City standards and practices. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.6 percent of cumulative growth to the year 2020 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines;	SU

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-1 *Continued*		• City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillance cameras, and other Intelligent Transportation System (ITS) equipment is to be implemented through the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. The impact and mitigation measure identified for this intersection are consistent with the findings of the Uptown Project Traffic Impact Analysis. However, as this improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the mitigation measure could be implemented. Because this mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable. However, in the event that this mitigation measure were to be implemented, the impact would be less than significant.	
TRANS-2: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	*No Mitigation Measure Feasible*	SU

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-3: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of San Pablo Avenue/20th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	*No Mitigation Measure Feasible*	SU
TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	*No Mitigation Measure Feasible*	SU
TRANS-5: The addition of Project traffic would result in the intersection meeting the conditions of the Caltrans peak hour volume traffic signal warrant during the PM peak hour at the intersection of San Pablo Avenue/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	TRANS-5: Signalization of the intersection of San Pablo Avenue/18th Street would reduce average intersection delay to LOS A levels, allowing the minor street approach to operate at LOS C, mitigating the Project's contribution to impacts at this location. Implementation of this measure would reduce the impact to a less-than-significant level. As mitigation for the Project's contribution to this cumulative impact, the Project sponsor shall contribute the Project's fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 15.9 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. The intersection is to be designed to meet the most current City standards and practices, including accessible pedestrian crosswalks per federal and State Access Board guidelines, City Standard ADA wheelchair ramps, accessible pedestrian signals, audible and tactile elements per Federal Access Board guidelines, and countdown pedestrian signal indications. Implementation of the proposed signalization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and	SU

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-5 *Continued*		practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. It should be noted that due to the proximity of the San Pablo Avenue/18th Street intersection to the Project driveway, the impact identified at this intersection would also apply to on-site circulation system design impacts, as well as pedestrian facilities impacts.	

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-6: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	*No Mitigation Measure Feasible*	SU
TRANS-7: The addition of Project traffic would cause the intersection to degrade from LOS E to LOS F during the PM peak hour at the intersection of Telegraph Avenue/19th Street under 2035 Cumulative Conditions.	S	*No Mitigation Measure Required*	LTS
TRANS-8: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Broadway/Grand Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	*No Mitigation Measure Feasible*	SU
TRANS-9: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	TRANS-9: Implement Mitigation Measure TRANS-1, which would optimize signal timing at this location. Optimization of the signal timing at the intersection of Castro Street/17th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. Since this impact was identified as part of the 2020 Near-Term Cumulative plus Project Conditions, the Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement, as identified in the 2020 Near-Term Cumulative plus Project Conditions. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.6 percent of cumulative growth to the year 2020 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.	SU

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-9 *Continued*		Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group.	

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-9 *Continued*		However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Castro Street Avenue and the I-980 Northbound Off-Ramp would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and a reduction in sidewalk widths along Castro Avenue, as well as a reconfiguration of the I-980 Off-Ramp. This improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), meaning that Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the identified mitigation measure could be implemented. Because the mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable (in addition, even with mitigation, the impact would not be reduced to a less-than-significant level). It should be noted that the impact identified for this intersection is consistent with the findings of the Uptown Project Traffic Impact Analysis; however the associated mitigation measure did not require roadway widening.	
TRANS-10: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Castro Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	TRANS-10: Optimization of the signal timing at the intersection of Castro Street/18th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 1.3 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.	SU

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-10 *Continued*		Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group.	

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-10 *Continued*		However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Castro Street would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along Castro Street. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable.	
TRANS-11: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Brush Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	TRANS-11: Optimization of the signal timing at the intersection of Brush Street/17th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.0 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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.	SU

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-11 *Continued*		Current City Standards call for the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Brush Street would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along Brush Street. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable.	

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-12: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM peak hour at the intersection of Brush Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	TRANS-12: Optimization of the signal timing at the intersection of Brush Street/18th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 0.1 percent of cumulative growth to the year 2035 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps;	

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-12 *Continued*		• Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening of the I-980 Southbound Off-Ramp would be required. This improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), meaning that Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the mitigation measure could be implemented. Because the mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction at this intersection. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable. However, in the event that this mitigation measure were to be implemented, the impact would be less than significant.	
TRANS-13: The Project driveway and other elements of the Project could conflict with facilities planned as part of the Bicycle Master Plan and pose hazards for bicyclists.	S	TRANS-13: The replacement parallel parking spaces along San Pablo Avenue between 19th Street and 18th Street shall be designed to accommodate the Bicycle Master Plan's prescribed bike lane along San Pablo Avenue. In addition, sight lines on the Project site shall be established such that drivers exiting the Project site are able to see all vehicles, bicyclists, and pedestrians extending toward the San Pablo Avenue/18th Street and Telegraph Avenue/18th Street intersections so as to avoid collisions. The driveway entrance/exit shall be designed so as to allow motor vehicle operators to exercise their responsibility to avoid the pedestrian or bicyclist.	LTS

Table I-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-14: The Project driveway could pose hazards for pedestrians.	S	TRANS-14: Implement Mitigation Measure TRANS-13. The establishment of appropriate sight lines on the Project site will allow drivers exiting the Project site to be able to see all vehicles, bicyclists, and pedestrians extending toward the San Pablo Avenue/18th Street and Telegraph Avenue/ 18th Street intersections so as to avoid collisions. The driveway entrance/ exit shall be designed so as to allow motor vehicle operators to exercise their responsibility to avoid the pedestrian or bicyclist.	LTS
TRANS-15: Loading activity may result in a blockage of 18th Street, obstructing vehicle, pedestrian, and bicycle travel during peak hours.	S	TRANS-15: The Project sponsor shall limit truck activity to off-peak hours (on weekdays, between 10:00 a.m. and 3:00 p.m.) so as to avoid AM and PM peak hour traffic in addition to school start and ending times.	LTS

Source: LSA Associates, Inc., 2012.

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II. PROJECT DESCRIPTION

This chapter describes the 1800 San Pablo Avenue Project (also known as the Fox Block Project) and its relationship to the Uptown Mixed Use Project (Uptown Project) and the Central District Urban Renewal Plan (Central District Project). The environmental effects of the proposed Project are evaluated in this Supplement to the *Uptown EIR* and *Central District EIR.* As discussed below, the Project would result in the development of a three-story structure containing 120,000 square feet of commercial space on a 1.02-acre site located at 1800 San Pablo Avenue that is currently occupied by a surface parking lot. Figure II-1 shows the location of the site. The following section includes a discussion of: the Project's background and previous environmental review; existing conditions at the site; the physical characteristics of the proposed Project; and the intended uses of this Supplemental EIR.

A. ENVIRONMENTAL REVIEW BACKGROUND

This section describes the background of planning and development efforts in and around the Project site, which is located within the Uptown Project site and the Central District Project site, as established by the City and described in the *Uptown EIR* and *Central District EIR*. The Uptown Project and Central District Project are intended to enhance the vitality of the neighborhoods in Oakland that are located immediately north of the City's downtown (Uptown Project) and in the City's Downtown area (Central District Project), which encompasses the Uptown Project site.

1. Uptown Project

a. Background. In 1999, Oakland Mayor Jerry Brown and the Oakland City Council initiated the 10K Downtown Housing Initiative, which aimed to attract 10,000 new residents to downtown Oakland by supporting the development of 6,500 new housing units in the area. This policy, in combination with other targeted programs and projects, met a significant demand for new housing in downtown Oakland, increased development intensity around several key mass-transit nodes in the Bay Area, resulted in major improvements to the existing infrastructure and historic building stock, and helped create a vibrant art and nightlife scene in downtown Oakland.

To facilitate the Downtown Housing Initiative, Mayor Brown successfully advocated for passage of Assembly Bill (AB) 436. AB 436 allowed for the preparation of focused EIRs for most infill residential projects in Downtown Oakland, including projects in the Uptown District, Old Oakland, and portions of Chinatown. AB 436 expired on January 1, 2005.

The Uptown Project was planned as a major element of the Downtown Housing Initiative and was proposed for a neighborhood immediately north of downtown that is roughly bordered by 21st Street on the north; Telegraph Avenue to the east; 18th Street on the south; and San Pablo Avenue on the west. As originally proposed, the Uptown Project included the development of 1,000 apartments and 270 condominiums; 1,050 student beds/faculty units; 43,000 square feet of commercial space; 1,959 parking spaces; and a 25,000-square-foot public park.

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FIGURE II-1

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Project Site

1800 San Pablo Avenue Project Supplemental EIR

Project Site Location and Regional Vicinity

SOURCES: GOOGLE MAPS; LSA ASSOCIATES, INC. ,2011.

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Block 5 of the Uptown Project – which is the current site of the 1800 San Pablo Avenue Project – was proposed to contain a 19-story structure containing 270 condominium units and 270 parking spaces. Figure II-2 shows the Project site in the context of the Uptown Project site.

Pursuant to Public Resources Code Section 21159.25 (where the results of AB 436 were codified), the City prepared a Focused EIR for the Uptown area (the *Uptown EIR*) that tiered off the EIR prepared for the City of Oakland General Plan Land Use and Transportation Element.

To date, approximately 491 market-rate residential units and 243 affordable residential units have been developed on the site, in addition to 13,800 square feet of commercial space, 637 parking spaces, and the 25,000-square-foot park.

b. Uptown EIR. The *Uptown EIR* evaluated the environmental impacts of the project consisting of the elements described above, including a 19-story condominium structure on the 1800 San Pablo Avenue Project site (Block 5 of the Uptown Project). The Draft EIR was made available for public review on September 19, 2003. The Final EIR was certified in 2004. Significant and unavoidable impacts identified in the Final EIR include the following:

> Impact TRANS-3: In the 2010 No Project and Plus Project scenarios, the Frontage Road/West Grand Avenue intersection would operate at LOS F in the PM peak hour. The Project would cause the total intersection delay for the critical movements to increase by two or more seconds and result in a significant impact.
>
> Impact TRANS-11: The Frontage Road/West Grand Avenue intersection would operate at LOS F in the AM and PM peak hours in Year 2025 No Project and Year 2025 plus Project conditions. The Project would cause the total intersection average vehicle delay to increase by two or more seconds in the AM and PM peak hours. In addition, the Project would increase average delay for critical movements by four or more seconds.
>
> Impact AIR-2: Development of the Uptown Project would result in increased regional emissions of criteria air pollutants exceeding BAAQMD Thresholds.
>
> Impact HIST-4a: The proposed Project may result in full or partial demolition of the Great Western Power Company Building, which is a local historical resource.
>
> Impact HIST-4b: Modification and reuse of the Great Western Power Company Building could adversely affect a historical resource.
>
> Impact HIST-8: Project demolition and construction could result in a significant cumulative impact on the 19th and San Pablo Commercial District.

Pursuant to CEQA Section 21159.25, no alternatives to the Uptown Project were considered.

After certification of the Final EIR, the Uptown Project underwent a series of changes for which three addenda to the certified Final EIR were prepared. These addenda are described below.

2006 Addendum (Addendum #1). In 2006, 10,916 square feet of commercial space were added to the Uptown Project and 146 parking spaces were removed. In addition, development originally proposed

for Block 3 (bordered by Thomas L. Berkley Way on the north; Telegraph Avenue on the east; William Street on the south; and an internal street on the west) was transferred to Block 4 (bordered by William Street on the north; Telegraph Avenue on the west; 19th Street on the south; and an internal street on the west), and development originally proposed for Block 4 was transferred to Block 3 (with modifications). The proposal for Block 4 included a 23-story apartment or condominium building containing 255 residential units; 343 parking spaces; 20,000 square feet of commercial space; and 25,000 square feet of park space. An Addendum to the Final EIR was prepared in 2006 to analyze the environmental effects of these changes. The Addendum indicated that "the Final EIR adequately addresses the environmental effects of the project revisions, and that the proposed changes to Block 4 constitute a minor refinement of the project description. Furthermore, the City finds that this minor refinement would not result in significant environmental effects not already identified in the Final EIR."

2007 Addendum (Addendum #2). Further refinements were made to the Uptown Project, for which a second Addendum was prepared in February 2007. Compared to the project analyzed in the 2006 Addendum, changes included a reduction of: 54 residential units, 10,916 square feet of commercial space, and 179 parking spots. In addition, the structure on Block 4 was reduced from 23 stories to 8 stories. Under the 2007 proposal for which the second Addendum was prepared, Block 4 would be developed with 200 residential units, 160 parking spaces, 20,000 square feet of commercial space, and 25,000 square feet of community park space. Compared to the project analyzed in the Final EIR certified in 2004, these revisions would have resulted in a total reduction of 54 residential units and 325 parking spaces. The Addendum found that the "changes to the project would not result in new environmental impacts beyond those identified in the Final EIR and [first] Addendum."

2007 Addendum (Addendum #3). Since preparation of the first and second Addenda in 2006 and 2007, the development proposal for Block 4 of the Uptown Project underwent additional modifications. A new Addendum was prepared in November 2007. Block 4 was proposed to be developed with a 14-story above-grade apartment or condominium structure containing 380 residential units. The building, which would extend to a height of 150 feet, would also include 19,934 square feet of retail space and 296 parking spaces. The building on Block 4 would thus be nine stories taller than the building analyzed in the Uptown Final EIR and would contain 155 more residential units, an additional 5,434 square feet of commercial space, and two more parking spaces. The western portion of Block 4 would be occupied by a 25,000-square-foot park. The Addendum found that the "changes would not result in new or more significant impacts (or require new or significantly altered mitigation measures) beyond those already identified in the Final EIR."

After taking into account changes on Block 4, the entire Uptown Mixed Use Project would include: 1,395 apartment or condominium units; 49,934 square feet of commercial space; 1,000 student beds; 550 faculty units; 25,000 square feet of community park space; and 1,770 parking spaces. Changes in total development within the project site (compared to the project analyzed in the Final EIR) include an increase of 125 apartments/condominiums, an additional 6,934 square feet of commercial uses, and 189 fewer parking spaces.

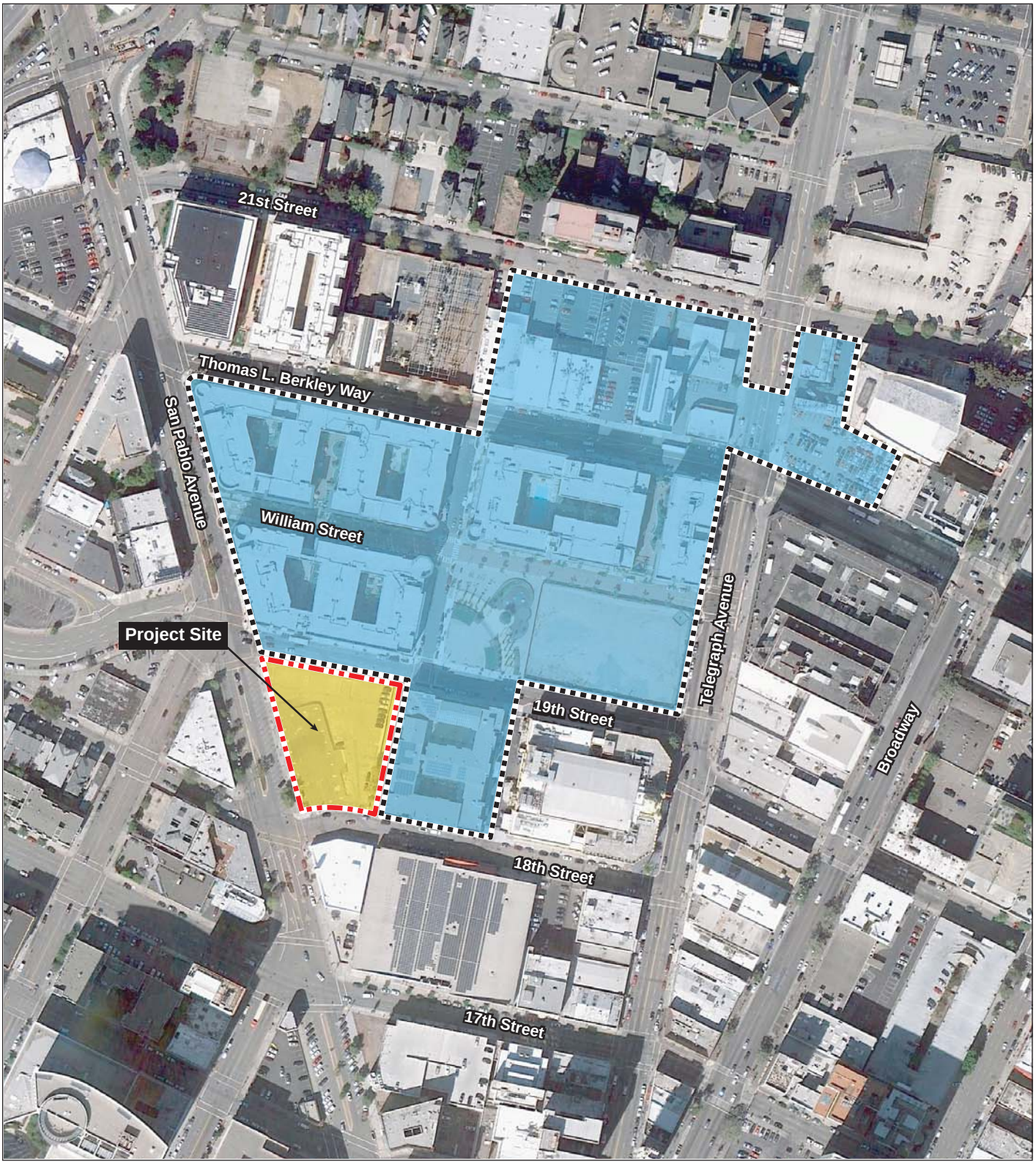

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FIGURE II-2

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Project Site

Uptown Project Area

1800 San Pablo Avenue Project Supplemental EIR

Uptown Mixed Use Project Area

SOURCES: GOOGLE EARTH, 2009; LSA ASSOCIATES, INC., 2012.

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2. Central District Project

a. Background. The City of Oakland Redevelopment Agency (Redevelopment Agency) established ten redevelopment project areas in Oakland. (As discussed below in more detail, the Redevelopment Agency and other redevelopment agencies in California have been dissolved as of February 1, 2012). The Central District area, which was expanded several times, comprises the City's central business district and is located in the western part of the City. It encompasses Downtown Oakland and Jack London Square, Chinatown, Victorian Row/Old Oakland, and the Uptown neighborhoods. The Central District encompasses approximately 250 city blocks (828 acres) and is bordered roughly by Grand Avenue to the north; Lake Merritt to the east; the Embarcadero to the south; and Interstate 980 (I-980) to the west.[1] Figure II-3 shows the Project site in the context of the Central District.

The Central District Project does not contain specific development proposals for individual sites and does not identify specific actions the Redevelopment Agency would take with regard to specific development projects. The Central District Project comprises a broad list of potential programs, projects, and strategies intended to reduce blight. One of these potential projects is the 1800 San Pablo Avenue Project, which is described as containing 110,000 square feet of retail/entertainment uses and 301 parking spaces. The Project site at 1800 San Pablo Avenue has been transferred to the City for ultimate development of the 1800 San Pablo Avenue Project.

Pursuant to Assembly Bill 26 (Blumenfield), first extraordinary session[2] (ABx1 26), redevelopment agencies in California, including the City of Oakland Redevelopment Agency, have been dissolved as of February 1, 2012. The constitutionality of ABx1 26 was challenged, but ultimately upheld by the California Supreme Court in December 2011. While redevelopment agencies themselves have been dissolved, the 2011 legislation did not eliminate or alter Redevelopment Plans or the statutes governing such plans.

The City of Oakland Redevelopment Agency's authority under the original Central District Urban Renewal Plan (Central District Plan) was set to expire on June 12, 2012. Thus, the Redevelopment Agency initiated the Central District Project, which, pursuant to Health and Safety Code Section 33333.10, would have allowed the Redevelopment Agency to eliminate remaining blight in the Central District for an additional 10 years.[3]

[1] Oakland, City of, 2011. Community and Economic Development Agency, Central District Project Area. Website: www2.oaklandnet.com/Government/o/CEDA/o/Redevelopment/o/CentralDistrict/index.htm (accessed January 4, 2012).

[2] The California Constitution (Article 4, Section 3) authorizes the Governor to, "on extraordinary occasions," assemble the Legislature in special session. Depending on the number of special sessions, bills introduced during an extraordinary session carry the label "x#."

[3] Seifel Consulting, Inc., 2011. *Central District Plan Amendment 2010-11 Preliminary Report.* Website: oakland.legistar.com/View.ashx?M=F&ID=1821693&GUID=07D4315E-14C7-4597-A410-33AD0E90893B (accessed March 10, 2012).

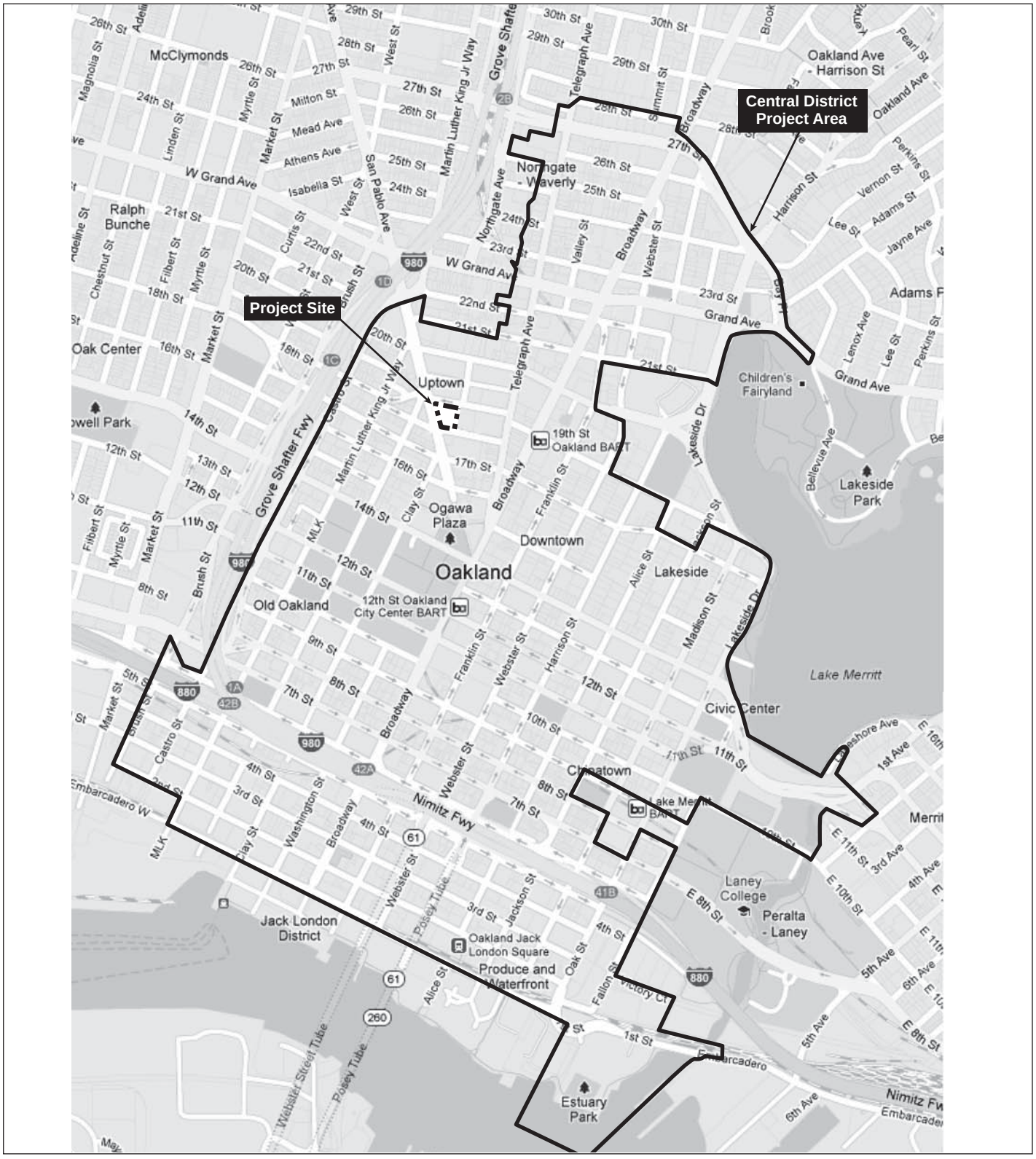

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FIGURE II-3

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Central District Project Area

Project Site

1800 San Pablo Avenue Project Supplemental EIR

Central District Project Area

SOURCES: GOOGLE EARTH, 2009; LSA ASSOCIATES, INC., 2012.

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However, as noted above, the Redevelopment Agency was dissolved as of February 1, 2012. The City elected to be the successor agency, responsible for meeting the Redevelopment Agency's financial obligations and ensuring the orderly end of redevelopment activities. On April 3, 2012, the City passed an ordinance approving the Central District Project (the 17th and 18th amendments to the Central District Plan, as described below), which gives the City the legal authority to complete implementation of the Redevelopment Agency's enforceable obligations in the Central District.[4] Therefore, elements of the Central District Project are expected to be implemented, even though the Redevelopment Agency is no longer in existence.

b. Central District EIR. The *Central District EIR* analyzes environmental impacts associated with the activities facilitated by two amendments that were proposed to the Central District Plan: a 17th Amendment and an 18th Amendment. The 17th Amendment would amend the Central District Plan in three ways. First, it would extend the duration of the Central District Plan from 2012 to 2022. Second, it would increase the cap on the receipt of tax increment revenue to account for the proposed time extensions, as the Redevelopment Agency was anticipated to exceed its existing cap if the time extension had not been adopted. Third, it would renew the Redevelopment Agency's authority to use eminent domain in the Central District Area. (As noted above, the City is the successor agency for the now-dissolved Redevelopment Agency.) The proposed 18th Amendment would further extend the Central District Plan time limit from 2022 to 2023 and would extend the time period that the Agency can receive TIF from 2032 to 2033, as allowed by Health and Safety Code Section 33331.5. As noted above, on April 3, 2012, the City passed an ordinance giving the City the legal authority to complete implementation of the Redevelopment Agency's enforceable obligations in the Central District.

As noted above, the analysis in the *Central District EIR* focuses on "implementation of the activities facilitated by the Proposed Amendments to the Redevelopment Plan," which includes development of a project containing 110,000 square feet of retail/entertainment space and 301 parking spaces on the 1800 San Pablo Avenue Project site. Other projects anticipated as part of the Central District Project include the development of a new ballpark and associated structures around the Oakland waterfront and the development of new affordable housing.

The *Central District EIR* was made available for public review in November 2010. The Final EIR was certified in 2011. Significant and unavoidable impacts identified in the Final EIR include the following:

> Impact AIR-3: Development facilitated by the Proposed Amendments could include residential developments that expose occupants to substantial health risks from diesel particular matter (DPM) from mobile and stationary sources. Although compliance with the City's Standard Conditions of Approval would provide that a site specific health risk assessment (HRA) be prepared, and that would reduce exposures to DPM sources to less than significant, there is no assurance that exposure to gaseous Toxic Air Contaminants (TACs) could be reduced to a less-than-significant level at every site.
>
> Impact AIR-4: Development facilitated by the Proposed Amendments could include residential developments that expose occupants to sources of substantial and frequent odors affecting a

[4] Oakland, City of, 2012. *Report: Central District Time and Fiscal Limit Extensions.* Website: oakland.legistar.com/View.ashx?M=F&ID=1821693&GUID=07D4315E-14C7-4597-A410-33AD0E90893B (accessed March 10, 2012).

substantial number of people and would be guided by City policies to reduce potential odor impacts.

Impact CUL-1: Development facilitated by the Proposed Amendments could result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources.

Impact CUL-5: Development facilitated by the Proposed Amendments, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute considerably to a significant adverse cumulative impact to cultural resources.

Impact NOI-2: Construction pile driving for the Victory Court ballpark that could be facilitated by the Proposed Amendments could increase ambient noise levels for an extended duration and adversely affect the surrounding noise environment.

Impact NOI-4: Operational noise generated by the Victory Court ballpark that could be facilitated by the Proposed Amendments would generate special event noise levels in the Project Area in excess of standards established in the Oakland Noise Ordinance and Planning Code.

Impact NOI-7: Noise generated by the Victory Court ballpark that could be facilitated by the Proposed Amendments, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could result in a 5 A-weighted decibel (dBA) permanent increase in ambient noise levels in the Project vicinity above levels existing without development facilitated by the Proposed Amendments, and could substantially increase construction noise and operational noise in the Project Area.

Impact TRA-1: Development facilitated by the Proposed Amendments would increase traffic volumes on area roadway segments under Existing Plus Project conditions.

Impact TRA-2: Development facilitated by the Proposed Amendments would increase traffic volumes on area roadway segments under Cumulative Year 2015 Baseline Plus Project conditions.

Impact TRA-3: Development facilitated by the Proposed Amendments would increase traffic volumes on area roadway segments under Cumulative Year 2035 Baseline Plus Project conditions.

Impact TRA-4: Baseball games and other special events at the Victory Court ballpark would adversely affect the surrounding transportation network.

Impact TRA-8: Development facilitated by the Proposed Amendments may result in additional automobile, bicycle, and/or pedestrian traffic at the existing at-grade railroad crossings and potentially contribute to safety issues along the railroad crossings.

The *Central District EIR* includes an analysis of the following alternatives:

- No Project Alternative, under which the proposed amendments to the Central District Plan would not be adopted. However, some development anticipated as part of the Central District Project would occur, including development on the 1800 San Pablo Avenue Project site.
- Reduced Growth Alternative, under which the development and programs described for the Central District Project would occur, except that development at the Broadway/Valdez Triangle and Victory Court would occur at a reduced intensity (approximately 50 percent less floor area and fewer residential units).
- Victory Court Use Alternative, under which the Victory Court area would be developed with research and development, office, and retail uses instead of the 39,000-seat ballpark and other associated development that would occur as part of the Central District Project. All other aspects of the Central District Project would occur with this alternative.

The Reduced Growth Alternative was identified as the CEQA-required environmentally superior alternative.

B. PROPOSED PROJECT

The following discussion describes the geographic context of the 1800 San Pablo Avenue Project, describes land use designations within the site, provides a brief overview of existing land uses within and around the site, identifies the objectives of the Project, and describes the physical characteristics of the Project and required entitlements.

1. Project Location

The City of Oakland is located in Alameda County on the eastern side of San Francisco Bay, approximately 4.5 miles east of San Francisco. The approximately 1.02-acre Project site is located at 1800 San Pablo Avenue. The site comprises an existing parking lot in the Uptown area and the Central District just north of downtown Oakland. The parking lot contains 70 fee spaces and is accessed via 18th Street on the south and 19th Street on the north. Figure II-4 is an aerial photo of the Project site and its surroundings. The Project site is bordered by 19th Street on the north; the Fox Court affordable housing complex on the east; 18th Street on the south; and San Pablo Avenue on the west.

Regional vehicular access to the Project site is provided by I-980 and San Pablo Avenue (State Route 123). The site can also be accessed via Telegraph Avenue and 18th Street. Located west of the Uptown Transit Center, the site is served by both Bay Area Regional Transit (BART) and Alameda-Contra Costa (AC) Transit. BART routes that serve the Project area include the Richmond/Daly City-Millbrae, Fremont/Richmond, and Pittsburg/Bay Point-San Francisco Airport/Millbrae lines. AC Transit routes that serve the area include the 1, 1R, 11, 12, 18, 51A, 58L, 72, 72M, 72R, 800, 802, 805, 851, and NL lines.

2. General Plan and Zoning Designations

The Project site comprises one parcel – APN 008 064200600 – and is designated as Central Business District (CBD) in the City's General Plan and is zoned Central Business District Mixed Commercial

Zone (CBD-X).[5] A General Plan designation of CBD is intended to support the downtown area as a high density mixed use urban center and hub for business. Desired land uses include commercial and entertainment uses, in addition to large-scale uses such as high-rise residential, large-scale office, and cultural uses.[6] Consistent with the General Plan designation, CBD-X designates parcels appropriate for a wide range of upper story and ground level residential, commercial, and compatible light industrial activities. Permitted uses include a wide range of commercial uses.[7]

3. Surrounding Land Uses

The Project site is surrounded by a mix of residential, commercial, restaurant, civic, and entertainment uses that characterize the Uptown area. Across 19th Street to the north of the site are multi-family residential uses developed as part of the Uptown Project (in five-story buildings). To the east of the site, beyond a pedestrian walkway and service alley, is the Fox Court multi-family affordable housing development (a four-story building). Beyond Fox Court to the east is the Fox Theater (a regional entertainment venue) and the Oakland School for the Arts. Across 18th Street to the south is the Oakland Ice Center (a commercial ice skating and ice hockey sports facility). Land uses to the west of the site, across San Pablo Avenue, include multi-family residential uses.

4. Project Objectives

The primary objective of the proposed Project is to further the implementation of the Uptown Project by developing a commercial and parking development on the site. Other objectives of the proposed Project are summarized as follows:

- Develop an underutilized site to contribute to the vitality of the Uptown area.
- Provide commercial and parking uses that will support the neighborhood's traditional role as an entertainment center.
- Develop a building that enhances the visual and community character of the surrounding neighborhood.
- Support local transit uses by developing higher-intensity commercial uses in proximity to the Uptown Transit Center.
- Develop a pedestrian-friendly neighborhood that is well integrated with its surroundings.
- Develop a project that is consistent with General Plan and zoning designations on the site.
- Integrate the Project successfully into the area's historic urban development pattern and reestablish and strengthen connections to major transportation corridors and cultural and governmental facilities.
- Provide an opportunity to strengthen local-serving commercial and retail activity by providing ground floor spaces for such uses.

[5] Oakland, City of, 2011. CEDA Map Viewer. APN 008 064200600.

[6] Oakland, City of, 1998. *City of Oakland General Plan.* March.

[7] Oakland, City of, 2011. *Planning Code*.

LSA

FIGURE II-4

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0 175 350

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Project Site

1800 San Pablo Avenue Project Supplemental EIR

Aerial Photo

SOURCES: GOOGLE EARTH, 2009; LSA ASSOCIATES, INC., 2012.

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5. Project

The Project is currently designed at a conceptual level, meaning that the design of the Project would ultimately be refined and would be subject to the City's design review process. Figures II-5a through II-5e show representative floor plans of the Project (note that only two basement plans – out of three total – are included). The square footage numbers shown on these plans are illustrative and will be adjusted as the design of the Project is refined. Figures II-6a through II-6d show representative elevations of the Project. Figures II-7a through II-7c show representative perspectives of the Project.

The proposed structure would consist of three below-grade parking levels and three above-grade floors containing primarily commercial uses. The building would be a maximum of 90 feet in height. The footprint of the building would extend over the entire site. In total, the Project would contain 120,000 square feet of commercial space and 309 parking spaces.

The first (ground) floor of the structure would contain 30,000 square feet of commercial space. Included as part of this commercial space would be office space (used for building administration) and a loading area. The second and third floors of the structure would each contain 40,000 square feet of commercial space. In addition, 10,000 square feet of commercial space would be located on the roof. This space could be used as a restaurant, bar, or cafe with outdoor seating.

The three parking levels would contain 309 parking spaces. As currently proposed, the parking would be publicly-available (for a fee); use would not be confined to the building's commercial tenants or building visitors. Primary vehicle access to the site would be via a driveway and garage connecting to 18th Street. Pedestrian access would be provided on the 18th Street, 19th Street, San Pablo Avenue, and alley frontages of the proposed building.

Conceptual renderings of the Project indicate that the building would be designed with architectural features that are similar to that of other buildings already developed as part of the Uptown Project. The design would be characterized by extensive windows, stucco siding, and a flat roof.

The Project could include up to three digital advertising display signs, each measuring 40 by 60 feet (comprising a maximum square footage of 2,400 square feet). See Figures II-7a through II-7c for perspectives of the Project, including the proposed advertising signage. One advertising sign would wrap around the corner of 18th Street and San Pablo Avenue, and two advertising signs would be located on San Pablo Avenue. The installation of this advertising signage would require the approval of a franchise agreement by City Council, pursuant to Section 17.104.060 (General Limitations on Advertising Signs) of the Municipal Code. The advertisers and content that would be displayed on the advertising signs has not yet been identified. However, the design of the advertising signs would be considered by City Council as part of the franchise agreement. In addition, a sign advertising the Uptown area may also be placed on the roof of the structure.

At the conceptual level of design, utility and landscaping plans have not yet been developed for the Project.

C. USES OF THE SUPPLEMENTAL EIR

A number of permits and approvals would be required before development of the Project is able to proceed. As lead agency for the proposed Project, the City of Oakland would be responsible for the majority of approvals required for development. Other agencies may also have some authority related to the Project and its approvals. A list of the permits and approvals that may be required by the City and other agencies is provided in Table II-1. This EIR is intended to be used by the City and other agencies when deliberating on required permits and approvals.

Table II-1: Required Permits and Approvals

Lead Agency	Permit/Approval
City of Oakland	• Major Conditional Use Permit • Design Review • Variances (if necessary once the design has been finalized) • Subdivision Map (if necessary) • Disposition and Development Agreement/other agreement regarding property transfer from City
Responsible Agencies	
San Francisco Bay Regional Water	• National Pollutant Discharge Elimination System (NPDES)

LSA

FIGURE II-5a

Commercial Space

Shared Commercial Space

N

NOT TO SCALE

1800 San Pablo Avenue Project Supplemental EIR

Plan - Ground Level

SOURCE: JRDV ARCHITECTS, NOVEMBER 2011.

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LSA

FIGURE II-5b

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NOT TO SCALE

Commercial Space

SOURCE: JRDV ARCHITECTS, NOVEMBER 2011.

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1800 San Pablo Avenue Project Supplemental EIR

Plan - Second Level

LSA

FIGURE II-5c

N

NOT TO SCALE

Commercial Space

1800 San Pablo Avenue Project Supplemental EIR

Plan - Third Level

SOURCE: JRDV ARCHITECTS, NOVEMBER 2011.

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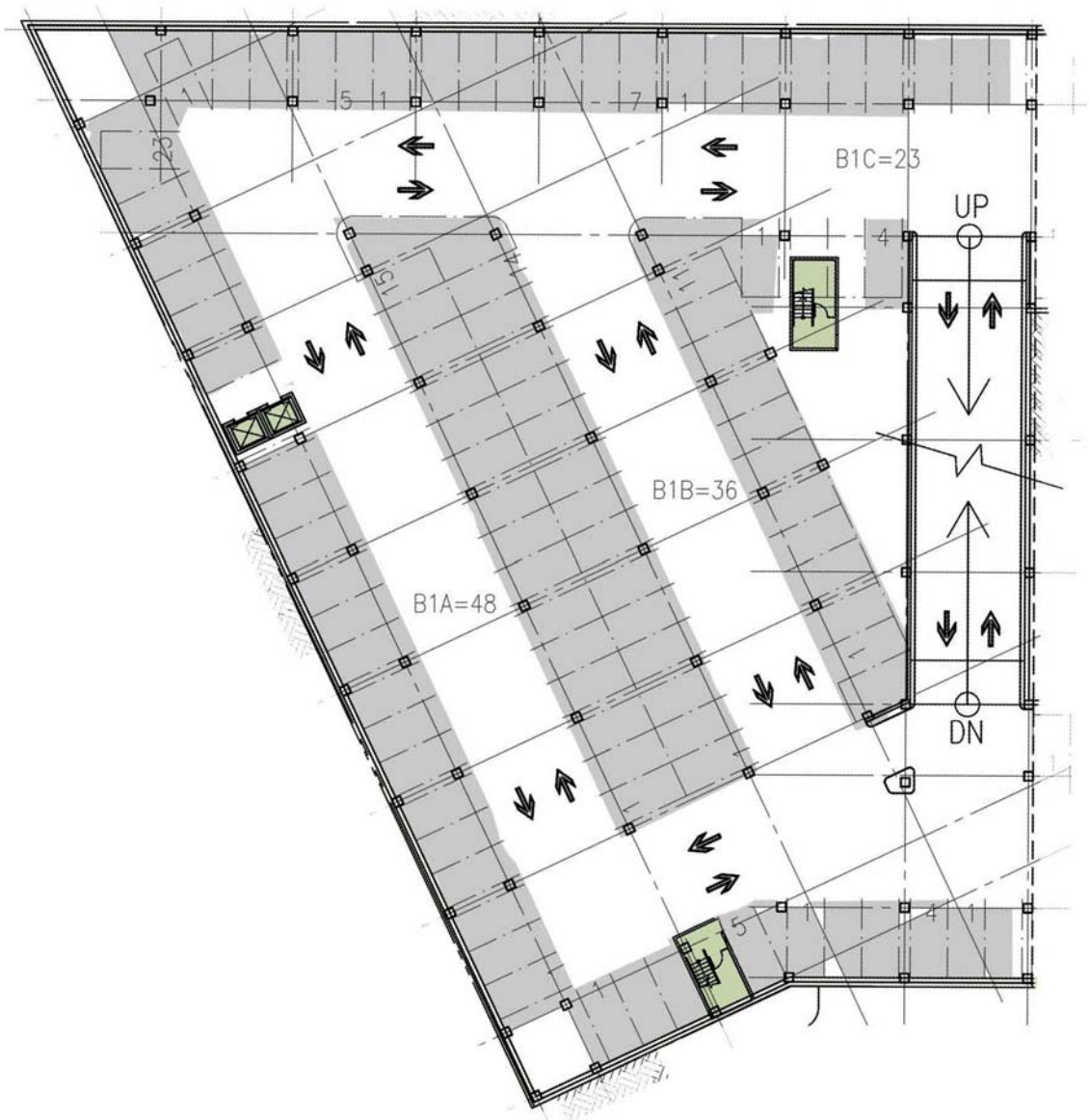

LSA

FIGURE II-5d

NOT TO SCALE

1800 San Pablo Avenue Project Supplemental EIR

Plan - Basement Level 1

SOURCES: JRDV ARCHITECTS, NOVEMBER 2011.

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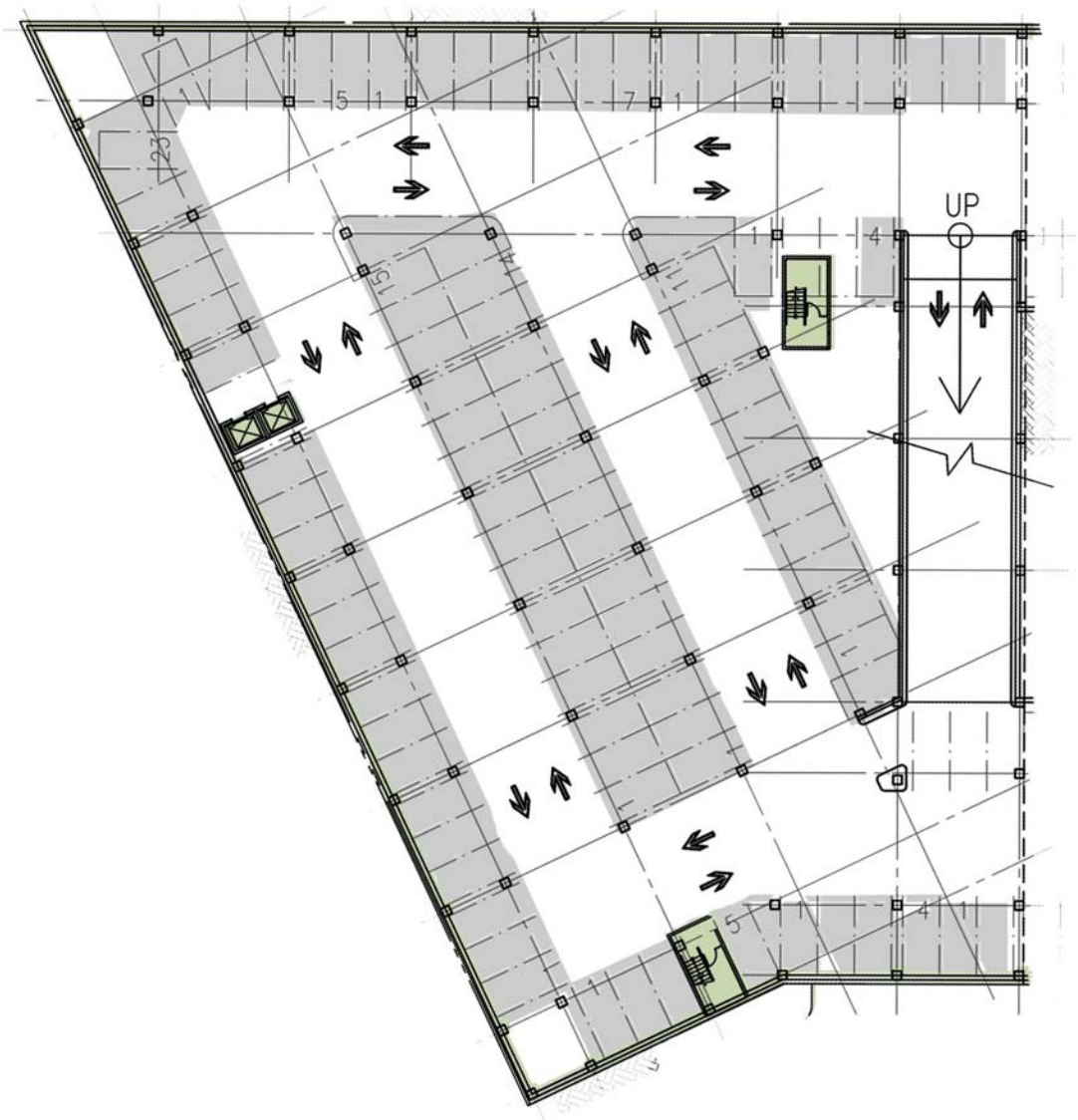

LSA

FIGURE II-5e

NOT TO SCALE

1800 San Pablo Avenue Project Supplemental EIR
Plan – Basement Level 2

SOURCES: JRDV ARCHITECTS, NOVEMBER 2011.

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FIGURE II-6a

0 20 40
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1800 San Pablo Avenue Project Supplemental EIR
Project Elevation - San Pablo Avenue

SOURCE: JRDV ARCHITECTS, 2012.

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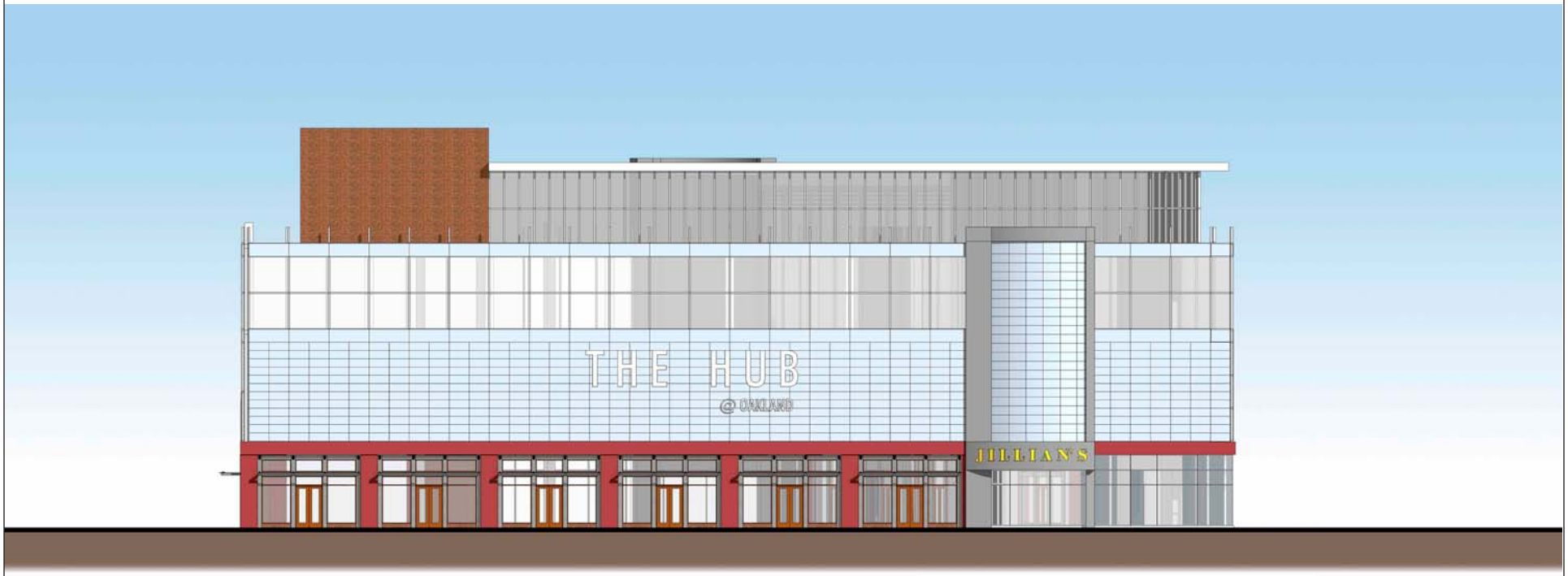

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FIGURE II-6b

0 20 40
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1800 San Pablo Avenue Project Supplemental EIR
Project Elevation - 19th Street

SOURCE: JRDV ARCHITECTS, 2012.

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FIGURE II-6c

0 20 40
FEET

1800 San Pablo Avenue Project Supplemental EIR
Project Elevation - Alley

SOURCE: JRDV ARCHITECTS, 2012.

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FIGURE II-6d

0 20 40
FEET

1800 San Pablo Avenue Project Supplemental EIR
Project Elevation – 18th Street

SOURCE: JRDV ARCHITECTS, 2012.

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FIGURE II-7a

NOT TO SCALE

1800 San Pablo Avenue Project Supplemental EIR
Perspective to Southeast

SOURCE: JRDV ARCHITECTS, 2012.

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LSA

FIGURE II-7b

NOT TO SCALE

1800 San Pablo Avenue Project Supplemental EIR

Perspective Looking South Along San Pablo Avenue

SOURCE: JRDV ARCHITECTS, 2012.

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LSA

FIGURE II-7c

NOT TO SCALE

1800 San Pablo Avenue Project Supplemental EIR

Perspective Looking North Along San Pablo Avenue

SOURCE: JRDV ARCHITECTS, 2012.

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III. TRANSPORTATION AND CIRCULATION

This chapter describes the existing transportation and circulation system in the vicinity of the proposed 1800 San Pablo Avenue Project, including roadway, bicycle, pedestrian, and transit systems, and provides an analysis of the potential impacts of the Project on this transportation system. In addition to intersection and roadway segment level of service effects, this chapter also addresses site access, on-site circulation, emergency vehicle access, parking and loading impacts, and construction-related impacts. Mitigation measures are identified to reduce or eliminate potential significant impacts of the Project.

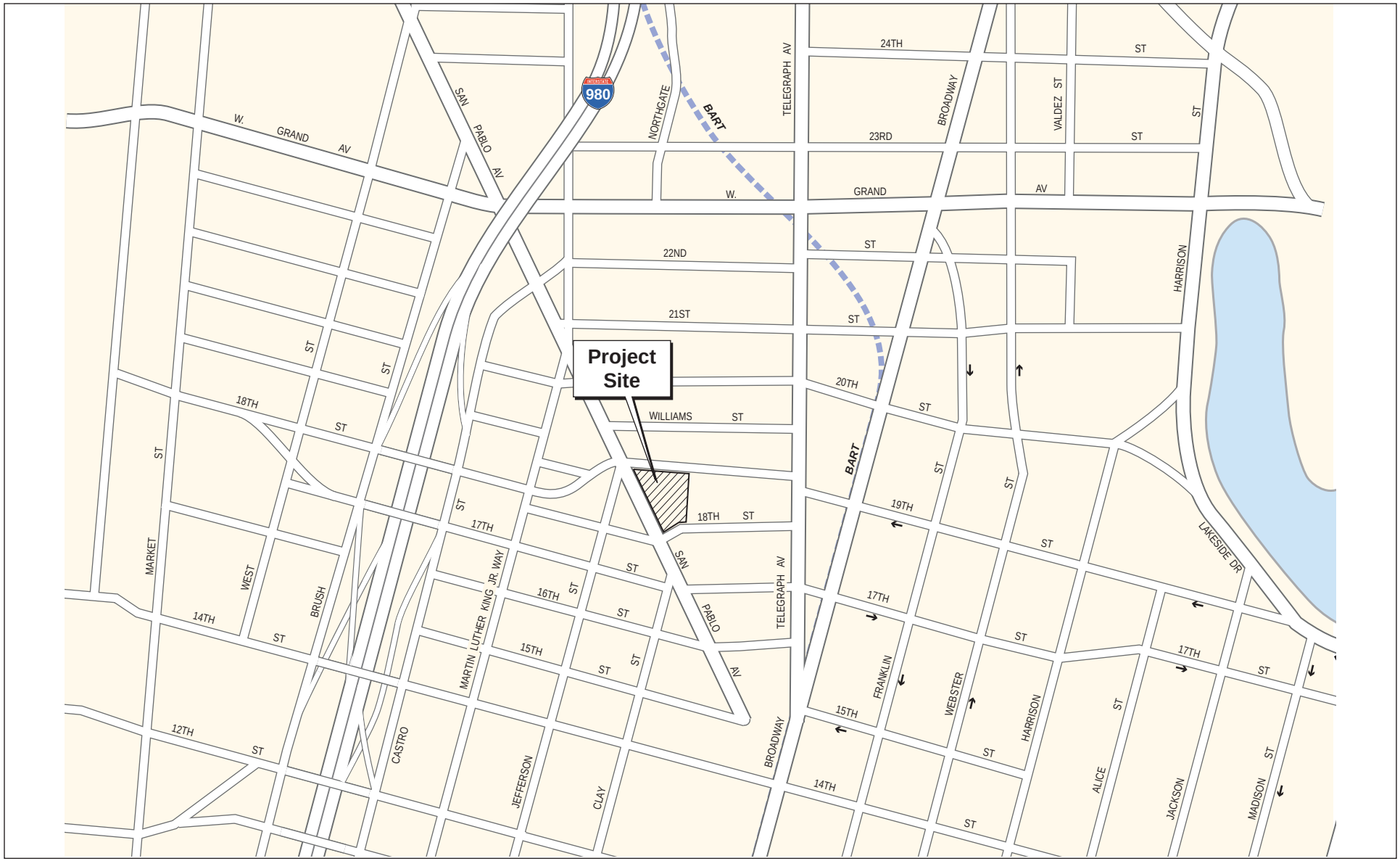
The roadway network surrounding the Project site is shown in Figure III-1. The conceptual site access plan is shown in Figure III-2.

The potential impacts of the Project as they relate to other environmental topics are addressed in Chapter IV, Other CEQA Considerations.

The following scenarios are evaluated to identify the potential transportation impacts of the Project:

- **Existing Conditions.** Existing Conditions is based on existing volumes obtained from traffic counts and site and area observations.
- **Existing Plus Project Conditions.** Existing Plus Project Conditions adds estimated traffic generated by the Project to the existing volumes.
- **2020 Near-Term Cumulative Conditions.** This scenario represents future conditions with planned population and employment growth and planned transportation system improvements expected by the year 2020. The Alameda County Congestion Management Agency's Countywide Travel Demand Model (ACCMA Model), which accounts for future changes in land use, population and employment growth, and roadway improvements, was used to determine future year (2020) growth factors, which were then applied to Existing Conditions traffic volumes to derive 2020 Near-Term Cumulative Conditions traffic volumes.
- **2020 Near-Term Cumulative Plus Project Conditions.** This scenario represents 2020 Near-Term Cumulative Conditions Plus Project-related traffic.
- **2035 Cumulative Conditions.** 2035 Cumulative Conditions are future conditions with planned population and employment growth and planned transportation system improvements for the year 2035. Growth factors in the Alameda County Congestion Management Agency's Countywide Travel Demand Model (ACCMA Model) were calculated for each intersection approach and interpolated to obtain future year (2035) growth factors. These growth factors were applied to Existing Conditions traffic volumes to derive 2035 Cumulative Conditions traffic volumes.
- **2035 Cumulative Plus Project Conditions.** This scenario represents 2035 Cumulative Conditions Plus Project-related traffic.

The roadway system is expected to remain unchanged during the time frame of the analysis scenarios.



LSA

FIGURE III-1

1800 San Pablo Avenue Project Supplemental EIR

Project Location

SOURCE: AECOM, 2012.

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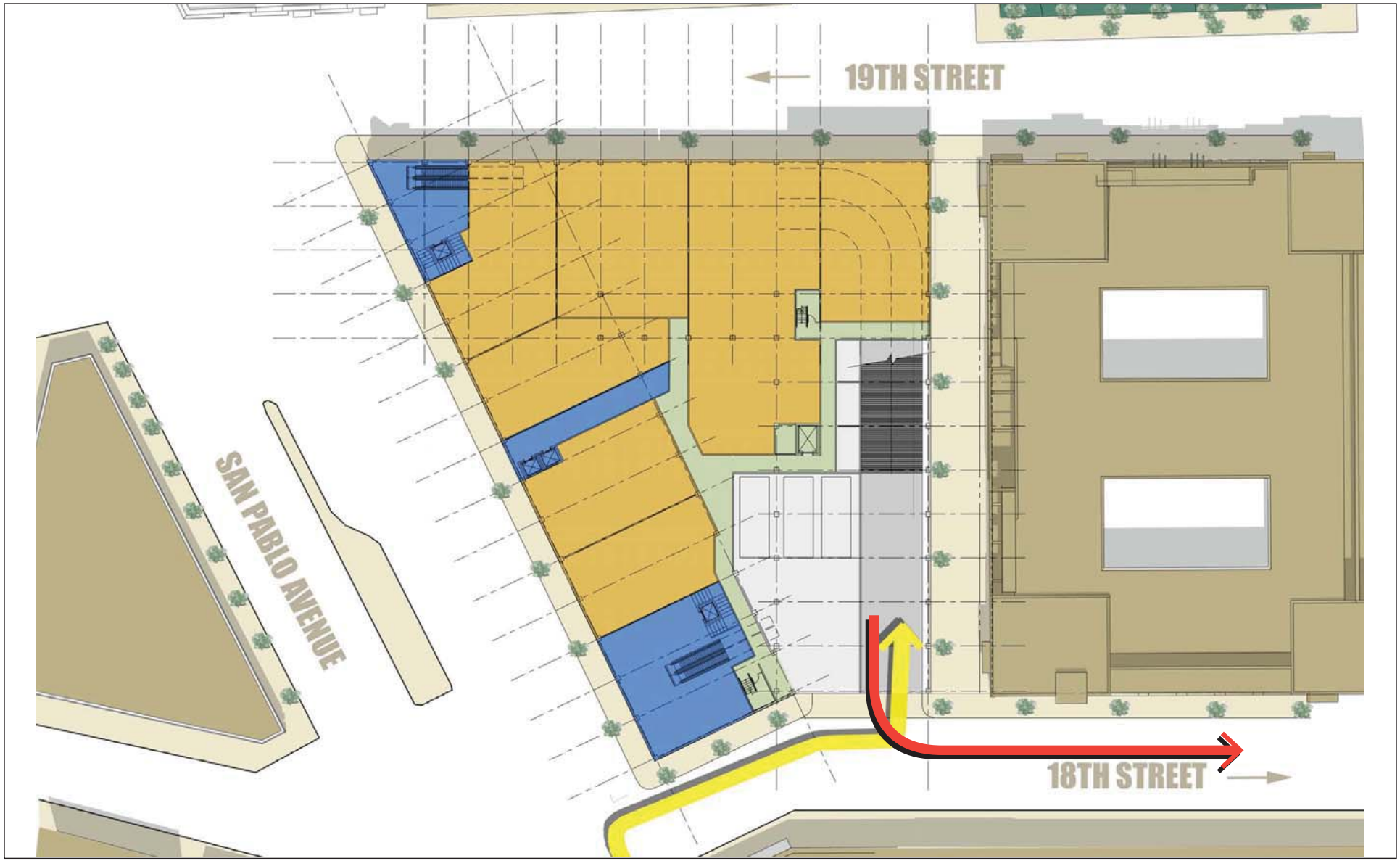

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FIGURE III-2

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NOT TO SCALE

SOURCE: AECOM, 2012.

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1800 San Pablo Avenue Project Supplemental EIR

Project Site Plan - Ground Level

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1. Setting

a. Existing Roadway Network. The following section describes the existing roadway network around the Project site and the study area as shown on Figure III-1. The Project is located in downtown Oakland. Downtown Oakland is defined in the Land Use and Transportation Element of the City of Oakland General Plan 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 Interstate 980 (I-980)/Brush Street to the west. Regional access to the study area is provided by Interstate 580 (I-580), Interstate 880 (I-880), I-980, and State Route (SR) 24.

- *Interstate 580* is a regional freeway located west of the Project site, stretching from U.S. 101 in Marin County to Interstate 5 (I-5) south of Tracy. Access to and from I-580 is provided via I-980. Average daily traffic on I-580 west of the I-580/I-980/State Route 24 (SR 24) Interchange is 220,000 vehicles.[1]
- *Interstate 880* is a regional freeway located south of the Project site, extending between Interstate 80 (I-80) in Emeryville and Interstate 280 (I-280) in San Jose. Four lanes are generally provided in each direction on this freeway near the Project area. Access to and from I-880 is provided via ramps at Jackson Street, Oak Street, and Broadway, as well as via I-980 to the east. Average daily traffic on I-880 is 204,000 vehicles north of Broadway and 226,000 vehicles south of Jackson Street/Oak Street.[2]
- *Interstate 980* is a local freeway extending from I-880 to I-580/SR 24 in Oakland. I-980 has three lanes in each direction in the vicinity of the Project area. Access to and from I-980 is provided via ramps at 17th Street and 18th Street. Average daily traffic on I-980 north of the interchange is approximately 115,000 vehicles.[3]
- *State Route 24* is a regional freeway between Walnut Creek to the east and Downtown Oakland to the west. SR 24 becomes I-980 at the I-580 interchange. Three lanes are generally provided in each direction on this freeway near the Project site. Access to and from SR 24 is provided by I-580 and I-980. Average daily traffic on SR 24 just east of the I-580/I-980/SR 24 Interchange is 151,000 vehicles.[4]
- *San Pablo Avenue* is a major north-south arterial stretching from downtown Oakland north to the City of San Pablo. It is designated as State Route 123. In the vicinity of the Project site, San Pablo Avenue operates with two lanes in each direction, with left-turn pockets provided at key intersections. Along with Telegraph Avenue, it is one of the primary local roadways connecting downtown Oakland with the City of Berkeley.
- *Telegraph Avenue* is a major north-south arterial, beginning at Broadway in downtown Oakland and continuing north into Berkeley. Generally, there are two through lanes in each direction. Telegraph Avenue, along with San Pablo Avenue, are the primary local roadways connecting Downtown Oakland with the City of Berkeley.

[1] State of California, Department of Transportation, 2010. Traffic Operations Division. *2009 All Traffic Volumes on the CSHS.*

[2] Ibid.

[3] Ibid.

[4] Ibid.

- *Broadway* is a major north-south arterial stretching from Jack London Square in the south to SR 24 in the north. In the vicinity of the Project site, Broadway consists of two lanes in the north-bound direction and three lanes in the southbound direction. Broadway is the primary north-south roadway in the downtown area.
- *Martin Luther King Jr. Way* is north-south arterial extending from downtown Oakland to the City of Berkeley and is located just to the west of the Project site. In the vicinity of the Project site, Martin Luther King Jr. Way has two travel lanes in the north and south directions.
- *Castro Street* is a major north-south arterial extending from south of I-880 that merges with Martin Luther King Jr. Way. In the vicinity of the Project site, Castro Street is one way and consists of three lanes in the northbound direction. Castro Street operates as a one-way couplet with Brush Street operating in the southbound direction and Castro Street operating in the north-bound direction.
- *Brush Street* is a major north-south arterial extending from south of I-880 to merge with Martin Luther King Jr. Way. In the vicinity of the Project site, Brush Street is one-way and consists of three lanes in the southbound direction. Brush Street operates as a one-way couplet with Castro Street operating in the northbound direction and Brush Street operating in the southbound direction.
- *West Grand Avenue* is an east-west arterial extending east from Broadway before veering north to connect with Pleasant Valley Avenue. Grand Avenue continues west past Broadway as West Grand Avenue until it is renamed Maritime Street near the Oakland Army Base, offering access to I-80. In the vicinity of the Project site, Grand Avenue generally operates with two lanes in each direction.
- *20th Street* is an east-west collector between Harrison Street/Lakeside Drive and Castro Street. In the vicinity of the Project site, it operates with two lanes in each direction.
- *19th Street* is an east-west local road between Market Street and Lakeside Drive. In the vicinity of the Project site, 19th Street is one-way and consists of two lanes westbound. 19th Street operates as a one-way couplet with 17th Street operating in the eastbound direction and 19th Street operating in the westbound direction.
- *18th Street* is an east-west local road between Wood Street and Telegraph Avenue. 18th Street is a two-way road west of West Street and also extends between Telegraph Avenue and San Pablo Avenue. It is one-way eastbound between Martin Luther King Jr. Way and San Pablo Avenue and one-way westbound between West Street and Martin Luther King Jr. Way. The two-way portion near the Project site has one lane in each direction.
- *17th Street* is an east-west collector between West Street and Lakeside Drive. In the vicinity of the Project site, 17th Street is one-way and consists of four to two lanes eastbound. 17th Street operates as a one-way couplet with 19th Street operating in the westbound direction and 17th Street operating in the eastbound direction.

b. Study Intersections. This analysis evaluates the potential impacts of the proposed Project on 17 intersections and 13 roadway segments. The study facilities were determined by City staff and reviewed by AECOM (the transportation technical subconsultant on the EIR team). The study area for this traffic analysis has been delineated to ensure that impacts are well-contained within the study area. No impacts are anticipated beyond these borders (where the Project's traffic contributions would be reduced). The 17 study intersections and 13 study roadway segments are listed below and shown on Figure III-3.

Intersections

1. San Pablo Avenue/West Grand Avenue
2. San Pablo Avenue/20th Street
3. San Pablo Avenue/19th Street/Jefferson Street
4. San Pablo Avenue/18th Street
5. Telegraph Avenue/West Grand Avenue
6. Telegraph Avenue/20th Street
7. Telegraph Avenue/19th Street
8. Telegraph Avenue/18th Street
9. Telegraph Avenue/17th Street
10. Broadway/Grand Avenue/West Grand Avenue
11. Broadway/20th Street
12. Martin Luther King Jr. Way/17th Street
13. Martin Luther King Jr. Way/18th Street
14. Castro Street/17th Street
15. Castro Street/18th Street
16. Brush Street/17th Street
17. Brush Street/18th Street

California Department of Transportation (Caltrans) Roadways

1. I-980 north of 18th Street
2. I-980 south of 17th Street

Non-Caltrans Roadways

3. San Pablo Avenue north of West Grand Avenue
4. San Pablo Avenue between West Grand Avenue and 20th Street
5. San Pablo Avenue south of 20th Street
6. Telegraph Avenue between West Grand Avenue and 20th Street
7. Telegraph Avenue between 20th Street and Broadway
8. Broadway between West Grand Avenue and 20th Street
9. Broadway south of Telegraph Avenue
10. West Grand Avenue west of San Pablo Avenue
11. West Grand Avenue between San Pablo Avenue and Telegraph Avenue
12. West Grand Avenue between Telegraph Avenue and Broadway
13. West Grand Avenue east of Broadway

LSA

FIGURE III-3

N

11 Study Intersections

NOT TO SCALE

1800 San Pablo Avenue Project Supplemental EIR

Study Intersections

SOURCE: AECOM, 2012.

I:\AEM1102 Fox Block\figures\Fig_III3.ai (1/12/12)

c. Analysis Methodology. Evaluation of traffic conditions on local streets typically involves analysis of intersections. Intersection and roadway segment operations were evaluated with level of service (LOS) calculations. Level of service is a qualitative description of operations ranging from LOS A, where the roadway facility has excess capacity and vehicles experience little or no delay, to LOS F, where the volume of vehicles exceeds the capacity of the road, resulting in long queues and excessive delays. At signalized intersections operating at LOS F, drivers may have to wait multiple signal cycles before passing through an intersection.

A form of computer software known as Synchro 7 (Build 773), developed by Trafficware, is used in this analysis to calculate average control delay at study intersections. It should be noted that in this analysis average delays are not presented for intersections operating at LOS F. LOS F represents an over-capacity condition, and as such the associated delays are beyond the meaningful range for the analysis methodology. Where such delays are forecast to occur, the result is shown as more than 80 seconds of delay.

(1) Signalized Intersections – 2000 HCM Method. The Transportation Research Board's 2000 Highway Capacity Manual (2000 HCM) method from Chapter 16 bases signalized intersection operations on average control delay and LOS.[5] Control delay includes stopped time, queue time, deceleration delay, and acceleration delay. The HCM 2000 methodology allows the computation of average vehicle control delay for individual lane groups, intersection approaches, and for the intersection as a whole. Level of service for signalized intersections is based on average vehicle control delay for the entire intersection. Table III-1 summarizes the relationship between average delay per vehicle and LOS for signalized intersections according to the 2000 HCM. Traffic operations at LOS D or better are generally considered to be acceptable.

Table III-1: Signalized Intersection LOS Criteria – 2000 HCM

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	$\leq$ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Note: V/C = volume-to-capacity

Source: Transportation Research Board, 2000. *Highway Capacity Manual 2000.*

[5] As part of the HCM methodology, adjustments are typically made to the capacity of each intersection to account for various factors that reduce the ability of the streets to accommodate vehicles (e.g., local levels of activity, number of pedestrians, vehicle types, lane widths, grades, on-street parking, and queues). These adjustments are performed to ensure that the LOS analysis results reflect the operating conditions that are observed in the field.

(2) Unsignalized Intersections – 2000 HCM Method. Traffic conditions at the unsignalized intersections (all-way stop-controlled intersections) were evaluated using the 2000 HCM method from Chapter 17. With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement or movement that must yield the right-of-way. At four-way stop-controlled intersections, the control delay is calculated for the entire intersection and for each approach. The delays and corresponding LOS for the entire intersection are reported. At one-way and two-way stop-controlled intersections, the movement with the highest delay and LOS is reported. Table III-2 summarizes the relationship between delay and LOS for unsignalized intersections. Generally, the delay ranges for various LOS are lower at unsignalized intersections than at signalized intersections because drivers expect signalized intersections to handle more traffic (and thus experience increased delays). Traffic operations at LOS D or better are generally considered to be acceptable.

Table III-2: Unsignalized LOS Criteria

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no traffic delays	$\leq$ 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: Transportation Research Board, 2000. *Highway Capacity Manual 2000.*

(3) ACCMA Roadway Operations. The ACCMA roadway analysis addresses Project impacts to roadway facilities on the CMP/MTS network; with LOS determinations based on ranges of volume-to-capacity (v/c) ratios from the 2000 HCM. It should be noted that the assumed capacities are 2,000 vehicles per hour per lane (vphpl) for typical freeway segments, and 900 vphpl for arterial roadways. The level of service descriptions and the maximum v/c ratio for each LOS designation are presented in Table III-3. LOS E or better is generally considered acceptable, and LOS F is considered unacceptable.

Table III-3: Roadway Segment LOS Criteria

Level of Service	Description	Volume-to-Capacity Ratio
A	Free flow operations with average operating speeds at, or above, the speed limit. Vehicles are unimpeded in their ability to maneuver.	$\leq$ 0.30
B	Free flow operations with average operating speeds at the speed limit. Ability to maneuver is slightly restricted. Minor incidents cause some local deterioration in operations.	> 0.30 and $\leq$ 0.50
C	Stable operations with average operating speeds near the speed limit. Freedom to maneuver is noticeably restricted. Minor incidents cause substantial local deterioration in service.	> 0.50 and $\leq$ 0.71
D	Speeds begin to decline slightly with increasing flows. Freedom to maneuver is more noticeably restricted. Minor incidents create queuing.	> 0.71 and $\leq$ 0.89
E	Operations at capacity. Vehicle spacing causes little room to maneuver but speeds exceed 50 miles per hour (mph). Any disruption to the traffic stream can cause a wave of delay that propagates throughout the upstream traffic flow. Minor incidents cause serious breakdown of service with extensive queuing. Maneuverability is extremely limited.	> 0.89 and $\leq$ 1.00
F	Operations with breakdowns in vehicle flow. Volumes exceed capacity, causing bottlenecks and queue formation.	> 1.00

Source: Transportation Research Board, 2000. *Highway Capacity Manual 2000.*

d. Traffic Conditions. A description of existing traffic conditions in and around the Project site is provided below.

(1) Intersection Traffic Volumes and Lane Configurations. Intersection turning movement counts were conducted at the 17 study intersections during the morning (AM) and evening (PM) peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) on Wednesday, May 25, 2011. The counts were conducted on a weekday when local area schools were in regular session. Intersection lane configurations and traffic control devices (traffic signals or stop signs) were also observed during field visits. Lane geometries for each study intersection are presented on Figure III-4. Existing Conditions peak hour traffic volumes are presented on Figure III-5.

(2) Intersection Operations. The intersection LOS analysis results are presented in Table III-4. It should be noted that in the City of Oakland, LOS A through E is considered a satisfactory condition in downtown, and LOS F represents unacceptable levels of service.

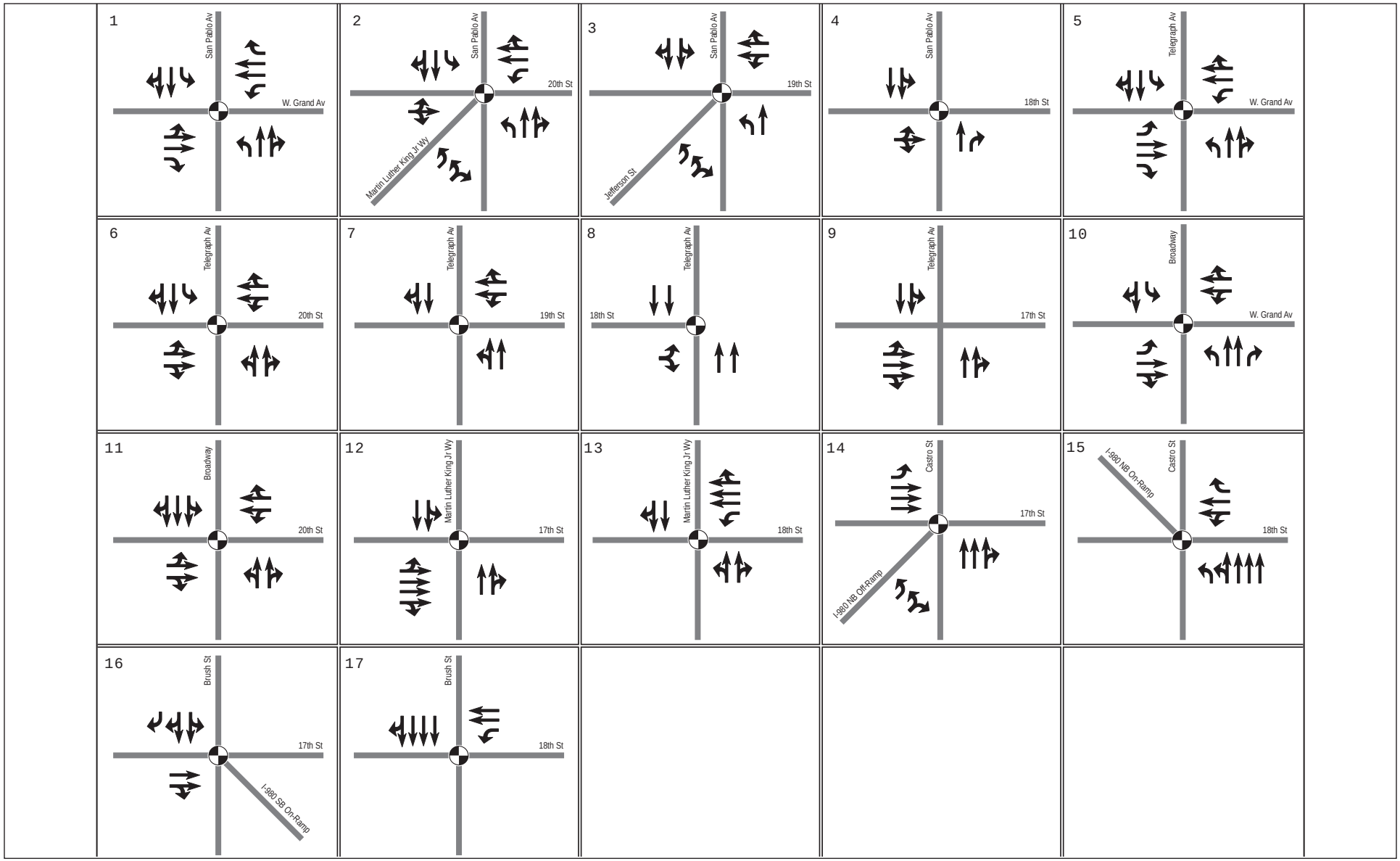

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FIGURE III-4

NOT TO SCALE

Traffic Lanes

Traffic Signal

1800 San Pablo Avenue Project Supplemental EIR

Existing Conditions - Lane Geometry

SOURCE: AECOM, 2012.

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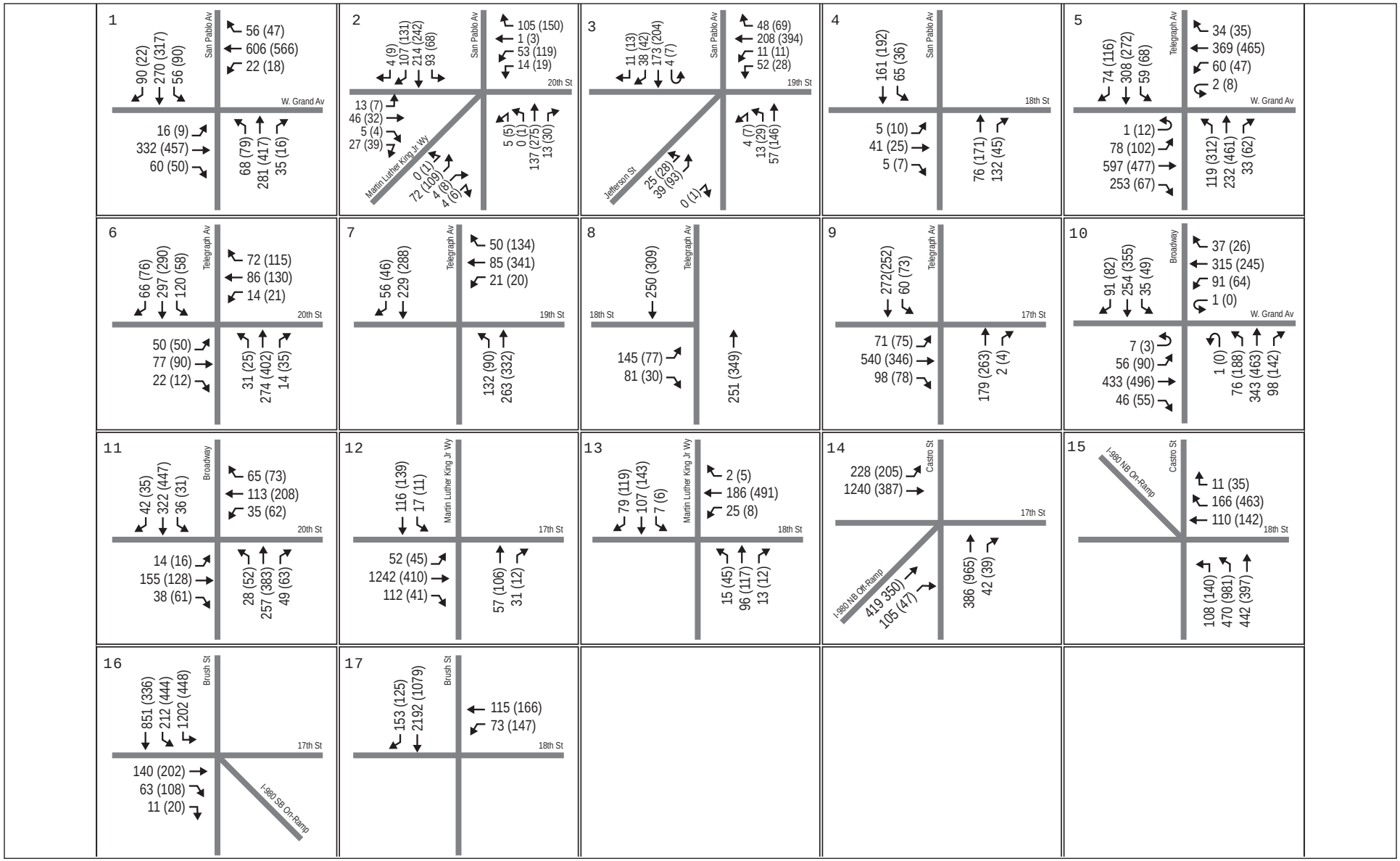

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FIGURE III-5

NOT TO SCALE

XX (XX) **AM (PM) Peak Hour Volumes**

1800 San Pablo Avenue Project Supplemental EIR
Existing Conditions - Traffic Volumes
AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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Table III-4: Existing Intersection LOS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1 San Pablo Avenue/West Grand Avenue	Signalized	14.9	B	14.4	B
2 San Pablo Avenue/20th Street	Signalized	18.5	B	22.6	C
3 San Pablo Avenue/19th Street/Jefferson Street	Signalized	24.3	C	25.2	C
4 San Pablo Avenue/18th Street	OWSC[a]	14.4	B	15.4	C
5 Telegraph Avenue/West Grand Avenue	Signalized	24.7	C	23.6	C
6 Telegraph Avenue/20th Street	Signalized	9.3	A	9.1	A
7 Telegraph Avenue/19th Street	Signalized	7.9	A	8.7	A
8 Telegraph Avenue/18th Street	Signalized	7.8	A	6.4	A
9 Telegraph Avenue/17th Street	Signalized	7.9	A	7.4	A
10 Broadway/Grand Avenue/West Grand Avenue	Signalized	20.6	C	16.7	B
11 Broadway/20th Street	Signalized	14.3	B	15.7	B
12 Martin Luther King Jr. Way/17th Street	Signalized	9.9	A	7.5	A
13 Martin Luther King Jr. Way/18th Street	Signalized	7.4	A	8.0	A
14 Castro Street/17th Street	Signalized	32.1	C	24.5	C
15 Castro Street/18th Street	Signalized	8.2	A	9.6	A
16 Brush Street/17th Street	Signalized	65.0	E	10.9	B
17 Brush Street/18th Street	Signalized	5.8	A	9.8	A

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.

Source: AECOM, 2012. December.

The LOS results presented in Table III-4 show that all of the study intersections were found to operate at acceptable conditions. Though the Brush Street/17th Street intersection operates at LOS E during the weekday AM peak hour, this condition is considered acceptable within Oakland's downtown area.

(3) Roadway Segment Volumes and Operations. Existing roadway segment operations at locations designated as part of the CMP and MTS roadway network are summarized in Table III-5. As shown, all study segments are found to operate at acceptable LOS D or better during the weekday AM and PM peak hours.

Table III-5: Existing Roadway Segment Level of Service

Segment	Peak Hour	Direction	Volume	LOS
1. I-980[a] North of 18th Street	AM	Northbound	3,083	B
		Southbound	5,680	C
	PM	Northbound	2,693	A
		Southbound	5,460	C
2. I-980[a] South of 17th Street	AM	Northbound	2,037	C
		Southbound	3,754	C
	PM	Northbound	1,780	B
		Southbound	3,609	C
3. San Pablo Avenue North of West Grand Avenue	AM	Northbound	353	A
		Southbound	416	A
	PM	Northbound	473	A
		Southbound	407	A
4. San Pablo Avenue Between West Grand Avenue and 20th Street	AM	Northbound	356	A
		Southbound	385	A
	PM	Northbound	527	A
		Southbound	418	A
5. San Pablo Avenue South of 20th Street	AM	Northbound	152	A
		Southbound	241	A
	PM	Northbound	313	A
		Southbound	269	A
6. Telegraph Avenue Between West Grand Avenue and 20th Street	AM	Northbound	384	A
		Southbound	552	B
	PM	Northbound	835	B
		Southbound	406	A
7. Telegraph Avenue Between 20th Street and Broadway	AM	Northbound	316	A
		Southbound	309	A
	PM	Northbound	469	A
		Southbound	329	A
8. Broadway Between West Grand Avenue and 20th Street	AM	Northbound	518	A
		Southbound	393	A
	PM	Northbound	793	B
		Southbound	474	A
9. Broadway South of Telegraph Avenue	AM	Northbound	334	A
		Southbound	395	A
	PM	Northbound	498	A
		Southbound	570	B
10. West Grand Avenue West of San Pablo Avenue	AM	Eastbound	408	A
		Westbound	764	B
	PM	Eastbound	516	A
		Westbound	645	B
11. West Grand Avenue Between San Pablo Avenue and Telegraph Avenue	AM	Eastbound	676	B
		Westbound	624	B
	PM	Eastbound	612	B
		Westbound	768	B
12. West Grand Avenue Between Telegraph Avenue and Broadway	AM	Eastbound	617	B
		Westbound	477	A
	PM	Eastbound	630	B
		Westbound	537	A
13. West Grand Avenue East of Broadway	AM	Eastbound	566	B
		Westbound	444	A
	PM	Eastbound	687	B
		Westbound	335	A

[a] Caltrans facility.

Source: AECOM, 2011. December.

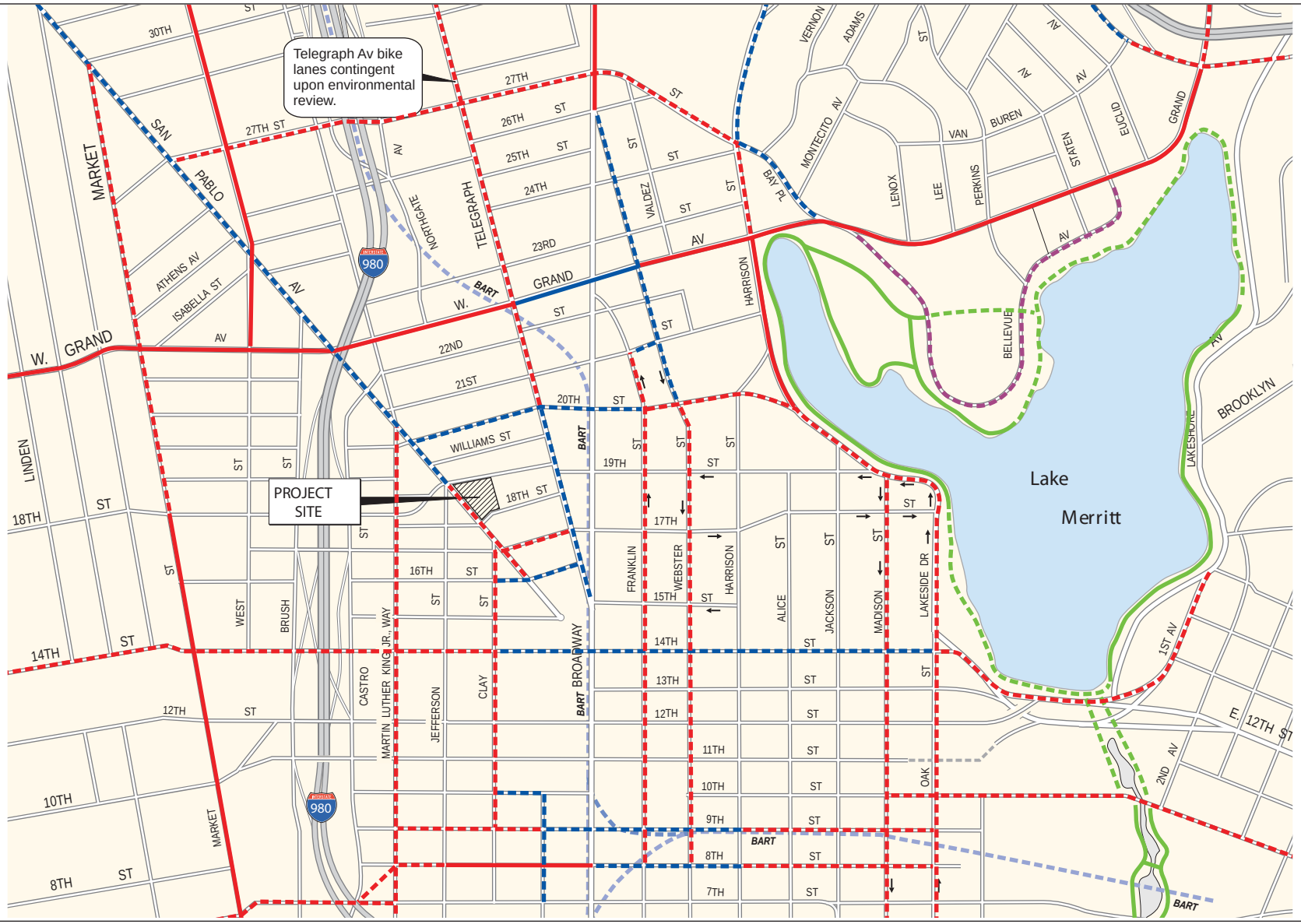
e. Bicycle Facilities. Bikeways are typically classified as Class I, Class II, and Class III facilities, depending primarily on the level of separation from vehicular traffic.

- *Class I Bicycle Facility.* Also known as a bicycle path, this is a dedicated path for bicyclists and pedestrians that does not permit motorized travel. Bicycle paths create a relaxed environment for non-motorized travel and reduce the risk of potential conflict between vehicles and bicyclists. Often these facilities are located in parks or greenway areas, areas connecting two dead-end streets, or atop railroad rights-of-way that are no longer in use. The only existing Class I bicycle facility in the vicinity of the Project site consists of the trail along the north and west shore of Lake Merritt.
- *Class II Bicycle Facility.* Also known as a bicycle lane, this is a portion of the roadway network that has been striped and signed for bicycle use. Implementation of Class II facilities requires sufficient right-of-way between the vehicle stream and the curb or curbside parking. Bicycle lanes are typically used along collector or major streets with medium to high traffic volumes, providing additional travel space for bicyclists along busy roadway segments. Bicycle lanes exist on most of Grand Avenue/West Grand Avenue and portions of Broadway in the vicinity of the Project site.
- *Class III Bicycle Facility.* Also known as a bicycle route, this is a bikeway that primarily serves to connect other facilities and destinations in the bikeway network but provides a lower level of service than Class I or Class II bikeway facilities. These routes include signage but do not have roadway markings or striping to indicate reserved space for the bicyclist. Bicycle routes are easier to implement because they do not require right-of-way to be reallocated from vehicular traffic. Bicycle routes currently exist on Grand Avenue between Telegraph Avenue and Webster Street.
- *Class IIIA and IIIB Bicycle Facilities.* These facilities are similar to Class III facilities in that they are shared bicycle-automobile facilities. Class IIIA facilities (arterial bicycle routes) generally have lower posted speed limits (around 25 miles per hour) and feature shared-lane bicycle stencils with wide curb lanes. Class IIIB facilities (bicycle boulevards) are bikeways on low-volume residential streets that prioritize bicycle traffic.

The bicycle facilities in the City are shown on Figure III-6. It should be noted that the existing bike-ways illustrated represent the network before the implementation of Measure DD-related bikeway projects (particularly Lakeside Drive) and other more recent projects such as the Oakland Avenue bike lane. Site observations indicate that existing bicycle facilities currently operate under acceptable conditions.

f. Pedestrian Facilities. Pedestrian facilities comprise sidewalks, crosswalks, wheelchair ramps, and pedestrian signals at intersections. The City of Oakland currently requires that sidewalks be a minimum of 48 inches in width with a 36-inch through passage provided for new development. These dimensions conform to sidewalk requirements found in the Americans with Disabilities Act Accessibility Guidelines (ADAAG), which represent minimum widths for passage and are not recommendations for sidewalk width. City of Oakland Pedestrian Master Plan Guidelines[6] and the Institute of Transportation Engineers Design and Safety of Pedestrian Facilities recommend an unobstructed sidewalk width of 5 feet.

[6] Oakland, City of, 2002. *City of Oakland General Plan, Pedestrian Master Plan Guidelines.* November 12.



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LEGEND

EXISTING	PROPOSED	
		Bike Path (Class 1)
		Bike Lane (Class 2)
		Bike Route (Class 3)
		Arterial Bike Route (class 3A)
		Bike Boulevard (Class 3B)

N

NOT TO SCALE

SOURCE: AECOM, 2012.

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FIGURE III-6

1800 San Pablo Avenue Project Supplemental EIR

Existing Bicycle Facilities

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Sidewalks are provided on all streets in the vicinity of the Project site. Signalized pedestrian cross-walks are provided at intersections in the vicinity of the Project site, including pedestrian countdown signals at intersections near the 19th Street BART Station. Moderate to high levels of pedestrians were observed during the weekday AM, midday, and PM peak periods. During the weekday AM peak hour, the majority of pedestrian activity in the Project area was focused on and around the 19th Street BART Station entrances. During the weekday PM peak hour, the majority of pedestrian activity in the Project area emanated outward from the 19th Street BART Station exits.

The highest concentration of pedestrians was observed on the north side of 20th Street between the BART Station and Franklin Street. A maximum of 50 pedestrians per minute was recorded during the AM peak periods as "platoons" of pedestrians exited the BART Station. This section of sidewalk was observed to carry the highest pedestrian volumes of all the sidewalks in the vicinity of the Project site. Pedestrians were observed to disperse at the intersection of Franklin Street/20th Street, with some walking north or south along Franklin Street or east along 20th Street. Site observations indicated that existing pedestrian facilities currently operate under acceptable conditions.

g. Transit Facilities. Transit service within the City of Oakland is provided by AC Transit and BART. Figure III-7 illustrates the transit routes in the vicinity of the Project site. Descriptions of these routes, hours of operation, and service frequencies are described below and summarized in Table III-6 and Table III-7.

- *AC Transit*. AC Transit provides local and regional bus service within Alameda and Contra Costa counties and between the East Bay and San Francisco's Transbay Terminal. AC Transit bus service in the vicinity of the Project site is summarized in Table III-6. Multiple AC Transit lines converge at the 19th Street BART Station and the Uptown Transit Center, providing additional local service within Oakland and regional service to Emeryville, Berkeley, Albany, El Cerrito, and Richmond in the north and San Leandro and Hayward in the south. In addition to the services summarized in Table III-6, an extensive network of "all-nighter" services also connects the Project area with San Francisco and major destination points in the East Bay during the late evening and early morning.
- *BART*. BART provides local and regional rail service. The 19th Street BART station is located underneath Broadway between 19th and 20th streets, with the closest station entrance to the Project site located at the northeast corner of the Broadway/17th Street intersection. This entrance is within ¼-mile (an approximately 5-minute walking distance) of the Project site. Three BART lines serve the 19th Street Station (Richmond – Millbrae, Pittsburg/Bay Point – San Francisco International Airport (SFO), and Richmond – Fremont). In this regard, all BART stations (with the exception of Dublin/Pleasanton and Castro Valley) have direct service to and from the 19th Street Station during the weekday peak periods. Service at the 19th Street Station is summarized in Table III-7. As shown in Table III-7, service on BART lines to/from the 19th Street Station generally operates either every 7 to 8 minutes, or every 15 minutes or less during the weekday peak periods.

Given the nature of downtown Oakland as a center of commercial activities, transit service heading into downtown Oakland during the weekday AM and PM peak periods is generally well utilized. Service in the reverse commute direction (e.g., away from downtown Oakland during the AM peak period) is generally less well utilized.

Table III-6: Existing Weekday Peak Period AC Transit Service

Line/Description		Peak Period	Frequency (minutes)	Number of Buses
1	From Downtown Berkeley to Bay Fair BART via Telegraph Avenue and International Boulevard	AM	20	3
		PM	15	4
1R	From Downtown Berkeley to Bay Fair BART via Telegraph Avenue and International Boulevard	AM	12	5
		PM	12	5
11	From Dimond District to Piedmont via 14th Avenue, Lake Merritt, Downtown Oakland, and Oakland Avenue	AM	30	2
		PM	30	2
12	From MacArthur BART to Downtown Oakland via Grand Avenue	AM	20	3
		PM	20	3
18	From Albany to Montclair via Shattuck Avenue, Martin Luther King, Jr. Way, and Park Boulevard	AM	15	4
		PM	15	4
26	From MacArthur BART to Lake Merritt BART via 40th Street, Adeline Street, 14th Street, and Jackson Street	AM	20	3
		PM	20	3
51A	From Berkeley Amtrak to Alameda via University Avenue, College Avenue, and Broadway	AM	10	6
		PM	10	6
58L	From Oakland Amtrak to Eastmont Transit Center via Jack London Square, Broadway, Lakeshore Avenue, and MacArthur Boulevard	AM	30	2
		PM	30	2
72	From Hilltop Mall to Jack London Square via San Pablo Avenue	AM	30	2
		PM	30	2
72M	From Point Richmond to Jack London Square via San Pablo Avenue	AM	30	2
		PM	30	2
72R	From Contra Costa College to Jack London Square via San Pablo Avenue	AM	12	5
		PM	12	5
Broadway Shuttle – From Grand Avenue to Jack London Square		AM	12	5
		PM	12	5
Total		**AM**	-	**42**
		PM	-	**43**

Source: AC Transit, 2011.

Table III-7: Existing Weekday Peak Period BART Service at 19th Street Station

Corridor	Areas Served	Peak Period	Frequency (minutes)	Number of Trains
Richmond	Richmond, El Cerrito, Albany, Berkeley, North Oakland	AM	7-8	8
		PM	7-8	8
Pittsburg/Bay Point	Pittsburg, Concord, Pleasant Hill, Walnut Creek, Lafayette, Orinda, Rockridge	AM	15	4
		PM	7-8	8
Fremont/Dublin-Pleasanton	Fremont, Union City, Hayward, Dublin, Pleasanton, Castro Valley, San Leandro, East Oakland, Fruitvale, Lake Merritt	AM	15	4
		PM	15	4
San Francisco/Daly City/Millbrae	Millbrae, San Bruno, South San Francisco, Colma, Daly City, San Francisco, West Oakland	AM	7-8	8
		PM	7-8	8
Total		**AM**	–	**24**
		PM	–	**28**

Source: BART, 2011.

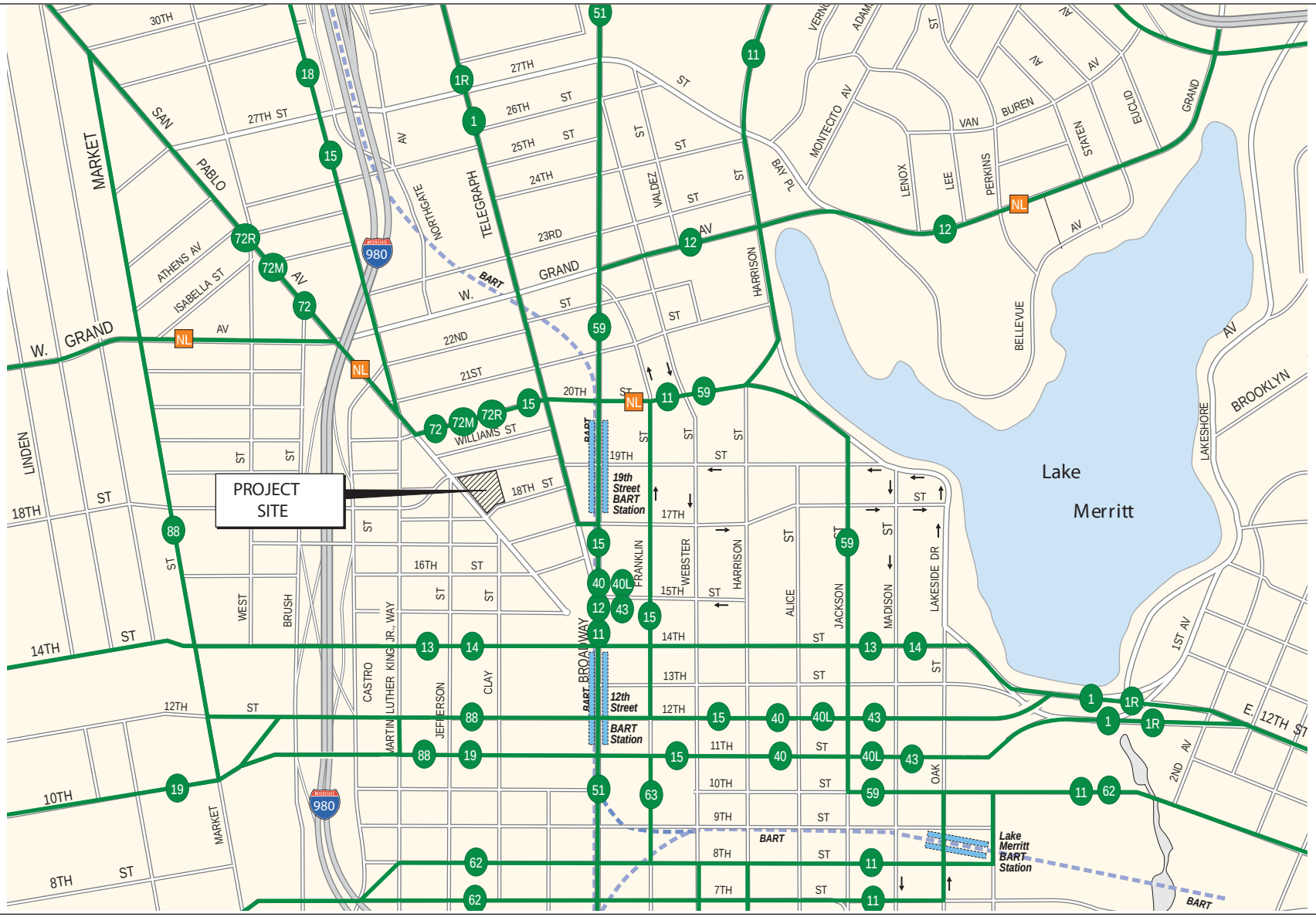

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FIGURE III-7

BART Station

72 AC Transit Local Route

NL AC Transit Transbay Route

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SOURCE: AECOM, 2012.

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1800 San Pablo Avenue Project Supplemental EIR

Existing Transit Routes

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h. Planned Improvements. No changes to the roadway system in the Project site vicinity are anticipated as part of this transportation analysis. However, it should be noted that in January 2012, AC Transit published the East Bay Bus Rapid Transit Project in Alameda County Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), which evaluates the implementation of Bus Rapid Transit (BRT) on Telegraph Avenue and International Boulevard. The BRT system would connect Berkeley, Oakland, and San Leandro. The proposed system would generally dedicate one travel lane in each direction to bus operations only, allowing buses to provide a quicker and more reliable service than regular bus service today. In the vicinity of the 1800 San Pablo Avenue Project site, proposed BRT would run along Broadway between 11th Street and 20th Street, along 20th Street between Broadway and Telegraph Avenue, and along Telegraph Avenue north of 20th Street. The proposed BRT project would generally not alter the lane geometry of Broadway or 20th Street; however, it would eliminate one through lane in each direction along Telegraph Avenue north of 20th Street.

On April 25, 2012, the AC Transit Board of Directors certified the FEIS/FEIR. Funding for the BRT project is to be provided by Regional Measure 2, Alameda County Measure B, Federal Small Starts, Federal/State Transportation Improvement Program, AC Transit Bus Program, and other funding sources. However, it should be noted that approvals from the City of Oakland and the City of San Leandro are still required to initiate implementation of the BRT project. The Oakland portion of the BRT project is expected to be considered by the Oakland City Council in the summer of 2012. The project design has not been finalized and thus may change in the future. Proposed (but not fully-approved) transit improvements are not typically considered part of the projected baseline condition for the purpose of environmental review. However, this Supplemental EIR conservatively provides a discussion of the potential effects on the 1800 San Pablo Avenue Project under 2035 Cumulative Conditions caused by modifications to the traffic circulation network by the proposed BRT project.

In the vicinity of the Project site, the Telegraph Avenue BRT project would generally result in the elimination of one travel lane in each direction of Telegraph Avenue north of 20th Street. Traffic signals along Telegraph Avenue would also be upgraded and traffic signal timing would be modified to provide transit priority. The nearest BRT station to the Project site would be the Uptown Station located at the Broadway/20th Street intersection.

The proposed BRT project would likely result in more automobile congestion along Telegraph Avenue due to the reduced lane capacity of this roadway. However, the BRT project may have offsetting benefits as it would increase the capacity of Telegraph Avenue on a per person basis. Thus, if a substantial number of people switch to BRT, the overall person delay in the corridor would be less than with the current configuration.

The BRT FEIS/FEIR analyzed intersection operations at four locations that were also analyzed in the 1800 San Pablo Avenue Project Supplemental EIR. These intersections include the following (the numbers correspond to the intersection numbering in this Supplemental EIR):

5. Telegraph Avenue/West Grand Avenue
6. Telegraph Avenue/20th Street
10. Broadway/West Grand Avenue/Grand Avenue
11. Broadway/20th Street

If the BRT is implemented as analyzed in the FEIS/FEIR at each of these intersections it was determined that the project would result in a reduced roadway capacity for vehicular traffic due to increased transit service and signal modifications to prioritize BRT traffic. Specifically, the removal of through lanes along Telegraph Avenue at the Telegraph Avenue/West Grand Avenue intersection would result in increased levels of delay. Consequently, it is anticipated that the reduction in capacity would result in the diversion of vehicles from Telegraph Avenue to Broadway, causing increased delay at the Broadway/West Grand Avenue/Grand Avenue intersection. The application of these delay increases to the analysis performed for the 1800 San Pablo Avenue Project would likely result in worsened conditions at these intersections, where significant and unavoidable impacts are already identified (see Section 3.f. of this report). At the Telegraph Avenue/20th Street and Broadway/ 20th Street intersections, where no lane geometry adjustments are anticipated to occur as part of the BRT project, only minor increases in delay are expected with the implementation of the BRT project. Overall, the modifications proposed by the BRT project would not alter any of the conclusions of this Supplemental EIR (i.e., although impacts may incrementally worsen due to the BRT project, the level of significance of impacts would remain the same).

i. Regulatory Setting. The City of Oakland General Plan (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. Policies relevant to transportation resources primarily are contained in the Land Use and Transportation Element (LUTE).

Regarding a project's consistency with the 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)

The goals and policies contained in the various General Plan elements are often competing. In reviewing a project for conformity with the General Plan, the City is required to balance the competing goals and policies. Applicable plans, policies and regulations that pertain to the Project are identified below:

- City of Oakland General Plan LUTE
- City of Oakland Pedestrian Master Plan
- City of Oakland Bicycle Master Plan
- City of Oakland Bicycle Parking Ordinance
- AC Transit Short-Range Transit Plan
- BART Strategic Plan

j. City of Oakland Conditions of Approval. The City's Standard Conditions of Approval (SCA) relevant to reducing traffic and circulation impacts associated with the proposed Project are listed below for reference. The Conditions of Approval will be adopted as requirements of the proposed Project if the Project is approved by the City to help ensure less than significant impacts to the transportation system. The Conditions of Approval are incorporated and required as part of the Project, so they are not listed as mitigation measures. Conditions of Approval applicable to potential transportation, circulation and parking impacts that would result from the Project include:

SCA 24: Construction Management Plan
Prior to issuance of a demolition, grading, or building permit

The Project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval and mitigation measures related to construction impacts of the Project and explains how the Project applicant will comply with these construction-related conditions of approval and mitigation measures.

SCA 25: Parking and Transportation Demand Management
Prior to issuance of a final inspection of the building permit

The property owner shall pay for and submit for review and approval by the City a Transportation Demand Management (TDM) plan containing strategies to:

- Reduce the amount of traffic generated by new development and the expansion of existing development, pursuant to the City's police power and necessary in order to protect the public health, safety, and welfare.
- Ensure that expected increases in traffic resulting from growth in the employment and housing opportunities in the City of Oakland will be adequately mitigated.
- Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities.
- Promote more efficient use of existing transportation facilities and ensure that new developments are designed in ways to maximize the potential for alternative transportation usage.
- Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use percentages are achieved.

The property owner shall implement the approved TDM plan. The TDM plan shall include strategies to increase pedestrian, bicycle, transit, and carpool/vanpool use. All four modes of travel shall be considered, and parking management and parking reduction strategies should be included. Actions to consider include the following:

a) Inclusion of additional long term and short term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan, and Bicycle Parking Ordinance, and shower and locker facilities in commercial developments that exceed the requirement.

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

c) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials.

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

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

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

g) Employees or residents can be provided with a subsidy, determined by the property owner and subject to review by the City, if the employees or residents use transit or commute by other alternative modes.

h) Provision of shuttle service between the development and nearest mass transit station, or ongoing contribution to existing shuttle or public transit services.

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

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

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

l) On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools.

m) Distribution of information concerning alternative transportation options.

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

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

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

q) Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite.

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

The property owner shall submit an annual compliance report for review and approval by the City. This report will be reviewed either by City staff (or a peer review consultant, chosen by the City and paid for by the property owner). If timely reports are not submitted, the reports indicate a failure to achieve the stated policy goals, or the required alternative mode split is still not achieved, staff will work with the property owner to find ways to meet their commitments and achieve trip reduction goals. If the issues cannot be resolved, the matter may be referred to the Planning Commission for resolution. Property owners shall be required, as a condition of approval, to reimburse the City for costs incurred in maintaining and enforcing the trip reduction program for the approved project.

SCA 33: Construction Traffic and Parking
Prior to issuance of a demolition, grading, or building permit

The Project applicant and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this Project and other nearby projects that could be simultaneously under construction. The Project applicant shall develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

a) A set of comprehensive traffic control measures, including: scheduling of major truck trips and deliveries to avoid peak traffic hours; detour signs if required; lane closure procedures, signs, cones for drivers, bicycles and pedestrians; and designated construction access routes.

b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.

c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.

d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.

e) Provision for accommodation of pedestrian and bicycle flow.

f) Provision of parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces.

g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.

h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.

i) No materials or equipment shall be stored on the traveled roadway at any time.

j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through Project completion.

k) All equipment shall be equipped with mufflers.

l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the Project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

2. Project Travel Demand

Travel demand refers to the new vehicle, transit, pedestrian, and other trips that would be generated by the Project. This section provides an estimate of the travel demand that would be generated by the Project, including parking demand.

a. Trip Generation Methodology. Trip generation for the Project was based on Institute of Transportation Engineers' (ITE) Trip Generation, 8th Edition. Trip generation estimates from the ITE Trip Generation are based on a large sample of trip generation studies at sites across the United States, for each land use provided. An average trip generation rate is then calculated, which can be used to estimate trips generated by land use. In cases where the sample is of sufficient size, a regression analysis is also conducted to derive a linear or logarithmic equation that relates land use size to trips generated. ITE Land Use Code 820 – Shopping Center was used for estimating Project trip generation. This land use type is described as an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. As such, it approximates the commercial uses likely to be developed as part of the Project. The Shopping Center land use may contain a variety of retail tenants, as well as non-merchandising facilities such as offices, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

It should be noted that the Project would be expected to draw a percentage of its trip generation from motorists passing by on the adjacent streets (e.g., San Pablo Avenue). These trips are referred to as "pass-by trips." Pass-by trips are existing vehicle trips (with origins and destinations separate from the Project) that choose to deviate from their primary route to access Project uses. This behavior includes drivers who already use San Pablo Avenue and decide to stop at the proposed Project's commercial uses. This analysis assumes pass-by trip reductions based on the pass-by trip percentages provided in the ITE Trip Generation Handbook, 2nd Edition.

The City has a "transit first" policy, and is interested in promoting alternative modes of transportation, including walking and biking, to reduce dependency on the automobile. Nevertheless, vehicle trip reductions for transit, walking, and bicycling during peak hours need to be justified, the modes must be available, and incentives must exist. The ITE provides trip generation rates for a variety of land uses based on data collected in suburban areas. The method for data collection is based primarily on driveway counts and, thus implicitly excludes trips made by transit, walking, and bicycling. However, it should be noted that ITE collects its data specifically in suburban areas because little to no transit service is provided, because there are a minimal amount of walk or bike trips made, and because most trips generated by land uses are made by automobile. As such, ITE attempts to capture all trips generated by a given use by studying areas where trips generated by a use are made almost exclusively by automobile. As a result, when evaluating trip generation for a land use in an urban setting, it is appropriate to apply reductions to the vehicle trip generation totals to account for likely walking, biking, and transit use.

U.S. Census data are representative of the journey-to-work characteristics of residents of a given area only. However, the modal split data provided for the census tract encompassing the Project site would not be applicable to the Project as the tract comprises primarily commercial uses. Thus, modal splits for the proposed Project were selected based on data used in certified EIRs for other nearby projects with similar land uses. Recent mode splits of 70 percent to 83 percent of vehicle trips based on the ACCMA model have been applied in certified EIRs for projects in the downtown area (e.g., Broadway/West Grand, Uptown, and Kaiser Office Center projects). Thus, to remain consistent with the mode splits applied in these certified EIRs, the Project is based on the assumption that 70 percent of all trips generated would be by automobile, and 30 percent would be by all other modes of transportation.

For informational purposes, U.S. Census journey-to-work data for the census tract containing the Project site are summarized in Table III-8. As shown, for this area, 24 percent of residents primarily use transit (13 percent by AC Transit and 11 percent by BART), 9 percent primarily travel by bicycle, and 36 percent primarily travel by foot; other non-automobile use is common for work-related trips. Though these values are not directly applicable to the Project, they do demonstrate that uses in the area generate a high percentage of transit, bike, and walk trips. Thus, by assuming a 70 percent automobile modal split (i.e., 30 percent of trips are assumed to use non-automobile modes of travel), this analysis presents a conservative analysis of potential traffic-related impacts, and is consistent with recent mode splits applied in certified EIRs for projects in the downtown area.

Table III-8: U.S. Census Modal Split Information

Census Tract	Automobile	Transit	Bicycle	Walk/Other	Total
Census Tract 4028	31%	24%	9%	36%	100%

Source: U.S. Census Bureau, 2000. Census Summary File 3; AECOM, 2012.

b. Trip Generation Estimates. Table III-9 summarizes trip generation for the Project, accounting for trips associated with non-automobile modes and pass-by trips. Applying solely the ITE Trip Generation rates, the Project would be expected to generate 7,645 daily trips (120 during the AM peak hour and 719 during the PM peak hour) by all modes of travel. Trips made by non-automobile modes of travel would account for 30 percent of these trips. Another 37 percent of person trips generated by the Project would be accounted for by motorists already present in the roadway network's existing traffic levels who are drawn from adjacent streets. Thus, with regard to new vehicle trips added to the roadway network, the Project would generate a total of 2,531 new daily vehicle trips, including 40 new vehicle trips during the AM peak hour and 238 new vehicle trips during the PM peak hour. For informational purposes, the trip generation associated with the 270 condominium dwelling units that had been originally planned for and analyzed in the *Uptown EIR* is presented in Table III-10.

Table III-9: Project Vehicle-Trip Generation Estimates

Land Use	Size[a]	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Shopping Center (820)	120,000 SF	7,645	73	47	120	352	367	719
Non-auto use reduction	(30%)	(2,294)	(22)	(14)	(36)	(106)	(110)	(216)
Pass-by trip reduction	(37%)	(2,820)	(27)	(17)	(44)	(130)	(135)	(265)
	Total	**2,531**	**24**	**16**	**40**	**116**	**122**	**238**

[a] SF = Square Feet.

Source: ITE *Trip Generation, 8th Edition*; ITE *Trip Generation Handbook, 2nd Edition*; AECOM, 2012.

Table III-10: Project Vehicle-Trip Generation Comparison

Land Use	Size[a]	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
1800 San Pablo Avenue Project	120,000 SF	2,531	24	16	40	116	122	238
Uptown Project[b]	270 DU	1,329	17	83	100	82	40	122
	Total	**1,202**	**7**	**(67)**	**(60)**	**34**	**82**	**116**

[a] SF = Square Feet; DU = Dwelling Units
[b] Only the portion of the Uptown Project located at the 1800 San Pablo Avenue site is shown.

Source: ITE *Trip Generation, 8th Edition*; ITE *Trip Generation Handbook, 2nd Edition*; Korve Engineering, 2003.

As shown, the 270 condominiums were estimated to have generated 1,329 daily vehicle trips, including 100 during the AM peak hour and 122 during the PM peak hour. Thus, the 1800 San Pablo Avenue Project as currently proposed would generate 1,202 daily trips and 116 PM peak hour trips beyond those estimated and analyzed as part of the 270 condominium portion of the Uptown Project. This higher trip generation is due to the fact that commercial uses tend to generate more trips per square foot than residential uses during the weekday PM peak hour, and in total over the course of a day. However, it should be noted the 1800 San Pablo Avenue Project would generate 60 fewer trips during the AM peak hour. This is due to the fact that there is generally limited activity at commercial uses during the morning commute periods.

Based on the information provided in Table III-9, 30 percent of Project trips are expected to be made by way of non-automobile modes of travel (transit, walk, and bike). Based on the proportions of the

non-automobile modes of travel percentages provided in Table III-8, this 30 percent non-automobile mode total can be split into 10 percent transit trips, 16 percent walk trips, and 4 percent bicycle trips.

c. Trip Distribution. The trips generated by the Project were distributed throughout the surrounding roadway network. Trip distribution of Project-generated traffic onto the roadway network was estimated based on existing travel patterns, as well as a "select link analysis"[7] using output from the Alameda County Congestion Management Agency's Travel Demand Model. Project trips are then manually layered over "No Project" scenarios to derive "Plus Project" scenarios. Figures III-8a and III-8b illustrate the Project trip distribution.

d. Trip Assignment. Trips generated by the Project were assigned to the surrounding roadway network based on the trip distribution pattern shown on Figures III-8a and III-8b. The trip assignment to the analyzed study intersections is presented on Figure III-9.

e. Parking Generation Methodology. The State Court of Appeal has held that parking impacts are not changes to the physical environment, that parking conditions change over time as people change their travel patterns, and that unmet parking demand created by a project is not considered a significant environmental impact under CEQA unless it would cause significant secondary effects.[8] Similarly, the December 2009 amendments to the State *CEQA Guidelines* (which become effective March 18, 2010) removed parking from the State's Environmental Checklist (Appendix G of the *CEQA Guidelines*) as an environmental factor to be considered under CEQA. Parking supply/demand varies by time of day, day of week, and seasonally. As parking demand increases faster than the supply, parking prices rise to reach equilibrium between supply and demand. Decreased availability and increased costs result in changes to people's mode and pattern of travel. However, the City of Oakland, in its review of the proposed Project, wants to ensure that the Project's provision of parking spaces along with measures to lessen parking demand (by encouraging the use of non-auto travel modes) would result in minimal adverse effects to project occupants and visitors, and that any secondary effects (such as on air quality due to drivers searching for parking spaces) would be minimized. As such, although not required by CEQA, parking conditions are evaluated in this document as a non-CEQA topic for informational purposes.

Parking deficits may be associated with secondary physical environmental impacts, such as air quality and noise effects caused by congestion resulting from drivers circling as they look for a parking space. However, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, shuttles, taxis, bicycles or travel by foot) may induce drivers to shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to alternative modes of travel would be in keeping with the City's Public Transit and Alternative Modes Policy (sometimes referred to as the "Transit First" policy).

[7] A select link analysis is a method that allows one to evaluate a single point in the road network (the select link) and illustrate where the traffic on that link came from (its origin) and where it is going (its destination).

[8] *San Franciscans Upholding the Downtown Plan v. the City and County of San Francisco*, 102 Cal.App.4th 656 (2002).

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FIGURE III-8a

N

NOT TO SCALE

SOURCE: AECOM, 2012.

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1800 San Pablo Avenue Project Supplemental EIR

Project Trip Distribution - Inbound

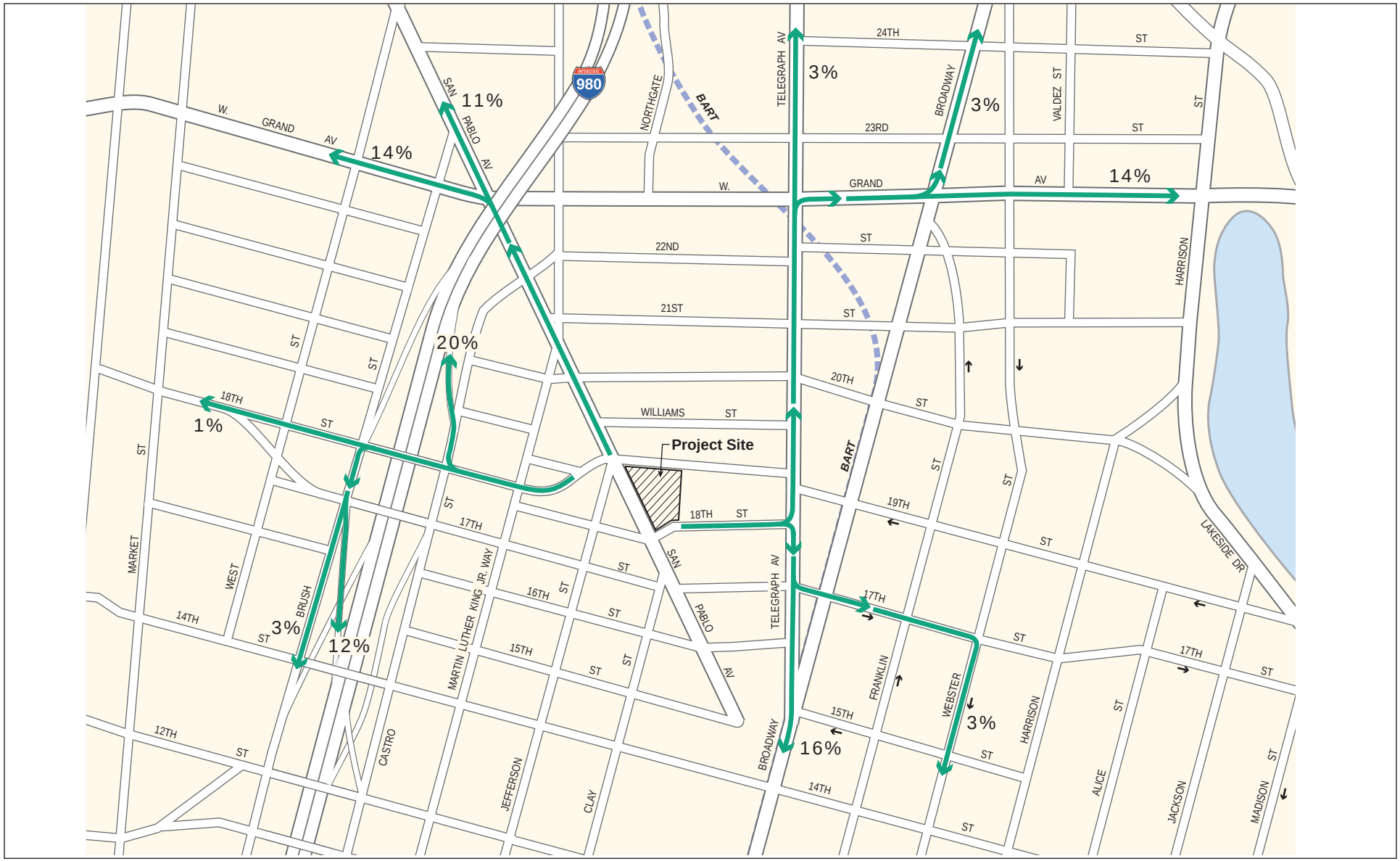

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FIGURE III-8b

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NOT TO SCALE

SOURCE: AECOM, 2012.

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1800 San Pablo Avenue Project Supplemental EIR

Project Trip Distribution - Outbound

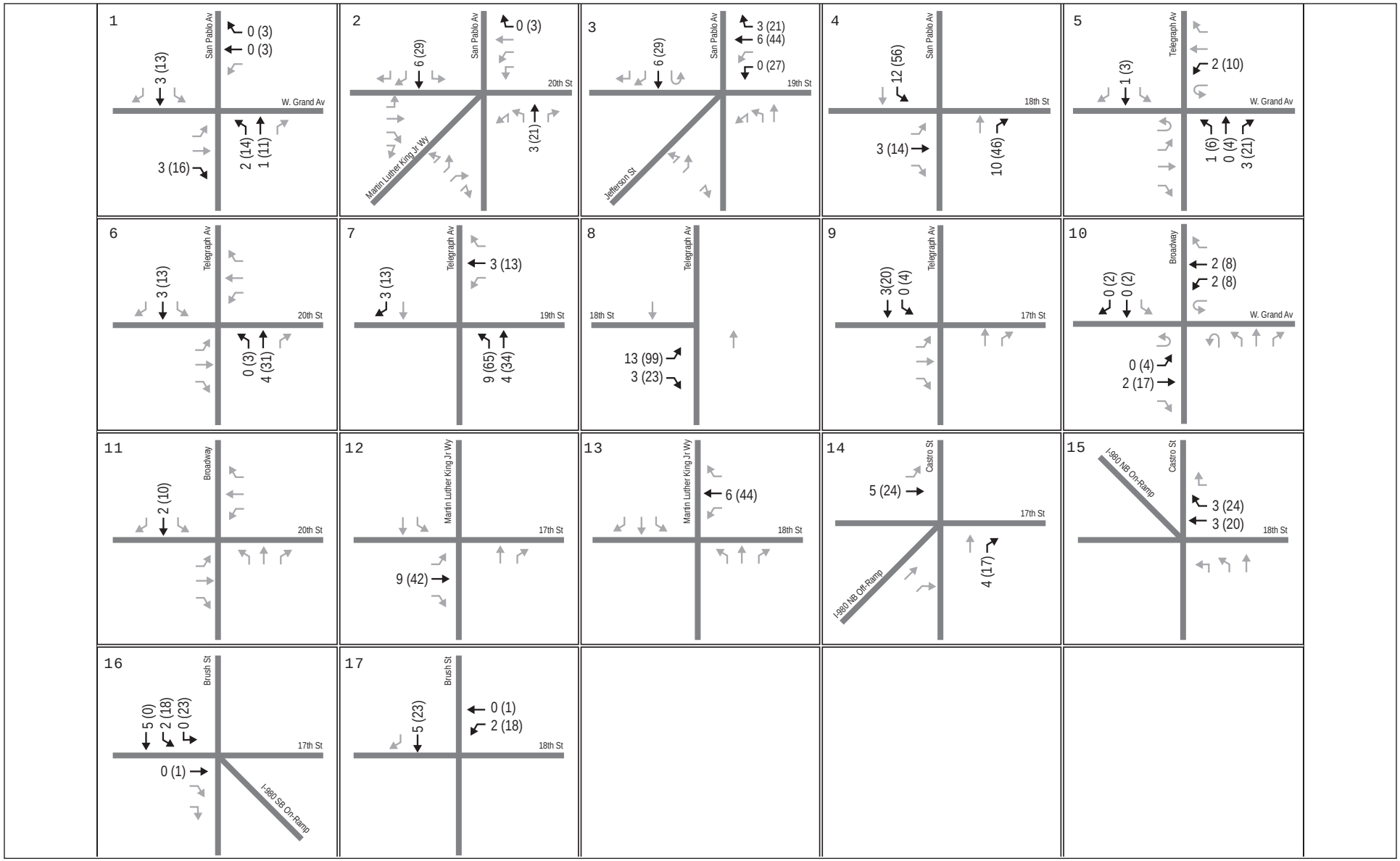

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FIGURE III-9

NOT TO SCALE

XX (XX) **AM (PM) Peak Hour Volumes**

1800 San Pablo Avenue Project Supplemental EIR
New Project Generated Vehicle Trips
AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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In addition, regarding potential secondary effects, cars circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Therefore, any secondary environmental impacts that might result from a shortfall in parking in the vicinity of the Project site are considered less than significant.

This analysis evaluates if the Project's estimated parking demand (both Project-generated and Project-displaced) would be met by the Project's proposed parking supply or by the existing parking supply within a reasonable walking distance of the Project site. Project-displaced parking results from a project's removal of standard on-street parking, City- or Redevelopment Agency-owned/controlled parking, and/or legally required off-street parking (non-open-to-the-public parking which is legally required).

For the land uses proposed as part of the Project, parking demand was determined for the weekday peak period based on data provided in ITE's Parking Generation, 3rd Edition. Parking generation estimates from the ITE's Parking Generation are based on a sample of parking generation studies at sites across the United States, for each land use provided. An average parking generation rate is then calculated, which can be used to estimate parking spaces demanded by land use. In cases where the sample is of sufficient size, a regression analysis is also conducted to derive a linear or logarithmic equation that relates land use size to trips generated.

f. Parking Generation Estimates. For the proposed land uses, parking demand was determined for the weekday peak period based on data provided in ITE's Parking Generation, 3rd Edition. As trip generation estimates assume that as much as 30 percent of trips generated by the Project would be by non-automobile modes of travel, a 30 percent reduction in parking demand was applied to account for fewer patrons requiring parking spaces. The total Project parking demand is summarized in Table III-11. As shown, the Project would generate a demand for 316 parking spaces.

Table III-11: Project Parking Demand

Land Use/Mode	Size[a]	Parking Generation	
		Rate	Total
Shopping Center (820)	120,000 SF	3.76 spaces per 1,000 SF	451 spaces
Non-auto use reduction	(30%)	--	(135 spaces)
		Total	**316 spaces**

[a] SF = Square Feet.

Source: ITE *Parking Generation, 3rd Edition*; AECOM, 2012.

3. Impact Analysis

This section discusses the analysis of potential impacts of the Project under existing and future Conditions. Analyses were conducted to determine the Project's potential impacts to traffic, transit, pedestrian, and bicycle facilities. Project site access and circulation and parking/loading supply were also evaluated.

a. Criteria of Significance. The Downtown area is defined in the Land Use and Transportation Element of the General Plan 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. All study intersections are located within the downtown area.

(1) Project Impacts. 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, the Project would have a significant impact if it meets any of the following criteria:

Traffic Load and Capacity Thresholds

- At a study, signalized intersection which is located within the Downtown area, the project would cause the LOS to degrade to worse than LOS E (i.e., LOS F);
- At a study, signalized intersection for all areas where the level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more, or degrade to worse than LOS E (i.e., LOS F);
- At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause the overall volume-to-capacity (v/c) ratio to increase by 0.01 or more, or the critical movement v/c ratio to increase by 0.02 or more;
- At a study, unsignalized intersection the project would add ten (10) or more vehicles and after project completion satisfy the Caltrans peak hour volume traffic signal warrant;
- For a Congestion Management Program (CMP) required analysis (i.e., where trip generation estimates indicate that the project will generate greater than 100 peak hour trips), the project would cause: (a) the LOS to degrade from LOS E or better to LOS F or (b) the v/c ratio to increase by 0.03 or more for a roadway segment that would operate at LOS F without the project;
- For a Metropolitan Transportation System (MTS) required analysis (i.e., where trip generation estimates indicate that the project will generate greater than 100 peak hour trips), the project would cause congestion of regional significance, evaluated per the requirements of the Land Use Analysis Program of the CMP; or
- Result in substantially increased travel times for AC Transit buses.

Traffic Safety Thresholds

- Directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses;
- Directly or indirectly result in a permanent substantial decrease in pedestrian safety;
- Directly or indirectly result in a permanent substantial decrease in bicyclist safety;
- Directly or indirectly result in a permanent substantial decrease in bus rider safety; or

- Generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard.

Other Thresholds

- Fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment;
- Result in a substantial, though temporary, adverse effect on the circulation system during construction of the project; or
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

(2) Cumulative Impacts. A project's contribution to cumulative impacts is considered "considerable" (i.e., significant) when the project exceeds at least one of the thresholds listed above in a future year scenario.

(3) Planning-Related Non-CEQA Issues. The following transportation-related topics are not considerations under CEQA but are evaluated in order to inform decision-makers and the public about these issues.

Parking. This document evaluates if the Project's estimated parking demand (both project-generated and project-displaced) would be met by the Project's proposed parking supply or by the existing parking supply within a reasonable walking distance of the Project site (see also discussion above on the analysis of parking as an issue that is not a physical component of the environment).[9]

Transit Ridership. Transit load is not part of the permanent physical environment; transit service changes over time as people change their travel patterns. Therefore, the effect of the proposed Project on transit ridership need not be considered a significant environmental impact under CEQA unless it would cause significant secondary effects, such as causing the construction of new permanent transit facilities which in turn result in physical effects on the environment. Furthermore, an increase in transit ridership is an environmental benefit, not an adverse impact. One of the goals of the Land Use and Transportation Element of the General Plan is to promote transit ridership. However, the City, in its review of the proposed Project, wants to understand the Project's potential effect on transit ridership. As such, although not required by CEQA, transit ridership is evaluated in this document as a non-CEQA topic for informational purposes.

[9] The analysis must compare the proposed parking supply with both the estimated demand and the Oakland Planning Code requirements.

This document evaluates whether the Project would exceed any of the following:

- Increase the average ridership on AC Transit lines by 3 percent at bus stops where the average load factor with the project in place would exceed 125 percent over a peak thirty minute period;
- Increase the peak hour average ridership on BART by 3 percent where the passenger volume would exceed the standing capacity of BART trains; or
- Increase the peak hour average ridership at a BART station by three 3 percent where average waiting time at fare gates would exceed 1 minute.

Queuing. This document evaluates whether queuing associated with Project parking or loading activity would affect pedestrian, bicycle, transit, or traffic conditions.

Traffic Control Devices. This document evaluates the need for additional traffic control devices (e.g., stop signs, street lighting, crosswalks, traffic calming devices) using the California Manual on Uniform Traffic Control Devices (MUTCD) and applicable City standards.

Collision History. This document evaluates whether the Project may result in an increased potential for collisions, specifically at Project access points.

b. Existing Plus Project Impacts and Mitigation Measures. The proposed Project would generate a total of 2,531 new daily vehicle trips, including 40 new vehicle trips during the AM peak hour and 238 during the PM peak hour. The traffic volumes for Existing Plus Project Conditions are presented on Figure III-10.

(1) Intersection Operations. Existing and Existing Plus Project Conditions intersection level of service analysis results are summarized in Table III-12. As shown in Table III-12, all study intersections would be expected to continue to operate acceptably during the weekday AM and PM peak hours. Therefore, the Project would have a less-than-significant impact on intersection operations, and no mitigation would be warranted.

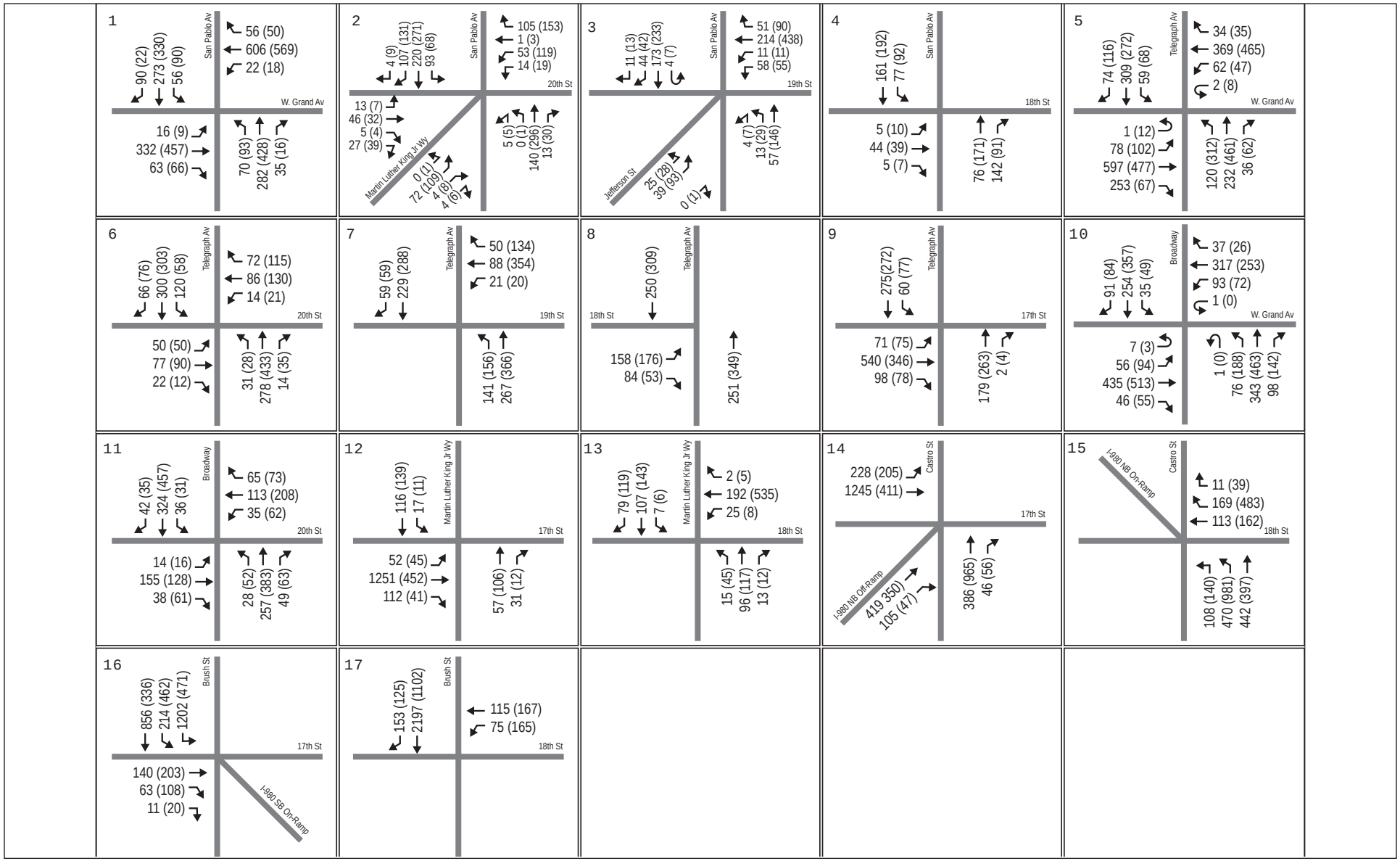

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FIGURE III-10

NOT TO SCALE

XX (XX) **AM (PM) Peak Hour Volumes**

1800 San Pablo Avenue Project Supplemental EIR

Existing Plus Project Conditions - Traffic Volumes

AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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Table III-12: Existing Plus Project Conditions Intersection Levels of Service

Intersection	Control	Peak Period	Existing Conditions		Existing Plus Project Conditions	
			Delay	LOS	Delay	LOS
1 San Pablo Avenue/West Grand Avenue	Signalized	AM	14.9	B	14.9	B
		PM	14.4	B	14.4	B
2 San Pablo Avenue/20th Street	Signalized	AM	18.5	B	18.5	B
		PM	22.6	C	22.6	C
3 San Pablo Avenue/19th Street/Jefferson Street	Signalized	AM	24.3	C	24.5	C
		PM	25.2	C	27.5	C
4 San Pablo Avenue/18th Street	OWSC[a]	AM	14.4	B	15.0	C
		PM	15.4	C	20.3	C
5 Telegraph Avenue/West Grand Avenue	Signalized	AM	24.7	C	24.8	C
		PM	23.6	C	23.6	C
6 Telegraph Avenue/20th Street	Signalized	AM	9.3	A	9.3	A
		PM	9.1	A	9.1	A
7 Telegraph Avenue/19th Street	Signalized	AM	7.9	A	8.1	A
		PM	8.7	A	10.4	A
8 Telegraph Avenue/18th Street	Signalized	AM	7.8	A	8.2	A
		PM	6.4	A	6.7	A
9 Telegraph Avenue/17th Street	Signalized	AM	7.9	A	7.9	A
		PM	7.4	A	7.5	A
10 Broadway/Grand Avenue/West Grand Avenue	Signalized	AM	20.6	C	20.5	C
		PM	16.7	B	17.5	B
11 Broadway/20th Street	Signalized	AM	14.3	B	14.8	B
		PM	15.7	B	15.7	B
12 Martin Luther King Jr. Way/17th Street	Signalized	AM	9.9	A	9.9	A
		PM	7.5	A	7.6	A
13 Martin Luther King Jr. Way/18th Street	Signalized	AM	7.4	A	7.4	A
		PM	8.0	A	8.1	A
14 Castro Street/17th Street	Signalized	AM	32.1	C	70.7	E
		PM	24.5	C	24.4	C
15 Castro Street/18th Street	Signalized	AM	8.2	A	8.2	A
		PM	9.6	A	9.7	A
16 Brush Street/17th Street	Signalized	AM	65.0	E	65.1	E
		PM	10.9	B	11.2	B
17 Brush Street/18th Street	Signalized	AM	5.8	A	5.8	A
		PM	9.8	A	9.3	A

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.
BOLD indicates intersection operating at unacceptable conditions**.**

Source: AECOM, 2012.

(2) Roadway Segment Operations. Existing Plus Project Conditions roadway segment operations at locations designated as part of the CMP and MTS roadway networks are summarized in Table III-13. As shown in Table III-13, all study CMP and MTS roadway segments would be expected to continue to operate acceptably during the weekday AM and PM peak hours. Therefore, the Project would have a less-than-significant impact on roadway segment operations, and no mitigation would be required.

Table III-13: Existing Plus Project Conditions Roadway Segment Levels of Service

Segment	Peak Hour	Direction	Volume	LOS
1. I-980[a] North of 18th Street	AM	Northbound	3,086	B
		Southbound	5,685	C
	PM	Northbound	2,717	A
		Southbound	5,483	C
2. I-980[a] South of 17th Street	AM	Northbound	2,040	C
		Southbound	3,756	C
	PM	Northbound	1,794	B
		Southbound	3,624	C
3. San Pablo Avenue North of West Grand Avenue	AM	Northbound	355	A
		Southbound	419	A
	PM	Northbound	486	A
		Southbound	420	A
4. San Pablo Avenue Between West Grand Avenue and 20th Street	AM	Northbound	359	A
		Southbound	391	A
	PM	Northbound	551	B
		Southbound	447	A
5. San Pablo Avenue South of 20th Street	AM	Northbound	155	A
		Southbound	247	A
	PM	Northbound	334	A
		Southbound	298	A
6. Telegraph Avenue Between West Grand Avenue and 20th Street	AM	Northbound	388	A
		Southbound	555	B
	PM	Northbound	835	B
		Southbound	406	A
7. Telegraph Avenue Between 20th Street and Broadway	AM	Northbound	320	A
		Southbound	312	A
	PM	Northbound	503	A
		Southbound	342	A
8. Broadway Between West Grand Avenue and 20th Street	AM	Northbound	518	A
		Southbound	395	A
	PM	Northbound	793	B
		Southbound	484	A
9. Broadway South of Telegraph Avenue	AM	Northbound	338	A
		Southbound	398	A
	PM	Northbound	517	A
		Southbound	590	B
10. West Grand Avenue West of San Pablo Avenue	AM	Eastbound	411	A
		Westbound	766	B
	PM	Eastbound	532	A
		Westbound	662	B
11. West Grand Avenue Between San Pablo Avenue and Telegraph Avenue	AM	Eastbound	676	B
		Westbound	625	B
	PM	Eastbound	612	B
		Westbound	774	B
12. West Grand Avenue Between Telegraph Avenue and Broadway	AM	Eastbound	620	B
		Westbound	479	A
	PM	Eastbound	651	B
		Westbound	547	B
13. West Grand Avenue East of Broadway	AM	Eastbound	568	B
		Westbound	447	A
	PM	Eastbound	704	B
		Westbound	351	A

[a] Caltrans roadway.

Source: AECOM, December 2011.

c. 2020 Near-Term Cumulative Conditions. Intersection and freeway segment operations were also evaluated under the 2020 Near-Term Cumulative Conditions Scenario. The 2020 Near-Term Cumulative Conditions Scenario evaluates conditions in the year 2020, including planned and proposed development growth and transportation network changes in the study area, as well as background growth in travel demand in the City and region.

Background growth in travel demand within the study area consists of both general growth in the City and region, as well as growth from specific foreseeable developments. General growth is accounted for through the use of growth factors developed from outputs from the most recent version of the ACCMA Model. Network-wide growth factors were calculated between the ACCMA Model's traffic volumes for base (2005) and future (2020) conditions for the north-south streets and east-west streets in the vicinity of the Project site. These growth factors were applied to Existing Conditions traffic volumes to derive 2020 Near-Term Cumulative Conditions traffic volumes. Traffic volumes for 2020 Near-Term Cumulative Conditions are presented on Figure III-11.

As discussed in the Setting section, in the vicinity of the Project site, the proposed BRT project on Telegraph Avenue and International Boulevard connecting Berkeley, Oakland, and San Leandro BRT Project would generally eliminate one mixed-vehicle through lane in each direction on Telegraph Avenue. Currently, there are no finalized design plans, no assurance of full funding for the BRT Project, and no approvals from AC Transit, the City of Oakland or other public agencies. Because of the absence of finalized design plans and assurance of full funding, this analysis does not assume the BRT Project to be in place under 2020 Near-Term Cumulative Conditions.

(1) Intersection Operations. Existing and 2020 Near-Term Cumulative Conditions intersection level of service analysis results are summarized in Table III-14. As shown in Table III-14, the Castro Street/18th Street and Brush Street/17th Street intersections are expected to deteriorate to LOS F conditions during the AM peak hour with the addition of cumulative growth up to the year 2020.

(2) Roadway Segment Operations. 2020 Near-Term Cumulative Conditions roadway segment operations at locations designated as part of the CMP and MTS roadway networks are summarized in Table III-15. As shown in Table III-15, all study CMP and MTS roadway segments would be expected to continue to operate acceptably under 2020 Near-Term Cumulative Conditions during the weekday AM and PM peak hours.

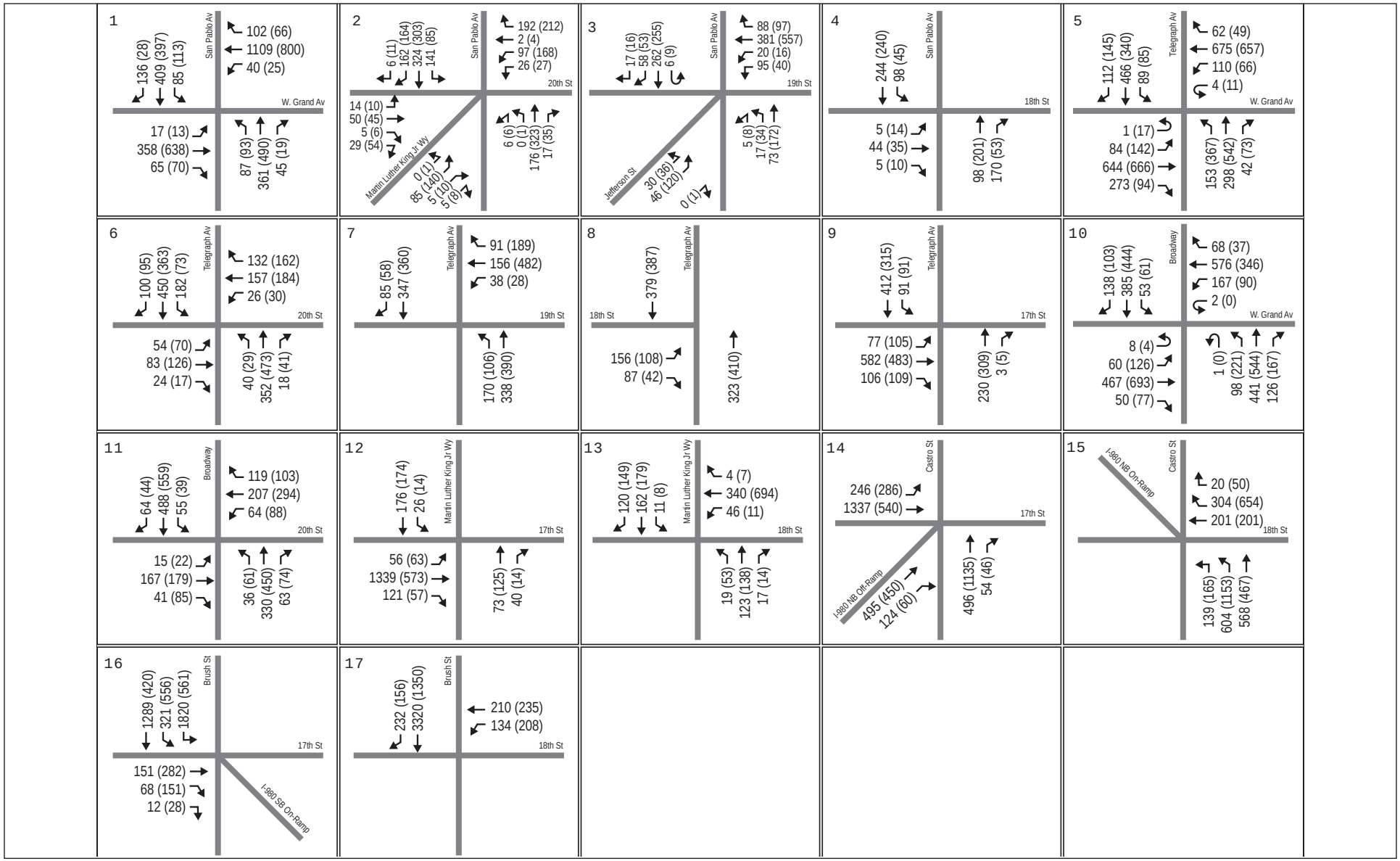

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FIGURE III-11

NOT TO SCALE

XX (XX) **AM (PM) Peak Hour Volumes**

1800 San Pablo Avenue Project Supplemental EIR

2020 Near-Term Cumulative Conditions - Traffic Volumes

AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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Table III-14: 2020 Near-Term Cumulative Conditions Intersection Levels of Service

Intersection	Control	Peak Period	Existing Conditions		2020 Near-Term Cumulative Conditions	
			Delay	LOS[b]	Delay	LOS[b]
1 San Pablo Avenue/West Grand Avenue	Signalized	AM	14.9	B	15.4	B
		PM	14.4	B	14.8	B
2 San Pablo Avenue/20th Street	Signalized	AM	18.5	B	21.6	C
		PM	22.6	C	29.0	C
3 San Pablo Avenue/19th Street/Jefferson Street	Signalized	AM	24.3	C	34.6	C
		PM	25.2	C	33.9	C
4 San Pablo Avenue/18th Street	OWSC[a]	AM	14.4	C	17.9	C
		PM	15.4	C	17.8	C
5 Telegraph Avenue/West Grand Avenue	Signalized	AM	24.7	C	38.5	D
		PM	23.6	C	52.5	D
6 Telegraph Avenue/20th Street	Signalized	AM	9.3	A	9.5	A
		PM	9.1	A	9.4	A
7 Telegraph Avenue/19th Street	Signalized	AM	7.9	A	9.8	A
		PM	8.7	A	11.6	B
8 Telegraph Avenue/18th Street	Signalized	AM	7.8	A	7.9	A
		PM	6.4	A	6.8	A
9 Telegraph Avenue/17th Street	Signalized	AM	7.9	A	8.2	A
		PM	7.4	A	8.2	A
10 Broadway/Grand Avenue/West Grand Avenue	Signalized	AM	20.6	C	25.5	C
		PM	16.7	B	19.9	B
11 Broadway/20th Street	Signalized	AM	14.3	B	15.7	B
		PM	15.7	B	17.1	B
12 Martin Luther King Jr. Way/17th Street	Signalized	AM	9.9	A	10.2	B
		PM	7.5	A	7.8	A
13 Martin Luther King Jr. Way/18th Street	Signalized	AM	7.4	A	7.8	A
		PM	8.0	A	8.6	A
14 Castro Street/17th Street	Signalized	AM	32.1	C	**> 80.0**	**F**
		PM	24.5	C	26.7	C
15 Castro Street/18th Street	Signalized	AM	8.2	A	8.9	A
		PM	9.6	A	11.6	B
16 Brush Street/17th Street	Signalized	AM	65.0	E	**> 80.0**	**F**
		PM	10.9	B	14.8	B
17 Brush Street/18th Street	Signalized	AM	5.8	A	11.4	B
		PM	9.8	A	10.6	B

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.
[b] LOS = Level of service per the 2000 *Highway Capacity Manual.*

BOLD indicates intersection operating at unacceptable conditions**.**

Source: AECOM, 2012.

Table III-15: 2020 Near-Term Cumulative Conditions Roadway Segment Levels of Service

Segment	Peak Hour	Direction	Volume	LOS
1. I-980a North of 18th Street	AM	Northbound	3,117	B
		Southbound	5,889	C
	PM	Northbound	2,756	A
		Southbound	5,816	C
2. I-980a South of 17th Street	AM	Northbound	2,060	C
		Southbound	3,892	C
	PM	Northbound	1,821	B
		Southbound	3,844	C
3. San Pablo Avenue North of West Grand Avenue	AM	Northbound	455	A
		Southbound	628	B
	PM	Northbound	558	B
		Southbound	509	A
4. San Pablo Avenue Between West Grand Avenue and 20th Street	AM	Northbound	459	A
		Southbound	581	B
	PM	Northbound	621	B
		Southbound	522	A
5. San Pablo Avenue South of 20th Street	AM	Northbound	195	A
		Southbound	363	A
	PM	Northbound	369	A
		Southbound	336	A
6. Telegraph Avenue Between West Grand Avenue and 20th Street	AM	Northbound	495	A
		Southbound	834	B
	PM	Northbound	985	C
		Southbound	508	A
7. Telegraph Avenue Between 20th Street and Broadway	AM	Northbound	408	A
		Southbound	467	A
	PM	Northbound	553	B
		Southbound	411	A
8. Broadway Between West Grand Avenue and 20th Street	AM	Northbound	668	B
		Southbound	593	B
	PM	Northbound	936	C
		Southbound	593	B
9. Broadway South of Telegraph Avenue	AM	Northbound	431	A
		Southbound	596	B
	PM	Northbound	588	B
		Southbound	713	B
10. West Grand Avenue West of San Pablo Avenue	AM	Eastbound	441	A
		Westbound	1,398	D
	PM	Eastbound	722	B
		Westbound	909	C
11. West Grand Avenue Between San Pablo Avenue and Telegraph Avenue	AM	Eastbound	730	B
		Westbound	1,141	C
	PM	Eastbound	856	B
		Westbound	1,083	C
12. West Grand Avenue Between Telegraph Avenue and Broadway	AM	Eastbound	666	B
		Westbound	873	B
	PM	Eastbound	881	B
		Westbound	756	B
13. West Grand Avenue East of Broadway	AM	Eastbound	611	B
		Westbound	813	B
	PM	Eastbound	962	C
		Westbound	472	A

[a] Caltrans roadway.

Source: AECOM, December 2011.

d. 2020 Near-Term Cumulative Plus Project Conditions Impacts and Mitigation Measures. Intersection and freeway segment operations were evaluated under the 2020 Near-Term Cumulative Plus Project Conditions Scenario. The 2020 Near-Term Cumulative Plus Project Conditions Scenario evaluates conditions in the year 2020, including planned and proposed development growth and transportation network changes in the study area, as well as background growth in travel demand in the City and region including Project-related traffic.

Traffic volumes for the 2020 Near-Term Cumulative Plus Project Conditions are presented on Figure III-12.

(1) Intersection Operations. The 2020 Near-Term Cumulative Conditions and 2020 Near-Term Cumulative Plus Project Conditions intersection level of service analysis results are summarized in Table III-16.

As shown in the table, the Castro Street/17th Street and Brush Street/17th Street intersections would continue to operate at LOS F conditions in the AM peak hour with the addition of Project-related traffic. Specifically, at the Brush Street/17th Street intersection, Project traffic would not result in a v/c ratio increase of over 0.01, or cause a critical movement v/c ratio to increase by 0.02 or more. Therefore, the Project would not contribute to a potentially significant impact at this location. At the Castro Street/17th Street intersection, Project traffic would result in an overall v/c ratio increase of over 0.01. As such, the Project would contribute to a potentially significant impact at this location. All other study intersections would continue to operate under acceptable conditions.

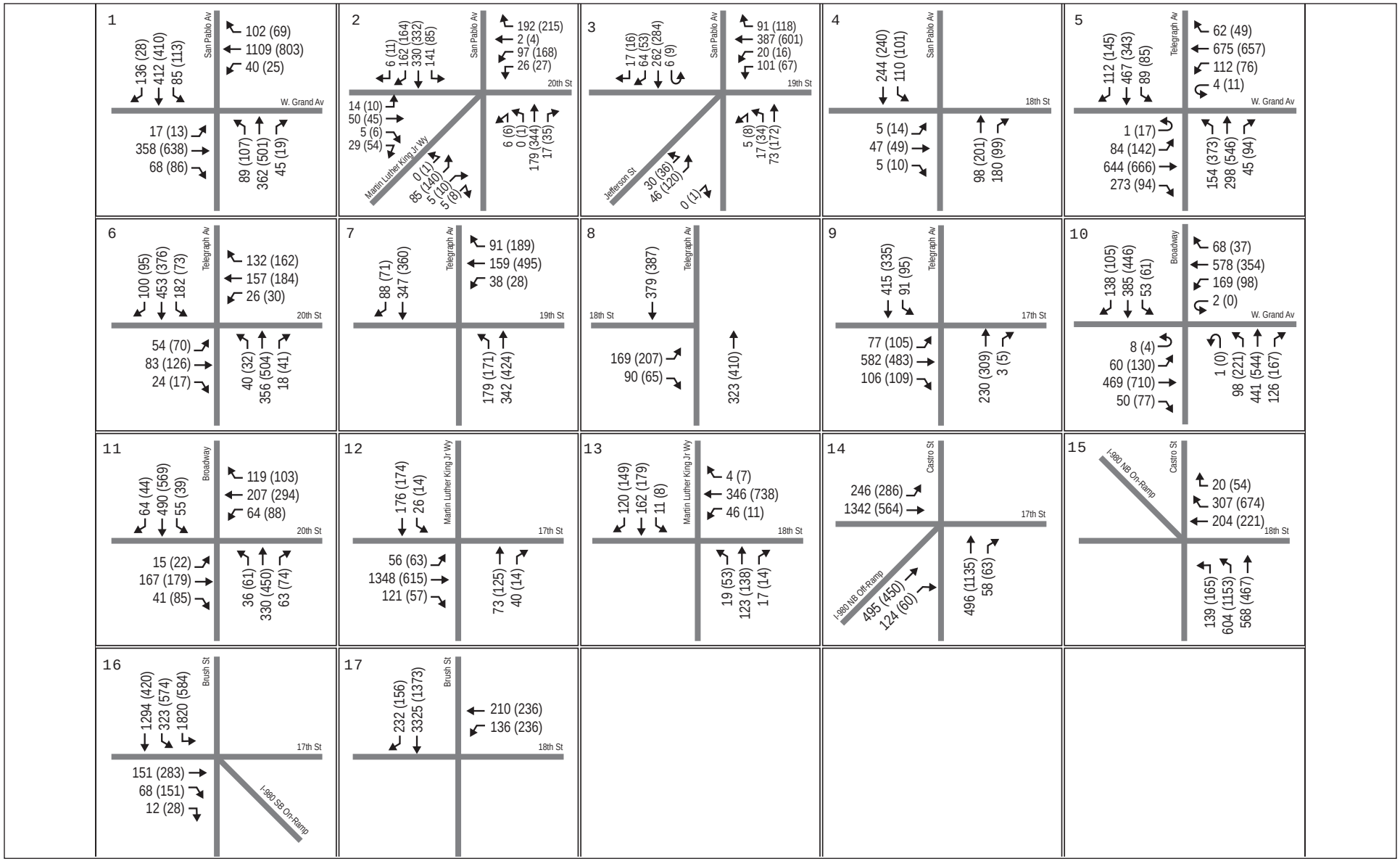

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FIGURE III-12

NOT TO SCALE

XX (XX) **AM (PM) Peak Hour Volumes**

1800 San Pablo Avenue Project Supplemental EIR

2020 Near-Term Cumulative Plus Project Conditions - Traffic Volumes AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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Table III-16: 2020 Near-Term Cumulative Plus Project Conditions Intersection Levels of Service

Intersection	Control	Peak Period	2020 Near-Term Cumulative Conditions		2020 Near-Term Cumulative Plus Project Conditions	
			Delay	LOS	Delay	LOS
1 San Pablo Avenue/West Grand Avenue	Signalized	AM	15.4	B	15.4	B
		PM	14.8	B	14.9	B
2 San Pablo Avenue/20th Street	Signalized	AM	21.6	C	21.6	C
		PM	29.0	C	29.1	C
3 San Pablo Avenue/19th Street/Jefferson Street	Signalized	AM	34.6	C	36.5	D
		PM	33.9	C	51.9	D
4 San Pablo Avenue/18th Street	OWSC[a]	AM	17.9	C	18.8	C
		PM	17.8	C	25.0	D
5 Telegraph Avenue/West Grand Avenue	Signalized	AM	38.5	D	38.9	D
		PM	52.5	D	53.4	D
6 Telegraph Avenue/20th Street	Signalized	AM	9.5	A	9.5	A
		PM	9.4	A	9.4	A
7 Telegraph Avenue/19th Street	Signalized	AM	9.8	A	10.1	B
		PM	11.6	B	15.8	B
8 Telegraph Avenue/18th Street	Signalized	AM	7.9	A	8.3	A
		PM	6.8	A	8.1	A
9 Telegraph Avenue/17th Street	Signalized	AM	8.2	A	8.2	A
		PM	8.2	A	8.3	A
10 Broadway/Grand Avenue/West Grand Avenue	Signalized	AM	25.5	C	26.0	C
		PM	19.9	B	20.9	C
11 Broadway/20th Street	Signalized	AM	15.7	B	15.8	B
		PM	17.1	B	17.1	B
12 Martin Luther King Jr. Way/17th Street	Signalized	AM	10.2	B	10.2	B
		PM	7.8	A	7.9	A
13 Martin Luther King Jr. Way/18th Street	Signalized	AM	7.8	A	7.8	A
		PM	8.6	A	8.7	A
14 Castro Street/17th Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	26.7	C	26.9	C
15 Castro Street/18th Street	Signalized	AM	8.9	A	8.9	A
		PM	11.6	B	11.9	B
16 Brush Street/17th Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	14.8	B	15.7	B
17 Brush Street/18th Street	Signalized	AM	11.4	B	11.6	B
		PM	10.6	B	11.0	B

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.
BOLD indicates intersection operating at unacceptable conditions**.**

Source: AECOM, 2012.

<u>Impact TRANS-1</u>: The addition of Project traffic would increase the v/c ratio by more than 0.01 during the AM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2020 Near-Term Cumulative Conditions. (S)

<u>Mitigation Measure TRANS-1</u>: Optimization of signal timing at the intersection of Castro Street/17th Street would improve LOS at this intersection to acceptable levels (LOS C). This improvement shall include an optimization timing plan for the intersection, signal coordination plan for all intersections in the same coordinated group, if any, and the modernization of the traffic signal to the most current City standards and practices. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-

generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.6 percent of cumulative growth to the year 2020 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.

Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below:

- 2070L Type Controller with the latest Naztec Apogee Software;
- GPS communication (clock);
- Accessible pedestrian crosswalks per federal and State Access Board guidelines;
- City Standard ADA wheelchair ramps;
- Full actuation (video detection, pedestrian push buttons, bicycle detection);
- Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines;
- Countdown pedestrian signal indications;
- Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillance cameras, and other Intelligent Transportation System (ITS) equipment is to be implemented through the City's ITS Master Plan; and
- Signal timing plans for the signals in the coordination group.

The impact and mitigation measure identified for this intersection are consistent with the findings of the Uptown Project Traffic Impact Analysis. However, as this improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the mitigation measure could be implemented. Because this mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable. However, in the event that this mitigation measure were to be implemented, the impact would be less than significant. (SU)

A summary of the LOS results associated with the proposed mitigation measures under 2020 Near-Term Cumulative Plus Project Conditions is provided in Table III-17.

Table III-17: Mitigated 2020 Near-Term Cumulative Plus Project Conditions Intersection Levels of Service

Intersection	Control	Peak Period	2020 Near-Term Cumulative Plus Project Conditions		Mitigated 2020 Near-Term Cumulative Plus Project Conditions	
			Delay	LOS	Delay	LOS
14 Castro Street/17th Street	Signalized	AM	**> 80.0**	**F**	24.9	C
		PM	26.7	C	26.3	C

BOLD indicates intersection operating at unacceptable conditions**.**

Source: AECOM, 2012.

(2) Roadway Segment Operations. 2020 Near-Term Cumulative Plus Project Conditions roadway segment operations at locations designated as part of the CMP and MTS roadway networks are summarized in Table III-18.

As shown in Table III-18, all study CMP and MTS roadway segments would be expected to continue to operate acceptably under 2020 Near-Term Cumulative Plus Project Conditions during the weekday AM and PM peak hours.

e. 2035 Cumulative Conditions. Intersection and freeway segment operations were also evaluated under the 2035 Cumulative Conditions Scenario. The 2035 Cumulative Conditions Scenario evaluates conditions in the year 2035, including planned and proposed development growth and transportation network changes in the study area, as well as background growth in travel demand in the City and region.

Background growth in travel demand within the study area consists of both general growth in the City and region, as well as growth from specific foreseeable developments. General growth is accounted for through the use of growth factors developed from outputs from the most recent version of the ACCMA Model. Network-wide growth factors were calculated using the ACCMA Model's traffic volumes for base (2005) and future (2035) conditions for the north-south streets and east-west streets in the vicinity of the Project site. These growth factors were applied to Existing Conditions traffic volumes to derive 2035 Cumulative Conditions traffic volumes. Traffic volumes for 2035 Cumulative Conditions are presented on Figure III-13.

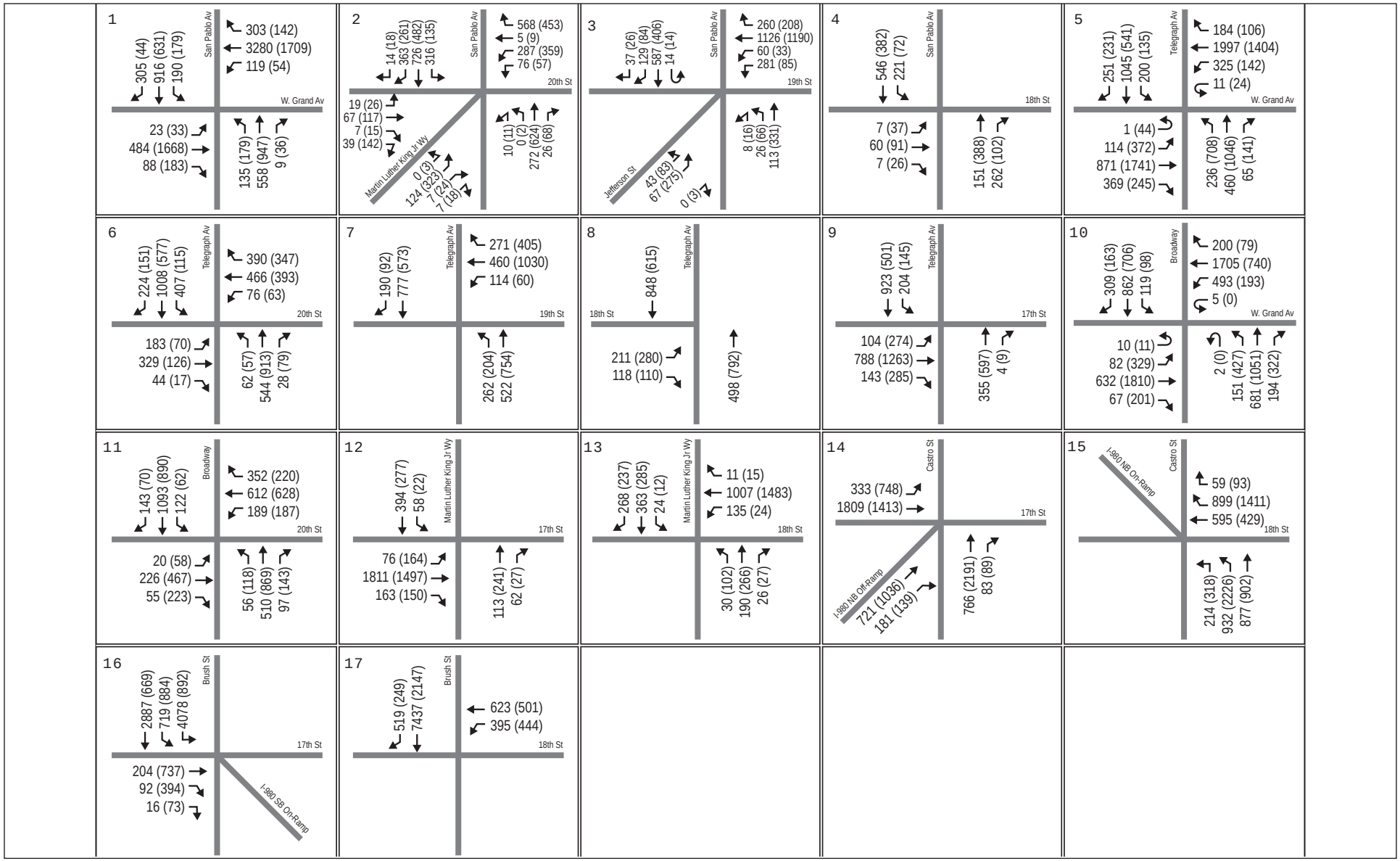
Because of the absence of finalized design plans and assurance of full funding, this analysis does not assume the BRT Project to be in place under 2035 Cumulative Conditions.

Table III-18: 2020 Near-Term Cumulative Plus Project Conditions Roadway Segment Levels of Service

Segment	Peak Hour	Direction	Volume	LOS
1. I-980a North of 18th Street	AM	Northbound	3,120	B
		Southbound	5,894	C
	PM	Northbound	2,780	A
		Southbound	5,839	C
2. I-980a South of 17th Street	AM	Northbound	2,063	C
		Southbound	3,894	C
	PM	Northbound	1,835	B
		Southbound	3,859	C
3. San Pablo Avenue North of West Grand Avenue	AM	Northbound	457	A
		Southbound	631	B
	PM	Northbound	571	B
		Southbound	522	A
4. San Pablo Avenue Between West Grand Avenue and 20th Street	AM	Northbound	462	A
		Southbound	587	B
	PM	Northbound	645	B
		Southbound	551	A
5. San Pablo Avenue South of 20th Street	AM	Northbound	198	A
		Southbound	369	A
	PM	Northbound	390	A
		Southbound	365	A
6. Telegraph Avenue Between West Grand Avenue and 20th Street	AM	Northbound	499	A
		Southbound	837	B
	PM	Northbound	1,016	C
		Southbound	521	A
7. Telegraph Avenue Between 20th Street and Broadway	AM	Northbound	412	A
		Southbound	470	A
	PM	Northbound	587	B
		Southbound	424	A
8. Broadway Between West Grand Avenue and 20th Street	AM	Northbound	668	B
		Southbound	595	B
	PM	Northbound	936	C
		Southbound	603	B
9. Broadway South of Telegraph Avenue	AM	Northbound	435	A
		Southbound	599	B
	PM	Northbound	607	B
		Southbound	733	B
10. West Grand Avenue West of San Pablo Avenue	AM	Eastbound	444	A
		Westbound	1,400	D
	PM	Eastbound	738	B
		Westbound	926	C
11. West Grand Avenue Between San Pablo Avenue and Telegraph Avenue	AM	Eastbound	730	B
		Westbound	1,142	C
	PM	Eastbound	856	B
		Westbound	1,089	C
12. West Grand Avenue Between Telegraph Avenue and Broadway	AM	Eastbound	669	B
		Westbound	875	B
	PM	Eastbound	902	B
		Westbound	766	B
13. West Grand Avenue East of Broadway	AM	Eastbound	613	B
		Westbound	816	B
	PM	Eastbound	979	C
		Westbound	488	A

[a] Caltrans roadway.

Source: AECOM, December 2011.



LSA

FIGURE III-13

NOT TO SCALE

XX (XX) **AM (PM) Peak Hour Volumes**

1800 San Pablo Avenue Project Supplemental EIR

2035 Cumulative Conditions - Traffic Volumes

AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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(1) Intersection Operations. Existing and 2035 Cumulative Conditions (i.e., without the Project) intersection level of service analysis results are summarized in Table III-19. As shown in Table III-19, the following 11 intersections would be expected to deteriorate to unacceptable LOS F conditions with the addition of cumulative growth up to the year 2035:

1. San Pablo Avenue/West Grand Avenue (AM and PM peak hours);
2. San Pablo Avenue/20th Street (AM and PM peak hours);
3. San Pablo Avenue/19th Street/Jefferson Street (AM and PM peak hours);
4. San Pablo Avenue/18th Street (PM peak hour);
5. Telegraph Avenue/West Grand Avenue (AM and PM peak hours);
10. Broadway/Grand Avenue/West Grand Avenue (AM and PM peak hours);
11. Broadway/20th Street (AM and PM peak hours);
14. Castro Street/17th Street (AM and PM peak hours);
15. Castro Street/18th Street (PM peak hour);
16. Brush Street/17th Street (AM and PM peak hours); and,
17. Brush Street/18th Street (AM peak hour).

Table III-19: 2035 Cumulative Conditions Intersection Levels of Service

Intersection	Control	Peak Period	Existing Conditions		2035 Cumulative Conditions	
			Delay	LOS	Delay	LOS
1 San Pablo Avenue/West Grand Avenue	Signalized	AM	14.9	B	**> 80.0**	**F**
		PM	14.4	B	**> 80.0**	**F**
2 San Pablo Avenue/20th Street	Signalized	AM	18.5	B	**> 80.0**	**F**
		PM	22.6	C	**> 80.0**	**F**
3 San Pablo Avenue/19th Street/Jefferson Street	Signalized	AM	24.3	C	**> 80.0**	**F**
		PM	25.2	C	**> 80.0**	**F**
4 San Pablo Avenue/18th Street	OWSC[a]	AM	14.4	C	27.0	D
		PM	15.4	C	**> 50.0**	**F**
5 Telegraph Avenue/West Grand Avenue	Signalized	AM	24.7	C	**> 80.0**	**F**
		PM	23.6	C	**> 80.0**	**F**
6 Telegraph Avenue/20th Street	Signalized	AM	9.3	A	32.1	C
		PM	9.1	A	27.7	C
7 Telegraph Avenue/19th Street	Signalized	AM	7.9	A	22.2	C
		PM	8.7	A	78.2	E
8 Telegraph Avenue/18th Street	Signalized	AM	7.8	A	8.1	A
		PM	6.4	A	7.5	A
9 Telegraph Avenue/17th Street	Signalized	AM	7.9	A	33.9	B
		PM	7.4	A	23.5	B
10 Broadway/Grand Avenue/West Grand Avenue	Signalized	AM	20.6	C	**> 80.0**	**F**
		PM	16.7	B	**> 80.0**	**F**
11 Broadway/20th Street	Signalized	AM	14.3	B	**> 80.0**	**F**
		PM	15.7	B	**> 80.0**	**F**
12 Martin Luther King Jr. Way/17th Street	Signalized	AM	9.9	A	13.6	B
		PM	7.5	A	12.7	B
13 Martin Luther King Jr. Way/18th Street	Signalized	AM	7.4	A	9.9	A
		PM	8.0	A	11.2	B
14 Castro Street/17th Street	Signalized	AM	32.1	C	**> 80.0**	**F**
		PM	24.5	C	**> 80.0**	**F**
15 Castro Street/18th Street	Signalized	AM	8.2	A	17.6	B
		PM	9.6	A	**> 80.0**	**F**
16 Brush Street/17th Street	Signalized	AM	65.0	E	**> 80.0**	**F**
		PM	10.9	B	**> 80.0**	**F**
17 Brush Street/18th Street	Signalized	AM	5.8	A	**> 80.0**	**F**
		PM	9.8	A	19.5	B

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.
BOLD indicates intersection operating at unacceptable conditions**.**
Source: AECOM, 2012.

(2) Roadway Segment Operations. 2035 Cumulative Conditions roadway segment operations at locations designated as part of the CMP and MTS roadway networks are summarized in Table III-20.

As shown in Table III-20 the following study CMP and MTS roadway segments would be expected to deteriorate to unacceptable conditions under 2035 Cumulative Conditions (without the Project):

6. Telegraph Avenue between West Grand Avenue and 20th Street (AM peak hour, southbound; PM peak hour, northbound);
8. Broadway between West Grand Avenue and 20th Street (PM peak hour, northbound);
10. West Grand Avenue west of San Pablo Avenue (AM peak hour, westbound; PM peak hour, eastbound and westbound);
11. West Grand Avenue between San Pablo Avenue and Telegraph Avenue (AM peak hour, westbound; PM peak hour, eastbound and westbound);
12. West Grand Avenue between Telegraph Avenue and Broadway (AM peak hour, westbound; PM peak hour, eastbound and westbound); and,
13. West Grand Avenue east of Broadway (AM peak hour, westbound; PM peak hour, eastbound).

All other study segments would be expected to continue to operate at acceptable conditions under 2035 Cumulative Conditions during the weekday AM and PM peak hours.

Table III-20: 2035 Cumulative Conditions Roadway Segment Levels of Service

Segment	Peak Hour	Direction	Volume	LOS
1. I-980[a] North of 18th Street	AM	Northbound	3,157	B
		Southbound	6,249	C
	PM	Northbound	2,849	A
		Southbound	6,699	C
2. I-980a South of 17th Street	AM	Northbound	2,086	C
		Southbound	4,129	C
	PM	Northbound	1,883	B
		Southbound	4,427	D
3. San Pablo Avenue North of West Grand Avenue	AM	Northbound	700	B
		Southbound	1,411	D
	PM	Northbound	1,074	C
		Southbound	810	B
4. San Pablo Avenue Between West Grand Avenue and 20th Street	AM	Northbound	705	B
		Southbound	1,306	D
	PM	Northbound	1,195	C
		Southbound	831	B
5. San Pablo Avenue South of 20th Street	AM	Northbound	301	A
		Southbound	816	B
	PM	Northbound	711	B
		Southbound	534	A
6. Telegraph Avenue Between West Grand Avenue and 20th Street	AM	Northbound	762	B
		Southbound	**1,873**	**F**
	PM	Northbound	**1,895**	**F**
		Southbound	808	B
7. Telegraph Avenue Between 20th Street and Broadway	AM	Northbound	627	B
		Southbound	1,048	C
	PM	Northbound	1,063	C
		Southbound	654	B
8. Broadway Between West Grand Avenue and 20th Street	AM	Northbound	1,028	C
		Southbound	1,333	D
	PM	Northbound	**1,800**	**F**
		Southbound	943	C
9. Broadway South of Telegraph Avenue	AM	Northbound	663	B
		Southbound	1,340	D
	PM	Northbound	1,130	C
		Southbound	1,134	C
10. West Grand Avenue West of San Pablo Avenue	AM	Eastbound	595	B
		Westbound	**4,136**	**F**
	PM	Eastbound	**1,883**	**F**
		Westbound	**1,948**	**F**
11. West Grand Avenue Between San Pablo Avenue and Telegraph Avenue	AM	Eastbound	986	C
		Westbound	**3,375**	**F**
	PM	Eastbound	**2,232**	**F**
		Westbound	**2,319**	**F**
12. West Grand Avenue Between Telegraph Avenue and Broadway	AM	Eastbound	899	B
		Westbound	**2,582**	**F**
	PM	Eastbound	**2,232**	**F**
		Westbound	**1,620**	**F**
13. West Grand Avenue East of Broadway	AM	Eastbound	826	B
		Westbound	**2,403**	**F**
	PM	Eastbound	**2,508**	**F**
		Westbound	1,012	C

[a] Caltrans roadway.
BOLD indicates roadway segment operating at unacceptable conditions**.**

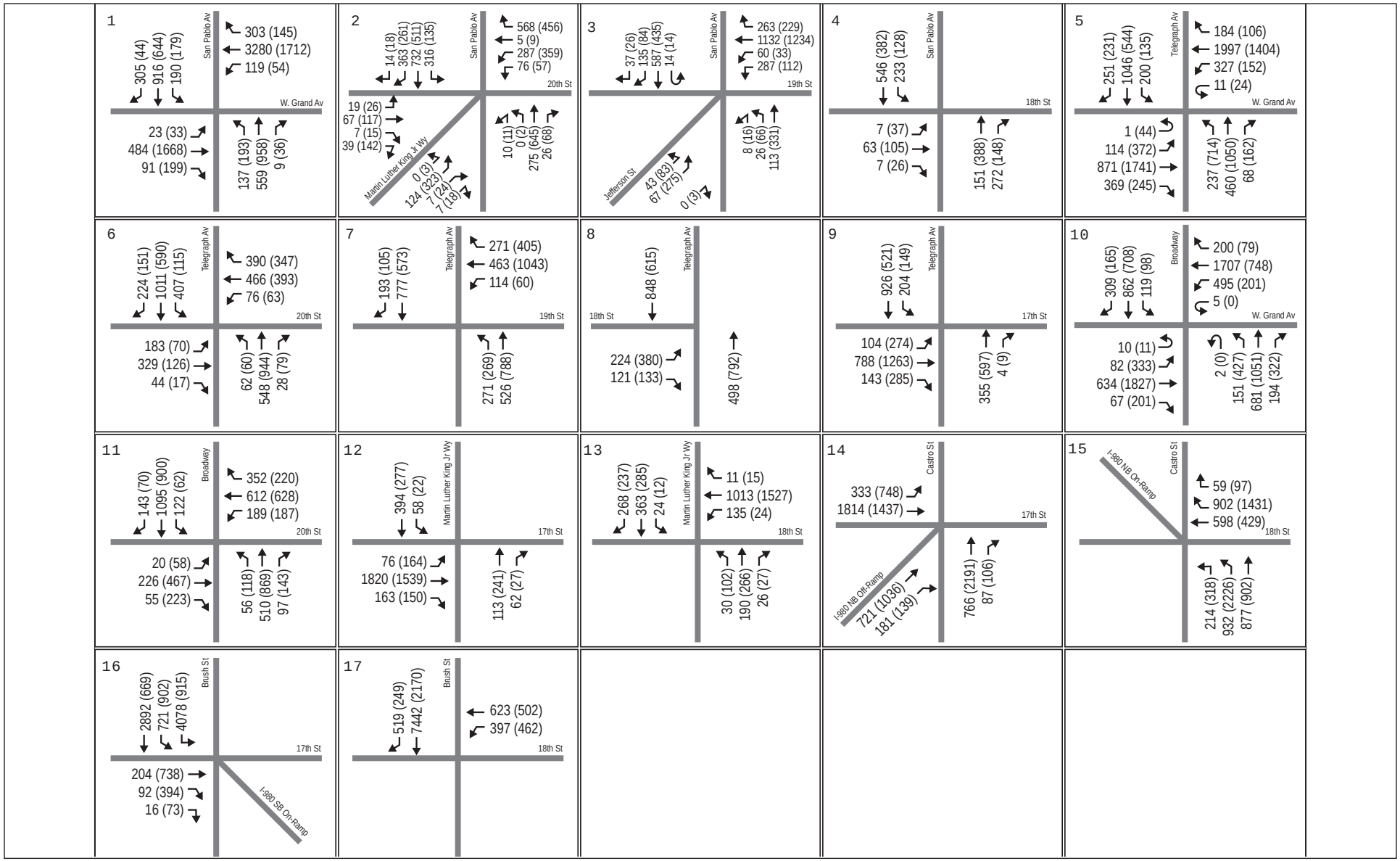
Source: AECOM, December 2011.

f. 2035 Cumulative Plus Project Conditions. Intersection and freeway segment operations were also evaluated under the 2035 Cumulative Plus Project Conditions Scenario. The 2035 Cumulative Plus Project Conditions Scenario evaluates conditions in the year 2035, including planned and proposed development growth and transportation network changes in the study area, as well as background growth in travel demand in the City and region including Project-related traffic. Traffic volumes for 2035 Cumulative Plus Project Conditions are presented on Figure III-14.

(1) Intersection Operations. 2035 Cumulative Conditions and 2035 Cumulative Plus Project Conditions intersection level of service analysis results are summarized in Table III-21. As shown in Table III-21, the addition of Project-related traffic would cause operations at the Telegraph Avenue/19th Street intersection to deteriorate from LOS E to LOS F conditions. All other study intersections would operate at the same level of service as under 2035 Cumulative Conditions. As such, the following 12 of the 17 study intersections would operate at unacceptable LOS F conditions:

1. San Pablo Avenue/West Grand Avenue (AM and PM peak hours);
2. San Pablo Avenue/20th Street (AM and PM peak hours);
3. San Pablo Avenue/19th Street/Jefferson Street (AM and PM peak hours);
4. San Pablo Avenue/18th Street (PM peak hour);
5. Telegraph Avenue/West Grand Avenue (AM and PM peak hours);
7. Telegraph Avenue/19th Street (PM peak hour);
10. Broadway/Grand Avenue/West Grand Avenue (AM and PM peak hours);
11. Broadway/20th Street (AM and PM peak hours);
14. Castro Street/17th Street (AM and PM peak hours);
15. Castro Street/18th Street (PM peak hour);
16. Brush Street/17th Street (AM and PM peak hours); and,
17. Brush Street/18th Street (AM peak hour).

To determine whether the addition of Project trips would constitute a potentially significant impact at these locations, each intersection was evaluated using the City's standards of significance. Though the Broadway/20th Street intersection would operate at LOS F conditions during both peak hours with and without the addition of Project-related traffic, Project traffic would not result in a v/c ratio increase of over 0.01, or cause a critical movement v/c ratio to increase by 0.02 or more. Therefore, the Project would not contribute to a potentially significant impact at this location. At the remaining intersections operating at unacceptable conditions, cumulatively significant impacts and mitigation measures for the proposed Project are discussed below:



LSA

FIGURE III-14

NOT TO SCALE

XX (XX) **AM (PM) Peak Hour Volumes**

1800 San Pablo Avenue Project Supplemental EIR

2035 Cumulative Plus Project Conditions - Traffic Volumes

AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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Table III-21: 2035 Cumulative Plus Project Conditions Intersection Levels of Service

Intersection	Control	Peak Period	2035 Cumulative Conditions		2035 Cumulative Plus Project Conditions	
			Delay	LOS	Delay	LOS
1 San Pablo Avenue/West Grand Avenue	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
2 San Pablo Avenue/20th Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
3 San Pablo Avenue/19th Street/Jefferson Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
4 San Pablo Avenue/18th Street	OWSC[a]	AM	27.0	D	28.7	D
		PM	**> 50.0**	**F**	**> 50.0**	**F**
5 Telegraph Avenue/West Grand Avenue	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
6 Telegraph Avenue/20th Street	Signalized	AM	32.1	C	33.8	C
		PM	27.7	C	32.0	C
7 Telegraph Avenue/19th Street	Signalized	AM	22.2	C	23.9	C
		PM	78.2	E	**> 80.0**	**F**
8 Telegraph Avenue/18th Street	Signalized	AM	8.1	A	8.2	A
		PM	7.5	A	9.8	A
9 Telegraph Avenue/17th Street	Signalized	AM	33.9	B	34.5	B
		PM	23.5	B	23.9	B
10 Broadway/Grand Avenue/West Grand Avenue	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
11 Broadway/20th Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
12 Martin Luther King Jr. Way/17th Street	Signalized	AM	13.6	B	13.7	B
		PM	12.7	B	12.7	B
13 Martin Luther King Jr. Way/18th Street	Signalized	AM	9.9	A	9.9	A
		PM	11.2	B	12.3	B
14 Castro Street/17th Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
15 Castro Street/18th Street	Signalized	AM	17.6	B	18.9	B
		PM	**> 80.0**	**F**	**> 80.0**	**F**
16 Brush Street/17th Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	**> 80.0**	**F**	**> 80.0**	**F**
17 Brush Street/18th Street	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
		PM	19.5	B	20.9	B

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.
BOLD indicates intersection operating at unacceptable conditions**.**

Source: AECOM, 2012.

<u>Impact TRANS-2</u>: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

An impact at this intersection and a corresponding mitigation measure were previously identified in the Alta Bates Summit Medical Center Seismic Upgrade and Master Plan EIR (Alta Bates EIR). In the Alta Bates EIR, "Mitigation Measure TRANS-21" calls for the San Pablo Avenue/West Grand Avenue intersection to be integrated with the adjacent Brush Street/West Grand Avenue intersection. Next, the West Grand Avenue/San Pablo Avenue/Brush Street intersection is to be operated such that the traffic movements at the West Grand Avenue/Brush Street intersection are served twice during one cycle at the West Grand Avenue/San Pablo Avenue intersection. Such an improvement would optimize flow for vehicles traveling along West Grand Avenue. Since this impact is identified as part

of the Alta Bates EIR's Existing plus Project Conditions (i.e., without the addition of 1800 San Pablo Avenue Project-related traffic), it will be implemented upon completion of the Alta Bates Project. As such, this improvement measure will be fully funded by the Alta Bates Summit Medical Center.

However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along San Pablo Avenue would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along San Pablo Avenue. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable. It should be noted that the impact identified for this intersection is consistent with the findings of the Uptown Project Traffic Impact Analysis; however, the improvement measure identified in the Uptown Project Traffic Impact Analysis called for the widening of West Grand Avenue. (SU)

Impact TRANS-3: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of San Pablo Avenue/20th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillance cameras, and other Intelligent Transportation System (ITS) equipment will be implemented through the City's ITS Master Plan. As part of this improvement, signal timing at this intersection will be coordinated with other signals along the San Pablo Avenue corridor to improve flow and minimize delay. This improvement will be fully funded by the City of Oakland.

Optimization of the signal timing at this location would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to the impact at this location. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along San Pablo Avenue would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along San Pablo Avenue. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable. It should be noted that the impact identified for this intersection is consistent with the findings of the Uptown Project Traffic Impact Analysis. (SU)

Impact TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillance cameras, and other Intelligent Transportation System (ITS) equipment will be implemented through the City's ITS Master Plan. As part of this improvement, signal timing at this intersection will be coordinated with

other signals along the San Pablo Avenue corridor to improve flow and minimize delay. This improvement will be fully funded by the City of Oakland.

Optimization of the signal timing at this location would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay at this location. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along San Pablo Avenue would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along San Pablo Avenue. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable. (SU)

Impact TRANS-5: The addition of Project traffic would result in the intersection meeting the conditions of the Caltrans peak hour volume traffic signal warrant during the PM peak hour at the intersection of San Pablo Avenue/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Mitigation Measure TRANS-5: Signalization of the intersection of San Pablo Avenue/18th Street would reduce average intersection delay to LOS A levels, allowing the minor street approach to operate at LOS C, mitigating the Project's contribution to impacts at this location. Implementation of this measure would reduce the impact to a less-than-significant level. As mitigation for the Project's contribution to this cumulative impact, the Project sponsor shall contribute the Project's fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 15.9 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.

The intersection is to be designed to meet the most current City standards and practices, including accessible pedestrian crosswalks per federal and State Access Board guidelines, City Standard ADA wheelchair ramps, accessible pedestrian signals, audible and tactile elements per Federal Access Board guidelines, and countdown pedestrian signal indications. Implementation of the proposed signalization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below:

- 2070L Type Controller with the latest Naztec Apogee Software;
- GPS communication (clock);
- Accessible pedestrian crosswalks per federal and State Access Board guidelines;
- City Standard ADA wheelchair ramps;
- Full actuation (video detection, pedestrian push buttons, bicycle detection);
- Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines;
- Countdown pedestrian signal indications;
- Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and
- Signal timing plans for the signals in the coordination group.

It should be noted that due to the proximity of the San Pablo Avenue/18th Street intersection to the Project driveway, the impact identified at this intersection would also apply to on-site circulation system design impacts, as well as pedestrian facilities impacts. (SU)

<u>Impact TRANS-6</u>: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillance cameras, and other Intelligent Transportation System (ITS) equipment will be implemented through the City's ITS Master Plan. As part of this improvement, signal timing at this intersection will be coordinated with other signals along the Telegraph Avenue corridor to improve flow and minimize delay. This improvement will be fully funded by the City of Oakland.

Optimization of the signal timing at this location would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Telegraph Avenue would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and a reduction of sidewalk widths along Telegraph Avenue. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable. It should be noted that the impact identified for this intersection is consistent with the findings of the Uptown Project Traffic Impact Analysis. (SU)

Impact TRANS-7: The addition of Project traffic would cause the intersection to degrade from LOS E to LOS F during the PM peak hour at the intersection of Telegraph Avenue/19th Street under 2035 Cumulative Conditions. (S)

As part of the City's Telegraph Avenue Streetscape Project, the Telegraph Avenue/19th Street intersection will be reconfigured. By reconfiguring the westbound approach to the intersection from a through-left-turn lane and a through-right-turn lane into a through-left-turn lane, a through lane, and an exclusive right-turn lane, the average intersection delay would be reduced to LOS E. The restriping of the westbound approach to the intersection would require the elimination of six metered parking spaces on the northern side of 19th Street between Telegraph Avenue and Broadway. With the existing roadway width available, the two through lanes would each be 11 feet wide and the right turn lane would be 10 feet wide, which would satisfy the City 10-foot lane standard. Metered parking would remain on the southern side of 19th Street. This improvement will be fully funded by the City of Oakland.

It should be noted that the impact and corresponding improvement measure identified for this intersection are consistent with the findings of the Uptown Project Traffic Impact Analysis. By implementing this improvement measure, average delay at the intersection would be reduced to LOS E, and the impact would be less than significant. (LTS)

Impact TRANS-8: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Broadway/Grand Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillance cameras, and other Intelligent Transportation System (ITS) equipment will be implemented through the City's ITS Master Plan. As part of this improvement, signal timing at this intersection will be coordinated with other signals along the Broadway corridor to improve flow and minimize delay. This improvement will be fully funded by the City of Oakland.

Optimization of the signal timing at this location would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, Broadway would need to be widened to include an additional through lane in both directions, and Grand Avenue/West Grand Avenue would need to be widened to include an additional through lane in both directions. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along Broadway, Grand Avenue, and West Grand Avenue. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable. (SU)

Impact TRANS-9: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Mitigation Measure TRANS-9: Implement Mitigation Measure TRANS-1, which would optimize signal timing at this location. Optimization of the signal timing at the intersection of Castro Street/17th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. Since this impact was identified as part of the 2020 Near-Term Cumulative plus Project Conditions, the Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement, as identified in the 2020 Near-Term Cumulative plus Project Conditions. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.6 percent of cumulative growth to the year 2020 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.

Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below:

- 2070L Type Controller with the latest Naztec Apogee Software;
- GPS communication (clock);
- Accessible pedestrian crosswalks per federal and State Access Board guidelines;
- City Standard ADA wheelchair ramps;
- Full actuation (video detection, pedestrian push buttons, bicycle detection);
- Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines;
- Countdown pedestrian signal indications;
- Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and
- Signal timing plans for the signals in the coordination group.

However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening

along Castro Street Avenue and the I-980 Northbound Off-Ramp would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and a reduction in sidewalk widths along Castro Avenue, as well as a reconfiguration of the I-980 Off-Ramp. This improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), meaning that Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the identified mitigation measure could be implemented. Because the mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable (in addition, even with mitigation, the impact would not be reduced to a less-than-significant level). It should be noted that the impact identified for this intersection is consistent with the findings of the Uptown Project Traffic Impact Analysis; however the associated mitigation measure did not require roadway widening. (SU)

Impact TRANS-10: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Castro Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Mitigation Measure TRANS-10: Optimization of the signal timing at the intersection of Castro Street/18th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 1.3 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.

Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below:

- 2070L Type Controller with the latest Naztec Apogee Software;
- GPS communication (clock);

- Accessible pedestrian crosswalks per federal and State Access Board guidelines;
- City Standard ADA wheelchair ramps;
- Full actuation (video detection, pedestrian push buttons, bicycle detection);
- Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines;
- Countdown pedestrian signal indications;
- Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and
- Signal timing plans for the signals in the coordination group.

However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Castro Street would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along Castro Street. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable. (SU)

Impact TRANS-11: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Brush Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Mitigation Measure TRANS-11: Optimization of the signal timing at the intersection of Brush Street/17th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.0 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.

Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded

signals shall include these enhancements. 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 the elements listed below:

- 2070L Type Controller with the latest Naztec Apogee Software;
- GPS communication (clock);
- Accessible pedestrian crosswalks per federal and State Access Board guidelines;
- City Standard ADA wheelchair ramps;
- Full actuation (video detection, pedestrian push buttons, bicycle detection);
- Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines;
- Countdown pedestrian signal indications;
- Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and
- Signal timing plans for the signals in the coordination group.

However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Brush Street would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along Brush Street. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable. (SU)

Impact TRANS-12: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM peak hour at the intersection of Brush Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. (S)

Mitigation Measure TRANS-12: Optimization of the signal timing at the intersection of Brush Street/18th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 0.1 percent of cumulative growth to the year 2035 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.

Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. 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 the elements listed below:

- 2070L Type Controller with the latest Naztec Apogee Software;
- GPS communication (clock);
- Accessible pedestrian crosswalks per federal and State Access Board guidelines;
- City Standard ADA wheelchair ramps;
- Full actuation (video detection, pedestrian push buttons, bicycle detection);
- Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines;
- Countdown pedestrian signal indications;
- Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and
- Signal timing plans for the signals in the coordination group.

However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening of the I-980 Southbound Off-Ramp would be required. This improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), meaning that Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the mitigation measure could be implemented. Because the mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction at this intersection. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable. However, in the event that this mitigation measure were to be implemented, the impact would be less than significant. (SU)

A summary of the LOS results associated with the proposed mitigation measures under 2035 Cumulative Plus Project Conditions is provided in Table III-22. It should be noted that only those mitigation measures that can be reasonably assumed to have a possibility of implementation have been included (e.g., signal optimization), and those that would be unlikely to be implemented (e.g., obtain right-of-way, reduce sidewalk widths, widen roadway) have been omitted.

Table III-22: Mitigated 2035 Cumulative Plus Project Conditions Intersection Levels of Service

Intersection	Mitigation Measure	Peak Period	2035 Cumulative Plus Project Conditions		Mitigated 2035 Cumulative Plus Project Conditions	
			Delay	LOS	Delay	LOS
1 San Pablo Avenue/West Grand Avenue	Optimize signal	AM PM	**> 80.0** **> 80.0**	**F** **F**	**> 80.0** **> 80.0**	**F** **F**
2 San Pablo Avenue/20th Street	Optimize signal, extend cycle length	AM PM	**> 80.0** **> 80.0**	**F** **F**	77.5 **> 80.0**	E **F**
3 San Pablo Avenue/19th Street/Jefferson Street	Optimize signal, extend cycle length	AM PM	**> 80.0** **> 80.0**	**F** **F**	**> 80.0** **> 80.0**	**F** **F**
4 San Pablo Avenue/18th Street	Signalize	AM PM	28.7 **> 50.0**	D **F**	25.0 14.4	C B
5 Telegraph Avenue/West Grand Avenue	Optimize signal, extend cycle length	AM PM	**> 80.0** **> 80.0**	**F** **F**	**> 80.0** **> 80.0**	**F** **F**
7 Telegraph Avenue/19th Street	Reconfigure westbound approach	AM PM	23.9 **> 80.0**	C **F**	23.2 59.1	C E
10 Broadway/Grand Avenue/West Grand Avenue	N/A	AM PM	**> 80.0** **> 80.0**	**F** **F**	**> 80.0** **> 80.0**	**F** **F**
14 Castro Street/17th Street	Optimize signal	AM PM	**> 80.0** **> 80.0**	**F** **F**	65.8 **> 80.0**	E **F**
15 Castro Street/18th Street	Optimize signal	AM PM	18.9 **> 80.0**	B **F**	18.9 **> 80.0**	B **F**
16 Brush Street/17th Street	Optimize signal	AM PM	**> 80.0** **> 80.0**	**F** **F**	**> 80.0** **> 80.0**	**F** **F**
17 Brush Street/18th Street	Optimize signal	AM PM	**> 80.0** 20.9	**F** C	**> 80.0** 18.2	**F** B

BOLD indicates intersection operating at unacceptable conditions**.**
"N/A" indicates that no mitigation measure likely to be implemented has been identified.
Source: AECOM, 2012.

(2) Roadway Segment Operations. 2035 Cumulative Plus Project Conditions roadway segment operations at locations designated as part of the CMP and MTS roadway networks are summarized in Table III-23. As shown in Table III-23, all roadway segments would be expected to continue to operate at the same level of service as under 2035 Cumulative Conditions. On each roadway segment, Project-related traffic would represent less than 2 percent of overall traffic. As such, the Project's effect on roadway segment operations would be considered less than significant.

Table III-23: 2035 Cumulative Plus Project Conditions Roadway Segment Levels of Service

Segment	Peak Hour	Direction	Volume	LOS
1. I-980[a] North of 18th Street	**AM**	**Northbound**	**3,160**	**B**
		Southbound	**6,254**	**C**
	PM	**Northbound**	**2,873**	**A**
		Southbound	**6,722**	**C**
2. I-980[a] South of 17th Street	**AM**	**Northbound**	**2,089**	**C**
		Southbound	**4,131**	**C**
	PM	**Northbound**	**1,897**	**B**
		Southbound	**4,442**	**D**
3. San Pablo Avenue North of West Grand Avenue	**AM**	**Northbound**	**702**	**B**
		Southbound	**1,414**	**D**
	PM	**Northbound**	**1,087**	**C**
		Southbound	**823**	**B**
4. San Pablo Avenue Between West Grand Avenue and 20th Street	AM	Northbound	708	B
		Southbound	1,312	D
	PM	Northbound	1,219	C
		Southbound	860	B
5. San Pablo Avenue South of 20th Street	AM	Northbound	304	A
		Southbound	822	B
	PM	Northbound	732	B
		Southbound	563	A
6. Telegraph Avenue Between West Grand Avenue and 20th Street	AM	Northbound	766	B
		Southbound	**1,876**	**F**
	PM	Northbound	**1,926**	**F**
		Southbound	821	B
7. Telegraph Avenue Between 20th Street and Broadway	AM	Northbound	631	B
		Southbound	1,051	C
	PM	Northbound	1,097	C
		Southbound	667	B
8. Broadway Between West Grand Avenue and 20th Street	AM	Northbound	1,028	C
		Southbound	1,335	D
	PM	Northbound	**1,800**	**F**
		Southbound	953	C
9. Broadway South of Telegraph Avenue	AM	Northbound	667	B
		Southbound	1,343	D
	PM	Northbound	1,149	C
		Southbound	1,154	C
10. West Grand Avenue West of San Pablo Avenue	AM	Eastbound	598	B
		Westbound	**4,138**	**F**
	PM	Eastbound	**1,899**	**F**
		Westbound	**1,965**	**F**
11. West Grand Avenue Between San Pablo Avenue and Telegraph Avenue	AM	Eastbound	986	C
		Westbound	**3,376**	**F**
	PM	Eastbound	**2,232**	**F**
		Westbound	**2,325**	**F**
12. West Grand Avenue Between Telegraph Avenue and Broadway	AM	Eastbound	902	B
		Westbound	**2,584**	**F**
	PM	Eastbound	**2,319**	**F**
		Westbound	**1,630**	**F**
13. West Grand Avenue East of Broadway	AM	Eastbound	828	B
		Westbound	**2,406**	**F**
	PM	Eastbound	**2,525**	**F**
		Westbound	1,028	C

[a] Caltrans roadway.
BOLD indicates roadway segment operating at unacceptable conditions**.**

Source: AECOM, December 2011.

g. Impact Comparison with Oakland Uptown Study. As a point of information, impacts associated with the proposed Project are compared with those previously identified as part of the *Uptown EIR* at common study intersections. Levels of service for critical "Plus Project" scenarios for each study are summarized in Table III-24.

Table III-24: Impact Comparison with Uptown Project Study

Intersection	Peak Period	Uptown Project				1800 San Pablo Project			
		2010 Plus Project		2025 Plus Project		Existing Plus Project		2035 plus Project	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 San Pablo Avenue/ West Grand Avenue	AM	17.4	B	63.5	E	14.9	B	**> 80.0**	**F**
	PM	31.3	C	**> 80.0**	**F**	14.4	B	**> 80.0**	**F**
2 San Pablo Avenue/ 20th Street	AM	21.6	C	21.7	C	18.5	B	**> 80.0**	**F**
	PM	77.9	E	**> 80.0**	**F**	22.6	C	**> 80.0**	**F**
3 San Pablo Avenue/ 19th Street/Jefferson Street	AM	20.5	C	20.5	C	24.5	C	**> 80.0**	**F**
	PM	27.3	C	28.7	C	27.5	C	**> 80.0**	**F**
4 San Pablo Avenue/ 18th Street	AM	3.0	A	3.0	A	15.0	C	28.7	D
	PM	2.4	A	2.3	A	20.3	C	**> 50.0**	**F**
5 Telegraph Avenue/ West Grand Avenue	AM	56.1	E	66.0	E	24.8	C	**> 80.0**	**F**
	PM	37.6	D	73.3	E	23.6	C	**> 80.0**	**F**
6 Telegraph Avenue/ 20th Street	AM	43.9	D	**> 80.0**	**F**	9.3	A	33.8	C
	PM	22.2	C	**> 80.0**	**F**	9.1	A	32.0	C
7 Telegraph Avenue/ 19th Street	AM	**> 80.0**	**F**	**> 80.0**	**F**	8.1	A	23.9	C
	PM	**> 80.0**	**F**	**> 80.0**	**F**	10.4	B	**> 80.0**	**F**
8 Telegraph Avenue/ 18th Street	AM	8.1	A	21.8	C	8.2	A	8.2	A
	PM	9.5	A	9.8	A	6.7	A	9.8	A
9 Telegraph Avenue/ 17th Street	AM	11.9	B	11.8	B	7.9	A	34.5	B
	PM	10.7	B	13.0	B	7.5	A	23.9	B
10 Broadway/Grand Avenue/ West Grand Avenue	AM	29.4	C	32.3	C	20.5	C	**> 80.0**	**F**
	PM	55.0	E	66.5	E	17.5	B	**> 80.0**	**F**
11 Broadway/20th Street	AM	13.6	B	13.8	B	14.8	B	**> 80.0**	**F**
	PM	13.0	B	13.0	B	15.7	B	**> 80.0**	**F**
12 Martin Luther King Jr. Way/ 17th Street	AM	12.2	B	12.2	B	9.9	A	13.7	B
	PM	11.0	B	11.3	B	7.6	A	12.7	B
13 Martin Luther King Jr. Way/ 18th Street	AM	11.0	B	11.9	B	7.4	A	9.9	A
	PM	14.1	B	14.2	B	8.1	A	12.3	B
14 Castro Street/17th Street	AM	25.8	C	25.8	C	70.7	E	**> 80.0**	**F**
	PM	31.5	C	71.2	E	24.4	C	**> 80.0**	**F**
15 Castro Street/18th Street	AM	8.5	A	8.9	A	8.2	A	17.8	B
	PM	56.9	D	60.6	D	9.7	A	**> 80.0**	**F**
16 Brush Street/17th Street	AM	10.2	B	11.4	B	65.1	E	**> 80.0**	**F**
	PM	10.6	B	10.5	B	11.2	B	**> 80.0**	**F**
17 Brush Street/18th Street	AM	8.5	A	8.9	A	5.8	A	**> 80.0**	**F**
	PM	10.6	B	11.8	B	9.3	A	20.9	B

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.
BOLD indicates intersection operating at unacceptable conditions**.**
Shading indicates a location where a Project-related impact is identified.

Source: AECOM, 2012.

As shown in Table III-24, impacts were identified at the following five intersections in both studies:

1. San Pablo Avenue/West Grand Avenue;
2. San Pablo Avenue/20th Street;
5. Telegraph Avenue/West Grand Avenue;
7. Telegraph Avenue/19th Street; and,
14. Castro Street/17th Street.

In addition to impacts at these five intersections, the Uptown Project Traffic Impact Analysis also identified a Project impact at the Telegraph Avenue/20th Street intersection. Based on new traffic counts collected as part of the 1800 San Pablo Avenue Project analysis, and output from the most current version of the ACCMA Model, this intersection was found to operate at LOS C or better in all scenarios. As a result, no such impact was identified at the Telegraph Avenue/20th Street intersection.

With the 1800 San Pablo Avenue Project, new impacts were identified at the following six intersections:

3. San Pablo Avenue/19th Street/Jefferson Street (AM and PM peak hours);
4. San Pablo Avenue/18th Street (PM peak hour);
10. Broadway/Grand Avenue/West Grand Avenue (AM and PM peak hours);
15. Castro Street/18th Street (PM peak hour);
16. Brush Street/17th Street (PM peak hour); and,
17. Brush Street/18th Street (AM peak hour).

The results found in each study differ due in part to the examination of different sets of existing traffic counts, as well as the use of different travel demand forecasts. The most recent ACCMA travel demand model output predicts a much higher level of traffic growth throughout the area, and as such, calculated intersection delays under 2035 Cumulative Conditions are substantially higher than anticipated as part of the Uptown Project analysis.

h. Bicycle Facilities Impacts and Mitigation Measures. The proposed Project would not conflict with the goals and policies set forth in the City of Oakland Bicycle Master Plan (2007); however, it does not include the bikeway prescribed for San Pablo Avenue between 18th Street and 19th Street. As indicated in Table III-9, 30 percent of Project trips are expected to be made by way of non-automobile modes of travel (transit, walk, and bike). Based on the proportions of the non-automobile modes of travel percentages provided in Table III-8, this 30 percent non-automobile mode total can be split into 10 percent transit trips, 16 percent walk trips, and 4 percent bicycle trips. As such, the Project would generate five bicycle trips during the weekday AM peak hour, and 29 bicycle trips during the weekday PM peak hour. This level of additional bicycle trip generation would not substantially affect bicycle operations along nearby roadways and bikeways, given the relatively low present volume of bicycle travel in the vicinity of the Project site. In addition, as 18th Street has low traffic volumes relative to surrounding streets (even with the addition of Project-generated trips), traffic along 18th Street would be unlikely to affect bicyclists entering or exiting at the Project driveway. Overall, it is expected that Project-generated bicycle trips will be accommodated by improvements to the surrounding facilities, including San Pablo Avenue.

As part of the build-out of the proposed Project, the diagonal parking spaces along San Pablo Avenue between 19th Street and 18th Street will be removed and replaced by parallel parking spaces. These spaces would need to be designed such that they would not conflict with the Bicycle Master Plan's

prescribed bike lane along San Pablo Avenue. In addition, the sight line of drivers exiting the Project driveway would be obscured until arrival in the pedestrian right-of-way because the driveway exit would be flush with the north edge of the pedestrian walkway. This potential hazard, which would reduce the visibility of pedestrians or bicyclists using the north sidewalk of 18th Street, would occur for drivers looking west along 18th Street (towards San Pablo Avenue) and east along 18th Street (towards Telegraph Avenue). This hazard would be considered a significant safety impact.

Impact TRANS-13: The Project driveway and other elements of the Project could conflict with facilities planned as part of the Bicycle Master Plan and pose hazards for bicyclists. (S)

> Mitigation Measure TRANS-13: The replacement parallel parking spaces along San Pablo Avenue between 19th Street and 18th Street shall be designed to accommodate the Bicycle Master Plan's prescribed bike lane along San Pablo Avenue. In addition, sight lines on the Project site shall be established such that drivers exiting the Project site are able to see all vehicles, bicyclists, and pedestrians extending toward the San Pablo Avenue/18th Street and Telegraph Avenue/18th Street intersections so as to avoid collisions. The driveway entrance/exit shall be designed so as to allow motor vehicle operators to exercise their responsibility to avoid the pedestrian or bicyclist. (LTS)

Further, it should be noted that in no case shall pedestrians or bicyclists be responsible for avoiding a car exiting or entering the driveway whenever building and garage design solutions exist that would allow the driver to see oncoming pedestrians and bicyclists and take responsibility for exercising caution. As such, installation of a buzzer or horn sound near the driveway would not be an acceptable solution to minimizing the risk of potential collisions with pedestrians and bicyclists, as this puts the onus on a pedestrian or bicyclist to avoid the vehicle.

(1) Bicycle Parking. The City of Oakland Municipal Code Section 17.117.110 requires commercial uses to provide both short-term and long-term bicycle parking. Short-term bicycle parking must consist of bicycle racks, and is meant to accommodate visitors, customers, messengers, and others expected to park not more than 2 hours. Long-term bicycle parking is meant to accommodate employees, students, residents, commuters, and others expected to park more than 2 hours. Each long-term bicycle parking space must consist of a locker or locked enclosure providing protection for each bicycle from theft, vandalism, and weather.

As the Project's commercial uses have yet to be defined, the total number of bicycle parking spaces that would be required cannot be precisely established. Short-term bicycle parking requirements for retail-related uses range from one space per 2,000 square feet of floor area, to one space per 20,000 square feet of floor area, and long-term bicycle parking requirements for all types of retail-related uses would be one space per 12,000 square feet of floor area. For the purpose of this analysis, the "General Retail Sales" use is assumed, as it encompasses a range of potential uses. Project bicycle parking requirements based on this assumption are as follows:

- *Short-Term Bicycle Parking*. One bicycle parking space for each 5,000 square feet of floor area, with a minimum requirement of two spaces
- *Long-Term Bicycle Parking.* One bicycle parking space for each 12,000 square feet of floor area, with a minimum requirement of two spaces.

Based on the Municipal Code requirements, 24 short-term bicycle spaces and 10 long-term bicycle spaces shall be required. Therefore, the Project sponsor should provide a minimum of 34 bicycle parking spaces (this number may be adjusted based on the specific commercial tenants that would occupy the site).

It should be noted that the "Group Assembly" commercial use may also be applicable to the Project with respect to bicycle parking requirements. However, no specific space requirement is assigned to this use. Instead, the Director of City Planning shall be required to prescribe a number of bicycle parking spaces based on the number of employees, residents or customers and the nature of operations conducted on the Project site. Any such written determination shall be subject to appeal pursuant to the administrative appeal procedure in Chapter 17.132 of the municipal code.

i. Pedestrian Facilities Impacts and Mitigation Measures. As indicated in Table III-9, 30 percent of Project trips are expected to be made by way of non-automobile modes of travel (transit, walk, and bike). Based on the proportions of the non-automobile mode of travel percentages provided in Table III-8, this 30 percent non-automobile mode total can be split into 10 percent transit trips, 16 percent walk trips, and 4 percent bicycle trips. As transit trips involve walking between the Project site and a transit stop, the total number of walk trips generated by the Project must include transit trips. Thus, 26 percent of Project trips would be by foot, either to another land use, or to transit services. Using this percentage, the Project would generate 31 walk trips during the weekday AM peak hour, and 187 walk trips during the weekday PM peak hour.

These new pedestrian trips generated by the proposed Project will be accommodated by the surrounding pedestrian facilities, and would not substantially affect pedestrian operations along the nearby sidewalks and crosswalks, given the relatively moderate volumes of pedestrians observed in the vicinity of the site. Under Existing Conditions, fewer than 30 pedestrians were observed using the sidewalk on the north side of 18th Street (crossing the site of the proposed Project driveway) during peak hours. As the majority of Project-generated walk trips can be expected to come from points east of the Project site (e.g., from BART), it is assumed that 35 percent of walk trips would reach the site to and from the east via 18th Street, 35 percent would reach the site to and from the east via 19th Street, 20 percent would reach the site to and from the north and south via San Pablo Avenue, and 10 percent would reach the site to and from the west via 18th Street and 19th Street. As such, of the 187 walk trips generated during the PM peak hour, 65 would cross the Project driveway. Added to the total of 30 walk trips observed during Existing Conditions, 95 pedestrians are expected to cross the Project driveway during the PM peak hour. As the Project would generate 246 inbound vehicle trips (including 116 new vehicle trips and 130 pass-by trips) and 257 outbound vehicle trips (including 122 new vehicle trips and 135 pass-by trips), these 95 pedestrians would cross against a total of 503 vehicles at the Project driveway. These totals correspond to approximately two pedestrians per minute crossing against approximately nine vehicles per minute. This level of pedestrian/vehicle interaction could compromise pedestrian safety and is considered a significant impact.

It should be noted that the Oakland School for the Arts is located along the north side of 18th Street, east of the Project site. Pedestrians associated with the school's start and dismissal times would cross the Project driveway. However, as these start and dismissal times do not correspond to the peak hours of activity for the Project, the potential for conflict between motorists and pedestrians is not expected to be significant.

As the Project driveway will be flush with the north edge of the pedestrian walkway, pedestrians crossing the driveway may not be visible to exiting motorists until the vehicle has partially entered the walkway. Such a condition would represent a potentially hazardous condition, and as such would represent a potentially significant impact.

Impact TRANS-14: The Project driveway could pose hazards for pedestrians. (S)

> Mitigation Measure TRANS-14: Implement Mitigation Measure TRANS-13. The establishment of appropriate sight lines on the Project site will allow drivers exiting the Project site to be able to see all vehicles, bicyclists, and pedestrians extending toward the San Pablo Avenue/18th Street and Telegraph Avenue/18th Street intersections so as to avoid collisions. The driveway entrance/exit shall be designed so as to allow motor vehicle operators to exercise their responsibility to avoid the pedestrian or bicyclist. (LTS)

Further, it should be noted that in no case shall pedestrians or bicyclists be responsible for avoiding a car exiting or entering the driveway whenever building and garage design solutions exist that would allow the driver to see oncoming pedestrians and bicyclists and take responsibility for exercising caution. As such, installation of a buzzer or horn sound near the driveway would not be an acceptable solution to minimizing the risk of potential collisions with pedestrians and bicyclists, as this puts the onus on a pedestrian or bicyclist to avoid the vehicle.

j. Transit Facilities Impacts and Mitigation Measures. As discussed, transit lines operated by AC Transit and BART serve the Project site. Both providers have at least one transit stop within a ¼-mile of the Project site. There is good pedestrian access between the Project site and the nearby transit stops.

This discussion evaluates the Project's potential to do any of the following:

- Increase the average ridership on AC Transit lines by 3 percent at bus stops where the average load factor in place would exceed 125 percent over a peak 30-minute period;
- Increase traffic congestion resulting in substantially increased travel times for AC Transit buses; or
- Increase the peak hour average ridership on BART by 3 percent where the passenger volume would exceed the standing capacity of BART trains.

As indicated in Table III-9, 30 percent of Project trips are expected to be made by way of non-automobile modes of travel (transit, walking, and biking). Based on the proportional data provided in Table III-8, this 30 percent non-automobile mode total consists of 10 percent transit trips, 16 percent walk trips, and 4 percent bicycle trips. As such, the Project would generate 12 transit trips during the weekday AM peak hour and 72 transit trips during the weekday PM peak hour. Based on U.S. Census data for the Project area, 53 percent of transit trips are by AC Transit and 47 percent are by BART. As such, the Project would generate six AM peak hour trips and 38 PM peak hour trips on AC transit, and six AM peak hour trips and 34 PM peak hour trips on BART.

(1) AC Transit. As noted, the Project would generate six trips on AC Transit during the AM peak hour, and 38 during the PM peak hour. Given that AC Transit runs 42 buses through the Project area during the AM peak hour, the Project would add less than one passenger per bus, on average.

During the PM peak hour, AC Transit runs 43 buses through the Project area. As such, the Project would add less than one passenger per bus. This level of ridership increase would not be expected to have a substantial effect on AC Transit operations.

(2) BART. As noted, the Project would generate six trips on BART during the AM peak hour, and 34 during the PM peak hour. Given that BART runs 24 trains through the 19th Street BART Station during the AM peak hour, the Project would add fewer than one passenger per train, on average. During the PM peak hour, BART runs 28 trains through the 19th Street BART Station. As such, the Project would add fewer than two passengers per train during the PM peak hour, on average. This level of ridership increase would not be expected to have a substantial effect on BART operations.

k. Parking and Loading. The following discussion is provided for informational purposes because parking impacts in and of themselves are not considered physical environmental impacts pursuant to CEQA. This transportation analysis assesses the issue of parking primarily as a planning issue and in terms of its potential indirect effects on air quality, noise and safety.

Although not required by CEQA, this analysis evaluates whether the Project's estimated parking demand (both project-generated and project-displaced) will be accommodated by the Project's proposed parking supply or by the existing parking supply within a reasonable walking distance of the Project site.

The required number of parking and loading spaces to be provided as part of the Project is calculated using requirements outlined in the Municipal Code. For informational purposes, the Project's parking demand is calculated using information from ITE Parking Generation, 3rd Edition and then compared with the Project's proposed parking supply to identify any excess parking demand that may otherwise utilize other nearby parking facilities. It should be noted that Municipal Code requirements are not used to determine parking impacts; a comparison of parking supply versus estimated parking demand is used to determine potential supply/demand mismatches.

(1) Parking Requirements. According to Section 17.116.080 of the Municipal Code, and based on the Project's location in the CBD-X zone, no parking spaces are required for general food sales, restaurant uses, convenience market, alcoholic beverage sales, general retail sales, group assembly uses, or administration of fee parking uses. As such, the proposed Project would not be required to provide off-street parking spaces for patrons or employees. The Project would provide 309 parking spaces.

(2) Parking Demand. For the proposed land uses, parking demand was determined for the weekday peak period based on data provided in ITE's Parking Generation, 3rd Edition. Based on the results presented in Table III-11, the Project would generate a demand for 316 parking spaces. As the Project would provide 309 parking spaces, the proposed parking supply will be insufficient to meet the weekday peak parking demands of the Project, and would result in a shortfall of seven spaces. Although the Project's proposed parking supply would not meet parking demand, the proposed parking supply would exceed Municipal Code requirements.

(3) Loading Requirements. The Project's loading requirement has been determined using the Municipal Code. According to Section 17.116.140, sites containing between 50,000 and 99,999 square feet of retail, restaurant, or group assembly space are required to provide three loading berths.

For sites containing over 100,000 square feet of retail space, one additional loading berth is required for each additional 120,000 square feet (beyond 100,000 square feet) or fraction of one-half or more thereof. Thus a fourth loading berth would be required for sites containing at least 160,000 square feet of retail space. As the Project would provide 120,000 square feet of commercial space, three loading berths would be required. The three loading spaces provided as part of the Project will be sufficient to meet Municipal Code requirements.

l. On-Site Circulation System Design Impacts and Mitigation Measures. The effect of internal queuing within the Project parking garage, as well as the effect of parking and loading activity on the surrounding transportation network are evaluated below. In addition, the effect of Project design features on circulation are examined below.

(1) Queuing Effects on Circulation. Within the parking garage, approximately 250 feet of ramp space would be provided between the sidewalk and parking spaces, corresponding to storage for a minimum of 10 queued vehicles. As commercial employees and patrons would self-park within the garage (i.e., no parking attendants or valet services are expected), and would not be required to pull a ticket from a ticket machine upon entering the garage, vehicles would be able to flow freely to parking spaces. Coupled with the 250 feet of ramp space which could support 10 queued vehicles, the potential for queuing within the Project garage during typical operations would be less than significant.

During the PM peak hour, as many as 246 inbound trips are expected to enter the Project site (including 116 new vehicle trips and 130 pass-by trips). This total corresponds to four vehicles per minute. As vehicles entering the Project garage would not be delayed by valet service or ticket machines, they are expected to encounter little delay in reaching parking spaces. As a result, queuing within the garage during peak hours is unlikely to occur and would not extend onto the sidewalk or 18th Street.

Impact TRANS-15: Loading activity may result in a blockage of 18th Street, obstructing vehicle, pedestrian, and bicycle travel during peak hours. (S)

(2) Parking and Loading Activity Effects on Circulation. As the Project loading docks would meet required minimum dimensions (12 feet wide, by 14 feet high, by 35 feet long), it is expected that vehicles using the docks would fit into the docks without blocking the 18th Street sidewalk while loading and unloading. However, to access the loading docks, all trucks would be required to drive past the docks and back into the loading space. The maneuver would likely result in trucks crossing over into both lanes of eastbound traffic on 18th Street, causing a temporary blockage of traffic on 18th Street until each truck has entered the loading space. Such a blockage could delay traffic on 18th Street or obstruct the vision of drivers exiting the parking garage, resulting in a potentially significant impact.

Mitigation Measure TRANS-15: The Project sponsor shall limit truck activity to off-peak hours (on weekdays, between 10:00 a.m. and 3:00 p.m.) so as to avoid AM and PM peak hour traffic in addition to school start and ending times. (LTS)

(3) Additional Circulation-Related Considerations. Primary ingress and egress to and from the Project site would be provided by the one-way stop-controlled San Pablo Avenue/18th Street intersection. To mitigate a cumulative traffic impact at the San Pablo Avenue/18th Street intersection, this intersection would be signalized under the 2035 Cumulative Plus Project Conditions. This impact

was identified in the analysis of traffic operations under the 2035 Cumulative Plus Project Conditions section as Impact TRANS-5, with corresponding Mitigation Measure TRANS-5. In addition to mitigating the traffic-related cumulative impact at this location, the implementation of Mitigation Measure TRANS-5 would also serve to benefit Project circulation by regulating pedestrian crossings and pedestrian/vehicle conflicts through the use of City-standard pedestrian signals.

Further, it should be noted that as the Project driveway along 18th Street would be flush with the north edge of the pedestrian walkway, pedestrians or bicyclists crossing the driveway may not be visible to exiting motorists until the vehicle has partially entered the walkway. Such a condition would represent a potentially hazardous condition and, as a result, was identified as part of Impact TRANS-13 and Impact TRANS-14, with corresponding Mitigation Measure TRANS-13 and Mitigation Measure TRANS-14. Specifically, these two mitigation measures would require that sight lines on the Project site be established such that drivers exiting the Project site are able to see all vehicles, bicyclists, and pedestrians extending toward the San Pablo Avenue/18th Street and Telegraph Avenue/18th Street intersections so as to avoid collisions. Such improvements would serve to benefit Project circulation as well, by ensuring an efficient and visually unimpaired vehicle access point.

m. Emergency Access and Air Traffic Patterns Impacts and Mitigation Measures. Field observations were conducted on a typical weekday to determine the current emergency vehicle access conditions in the vicinity of the Project site. The Project site will be accessible to emergency vehicles from 18th Street via the proposed parking garage driveway, or through the off-street loading docks. Currently, emergency vehicle access to the Project site is adequate, partly due to the fact that the Project site functions as a surface parking lot. Since the Project would not result in modifications to the roadway network, or major modifications to 18th Street itself, little to no change to emergency vehicle access is expected. If parking is not available on-street along 18th Street, emergency vehicles could use the Project loading spaces or the parking garage. It should be noted that due to on-street parking along 18th Street, emergency vehicles stopped in front of the existing parking lot may obstruct traffic flow on 18th Street.

Additional employment associated with the Project would not contribute substantially to demand for commercial flights (because most new employees would be expected to work on-site). In addition, no buildings or features would be constructed on-site that would interfere with flight operations at local airports.

n. Project Construction. Potential short-term construction impacts generated by the proposed Project would include impacts associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. During the construction period, temporary and intermittent transportation impacts would result from truck movements as well as construction worker vehicles traveling to and from the Project site. The construction-related traffic would result in temporary congestion on Project area streets because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles.

Truck traffic that occurs during the peak commute hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) could result in reduced levels of service and higher delays at local intersections compared to off-peak hours. Also, if construction worker vehicle parking cannot be accommodated within the Project site, it would temporarily increase on-street parking occupancy levels in the area. Project construction traffic could also temporarily affect the operations of AC Transit, and affect bicycle and pedestrian access to the site.

The Project would be subject to Standard Conditions of Approval for construction management, traffic and parking. Specifically, Standard Condition of Approval 24 calls for the development of a construction management plan that outlines the measures required to mitigate Project construction impacts. Standard Condition of Approval 33 requires the development of a set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs, lane closure procedures, signs, cones for drivers, and designated construction access routes. Traffic management strategies would reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of the Project and other nearby projects that could be simultaneously under construction. Therefore, construction-related impacts on the transportation system would be less than significant.

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IV. ALTERNATIVES

The *CEQA Guidelines* require that an EIR include an analysis of a reasonable range of alternatives to a proposed project. These alternatives must feasibly attain most of a project's basic objectives and avoid or substantially lessen any 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 reasonable choice.[1] CEQA states that an EIR should not consider alternatives "whose effect cannot be ascertained and whose implementation is remote and speculative."

As previously noted, the purpose of a Supplemental EIR is to determine whether the environmental effects of a proposed project would result in new significant environmental effects or a substantial increase in the severity of previously identified environmental effects. A Supplemental EIR may include only the information necessary to make a certified EIR adequate in regard to addressing the impacts of a proposed project. Therefore, this chapter focuses solely on alternatives that would reduce or lessen the potential impacts to transportation and circulation that would result from the proposed Project (as the Project would result in new significant impacts related only to this topic). These potential impacts are described in Chapter III, Transportation and Circulation.

The alternatives discussed below would not result in impacts in other environmental topical areas beyond those already identified in the *Uptown EIR* and *Central District EIR*. Therefore, no further discussion of these other topics is provided in this chapter. Please refer to Chapter V, Other CEQA Considerations, for a discussion of the impacts of the Project related to topics other than transportation and circulation.

The two alternatives to the proposed Project that are discussed in this chapter include the following:

- The **No Project alternative** assumes the continuation of existing conditions within the Project site. The site would remain a 70-space surface parking lot and would not be developed with more intensive uses in the near term.
- The **Uptown alternative** assumes that the site would be developed in the manner originally contemplated and evaluated in the *Uptown EIR*. The Uptown alternative would thus entail the development of a 19-story structure on the site containing 270 condominium units and 270 parking spaces.

A. NO PROJECT ALTERNATIVE

1. Principal Characteristics

The No Project alternative assumes that the Project site would not be developed with commercial uses and would generally remain in its existing condition. The site would continue to function as a 70-space surface parking lot for the foreseeable future.

[1] *CEQA Guidelines*, 2011. Section 15126.6

The No Project alternative would achieve none of the key objectives of the proposed Project, including:

- Develop an underutilized site to contribute to the vitality of the Uptown area.
- Provide commercial and parking uses that will support the neighborhood's traditional role as an entertainment center.
- Develop a building that enhances the visual and community character of the surrounding neighborhood.
- Support local transit uses by developing higher-intensity commercial uses in proximity to the Uptown Transit Center.
- Develop a pedestrian-friendly neighborhood that is well integrated with its surroundings.
- Develop a project that is consistent with General Plan and zoning designations on the site.
- Integrate the Project successfully into the area's historic urban development pattern and reestablish and strengthen connections to major transportation corridors and cultural and governmental facilities.
- Provide an opportunity to strengthen local-serving commercial and retail activity by providing ground floor spaces for such uses.

2. Analysis of the No Project Alternative

The No Project alternative is evaluated as the "existing condition" in Chapter III, Transportation and Circulation. Under this alternative, the existing parking lot would be fully utilized during weekday peak hours. Based on the data presented in Table III-4, all study intersections would operate at acceptable conditions during the weekday AM and PM peak hours under the No Project alternative.

The 2020 Near-Term Cumulative Conditions and 2035 Cumulative Conditions discussed in Chapter III reflect the anticipated background growth in travel demand within the study area, including that associated with the No Project alternative. This background growth consists of population growth in the City and region, growth associated with specific foreseeable developments, and growth associated with roadway improvements. 2020 Near-Term Cumulative and 2035 Cumulative traffic conditions were identified through the addition of background growth rates (derived from the Alameda County Congestion Management Agency model) to existing traffic levels. Based on the results of this analysis, under the No Project alternative, two intersections would deteriorate to unacceptable levels of service with the addition of growth to the year 2020, and 11 intersections would deteriorate to unacceptable levels of service with the addition of growth to the year 2035. Though the existing 70-space surface parking lot would account for a portion of the traffic volumes at intersections operating at unacceptable conditions, the existing lot would not be a substantial contributor to the traffic growth that causes these intersections to deteriorate from acceptable to unacceptable levels of service. As such, the No Project alternative would not result in new transportation impacts beyond those identified in the *Uptown EIR* and *Central District EIR*. However, it should be noted that the preservation of a surface parking lot within the site would not promote key objectives of the City associated with the promotion of walking and other alternative means of transportation in and around downtown Oakland. Similarly, the surface parking lot that would remain on the site as part of the No Project alternative would be incongruous with the dense, walkable urban fabric of the Uptown District. Unlike the proposed

Project, the alternative would not develop an underutilized site to contribute to the vitality of the Uptown area.

B. UPTOWN ALTERNATIVE

1. Principal Characteristics

The Uptown alternative would develop the Project site with the same uses and intensity of development as originally contemplated and evaluated in the *Uptown EIR*. Therefore, the alternative would result in the development of a 19-story tower that would be approximately 250 feet in height and would contain 270 condominiums. Unit types would include a mix of studio, townhome, live/work residential lofts, and one-, two-, and three-bedroom units. A three-level, approximately 270-space parking structure would also be developed as part of the alternative, with the first level located one-half story below grade.

The Uptown alternative would not achieve three of the key objectives of the proposed Project:

- Provide commercial and parking uses that will support the neighborhood's traditional role as an entertainment center.
- Support local transit uses by developing higher-intensity commercial uses in proximity to the Uptown Transit Center.
- Provide an opportunity to strengthen local-serving commercial and retail activity by providing ground floor spaces for such uses.

2. Analysis of the Uptown Alternative

The trip generation characteristics associated with the Uptown alternative are presented in Table III-10 in Chapter III, Transportation and Circulation. The Uptown alternative would generate 1,329 daily vehicle trips, including 100 trips during the AM peak hour and 122 trips during the PM peak hour. Thus the Uptown alternative would generate 60 more AM peak hour trips than the Project, and 116 fewer PM peak hour trips than the Project.

The 60 additional AM peak hour trips may result in additional impacts under AM peak hour scenarios. Locations where cumulative impacts were identified with implementation of the Project would likely be subject to increased congestion under the Uptown alternative. During the weekday PM peak hour, the 116 fewer trips generated by the Uptown alternative would reduce the Project's contribution to cumulative impacts at some locations. At certain locations, significant impacts associated with the Project may be avoided.

C. ALTERNATIVE CONSIDERED BUT ULTIMATELY REJECTED

The following alternatives were considered but ultimately rejected:

- **Off-Site alternative.** An off-site alternative was rejected because available development sites of sufficient size located outside the Uptown District are limited and often contain soil and/or groundwater contamination, and other environmental or development constraints. In addition,

development of the Project in another site near downtown would not substantially reduce the Project's contribution to cumulative traffic volumes.

- **Mixed-Use alternative.** A mixed-use alternative (i.e., a project containing commercial and residential uses) was rejected because the area in the vicinity of the Project site contains a large supply of new residential uses (which were developed as part of earlier phases of the Uptown Project). Until the existing residential units are fully occupied, new residential uses in the area would not be expected to substantially reduce traffic generated by commercial and institutional uses in the vicinity.
- **Reduced Parking alternative.** A development containing the same interior building space proposed as part of the Project with a reduced parking supply was rejected because the parking proposed as part of the Project is designed to satisfy existing parking demand in the area. Therefore, a reduced on-site parking supply would not substantially reduce the vehicle traffic generated by the proposed Project.
- **Reduced Density alternative.** A development in which the commercial space and parking proposed as part of the Project would be reduced such that no transportation-related impacts would be generated was rejected from detailed analysis. In a transportation analysis, there is typically a proportional relationship between a project's size and intensity, and the new vehicle trips it produces. Based on this relationship, the density of the Project was reduced to the point where the amount of new trips would not exceed the City's significance criteria at any study intersections. This development would comprise 8,000 square feet of commercial space with an approximately 50-space surface parking lot, would generate a maximum of four inbound and four outbound vehicle trips during the weekday PM peak, and would not result in significant effects to the study intersections. However, this alternative was rejected because it would not be economically feasible. At less than 7 percent of the size of the Project as currently proposed, the economic return generated by the Reduced Density alternative would not be sufficient to offset the cost of redeveloping the site. Additionally, the Reduced Density alternative would not promote City objectives regarding walkability and would also be inconsistent with the dense, pedestrian oriented neighborhood developed as part of the Uptown project. The alternative would be inconsistent with the site's General Plan designation of CBD, which is intended to support the downtown area as a high density mixed use urban center and hub for business, with land uses such as dense commercial and entertainment uses. In addition, the alternative would conflict with policies in the Land Use and Transportation Element of the General Plan that seek to encourage transit- and pedestrian-oriented development in the area, including Policies I/C3.3 (Clustering Activities in Nodes); I/C3.4 (Strengthening Vitality); T2.1 (Encouraging Transit-Oriented Development); T2.2 (Guiding Transit-Oriented Development); D5.1 (Encouraging Twenty-Four Hour Activity); D6.1 (Developing Vacant Parking Lots); N1.1 (Concentrating Commercial Development); and N8.1 (Developing Transit Villages).

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of the environmentally superior alternative in an EIR. The No Project alternative is considered the environmentally superior alternative in the strict sense that the environmental impacts associated with its implementation would be the least of all the scenarios examined (including the proposed Project). To maintain the Project site at its baseline condition would avoid each of the significant impacts that would result from the proposed Project. However,

while this alternative would be environmentally superior in the technical sense that contribution to these aforementioned impacts would not occur, the No Project alternative would also fail to achieve any of the Project's objectives.

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. The Uptown alternative represents the next best alternative. As originally considered in the *Uptown EIR*, the Uptown alternative would develop the project site as an approximately 250-foot, 19-story tower with 270 condominiums and a 270-space parking structure. The Uptown alternative, which would generate 60 more AM and 116 fewer PM trips, would have a mixed effect on transportation and circulation compared to the proposed Project. While, the Uptown alternative would reduce transportation-related impacts during the PM peak period, it would intensify these same impacts during the AM peak period. Thus the Uptown alternative is the secondary environmentally superior alternative, but it is not environmentally superior to the proposed Project. Moreover, this alternative would also fail to achieve two key objectives of the Project and would not support the neighborhood's traditional role as an entertainment center. In addition, the economic development potential of the alternative would be substantially reduced compared to the proposed Project.

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V. OTHER CEQA CONSIDERATIONS

As required by CEQA, this chapter discusses the following types of impacts that could result from implementation of the proposed Project: growth-inducing impacts, significant irreversible changes, cumulative impacts, significant unavoidable impacts, and effects found not to be significant. The analysis incorporates information from the *Uptown EIR* and *Central District EIR*.

A. GROWTH-INDUCING IMPACTS

A project is considered growth inducing if it would directly or indirectly foster economic or population growth or the construction of additional housing.[1] Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is 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.

Implementation of the proposed Project would not result in direct population growth because it would not include the development of new housing units. However, the Project would result in indirect population growth associated with employment growth at the site. Part of this employment growth would be associated with construction of the Project. However, due to the current downturn in the construction sector, many of the construction jobs that would be generated by the Project would likely be occupied by construction personnel already living in the area who are currently unemployed or underemployed. In addition, the construction jobs generated by the Project would be temporary. Therefore, construction activities associated with the Project would not be likely to generate substantial new employment in the area.

Most of the employment growth associated with the Project would comprise permanent jobs created to operate the proposed commercial space. As noted in Chapter II, Project Description, specific tenants (and associated employment numbers) have not yet been identified for this commercial space. However, a rough estimate of future employees can be generated by applying generic employee generation rates for commercial uses. In the *Uptown EIR*, an average employment density of 350 square feet per employee was applied to the approximately 43,000 square feet of eating, drinking, and neighborhood retail and service uses that were proposed as part of the Uptown Project. Applying this employee generation rate to the 120,000 square feet of commercial space that would be developed as part of the Project would yield approximately 342 new employees. The actual number of employees that would be generated by the Project would vary based on tenant type and configuration.

Although these new employees would boost local employment, they would not result in substantial adverse employment growth at the local or regional level. Between 2010 and 2015, the total number of jobs within the City is expected to increase from 188,590 to 209,340, a net increase of 20,750 jobs. During that same time period, the total number of jobs in Alameda County is expected to increase

[1] *CEQA Guidelines*, 2011. Section 15126.2(d).

from 712,850 to 761,270, a net increase of 48,420 jobs. Therefore, employment growth associated with the Project would represent less than 2 percent of expected job growth in the City and less than 1 percent of expected job growth in the County between 2010 and 2015.[2] A relatively small number of new Project-generated employees who do not currently live in the area may move to Oakland or surrounding communities, but the number of transplants would not be significant in terms of expected area-wide population growth and would not result in substantial adverse growth.

In addition, the proposed Project would be located on an infill site in a developed, urban area that is already served by public utilities and service systems, transit, existing parks and urban open spaces, and other public services. Construction of the Project would not open additional undeveloped land to future growth or provide an expanded infrastructure capacity that would be available to serve future development. Instead, the Project would facilitate the intended revitalization of the Uptown area and Central District. Because the Project site is located within an existing urbanized area and near the Uptown Transit Center (and major employers in and around downtown Oakland), anticipated employment growth associated with the Project could reduce adverse impacts associated with automobile use, such as air pollution. Therefore, the growth that would occur as part of Project implementation would not be considered substantial or adverse (and would be considered beneficial from a regional planning perspective).

B. SIGNIFICANT IRREVERSIBLE CHANGES

An EIR must identify any significant irreversible environmental changes that would be caused by the proposed project being analyzed. Irreversible environmental changes may include current or future commitments to the use of non-renewable resources, or secondary or growth-inducing impacts that commit future generations to similar uses. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.[3] The *CEQA Guidelines* describe three categories of significant irreversible changes that should be considered, as described below.

1. Changes in Land Use Which Commit Future Generations

As discussed in the *Uptown EIR* and *Central District EIR*, the Uptown Project would be consistent with applicable land use plans, policies, and regulations, and would promote growth in areas that are well-situated to absorb growth (namely, neighborhoods in and around downtown Oakland which are in close proximity to transit hubs). The development that would result from the Project would also promote these desired land use patterns by adding employee- and visitor-generating uses near downtown Oakland and the Uptown Transit Hub. In addition, no General Plan or Planning Code amendment would be required as part of the Project. Therefore, the Project would not result in changes in land use beyond those already identified in City-wide planning documents. The proposed Project would thus not commit future generations to a significant adverse change in land use.

2. Irreversible Changes From Environmental Actions

No known irreversible changes would result from development and operation of the proposed Project. As discussed in the *Uptown EIR* and *Central District EIR*, ground-disturbing activities for the

[2] Association of Bay Area Governments, 2009. *Projections 2009.*

[3] *CEQA Guidelines*, 2010. Section 15126.2(c)

construction of subterranean parking structures, building foundations, and underground sewer and utility facilities could result in the release of contaminated soil, groundwater, and building materials. As discussed in the *Uptown EIR*, relatively low concentrations of petroleum hydrocarbons have been detected on the site, but additional solvent and metal contamination may occur. However, compliance with federal, State and local regulations, the City's Standard Conditions of Approval, and implementation of mitigation measures identified in Section IV.G, Hazards and Hazardous Materials, of the *Uptown EIR* would reduce the potential for environmental accidents in these instances (or other releases of hazardous materials during the construction period) to a less-than-significant level. No other potential irreversible changes are expected to result from implementation of the proposed Project.

3. Consumption of Nonrenewable Resources

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands to urban uses, and lost access to mineral reserves. No agricultural lands would be converted and no access to mining reserves would be lost with implementation of the Uptown Project or Central District Project, along with the proposed Project. No agricultural resources or mineral resources are located in the vicinity of the Project site. The proposed Project would develop an existing parking lot into a commercial complex with parking and would thus require the use of energy, including energy produced from non-renewable resources. However, the Project (similar to other development undertaken as part of the Uptown Project) would be required to incorporate energy-conserving features, as required by the Uniform Building Code, Title 24 of the California Energy Code, the City of Oakland Green Building Ordinance, and other energy-reducing provisions of the City's Standard Conditions of Approval. In addition, the Project would be located in close proximity to a major transit hub, and thus would be expected to reduce the per capita use of transportation-related nonrenewable energy (compared to projects located at a greater distance from transit).

C. 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. Section 15130 of the *CEQA Guidelines* requires that an EIR evaluate potential environmental impacts when the project's incremental effect is cumulatively considerable.

As discussed in Chapter III, Transportation and Circulation, the proposed Project would result in the following cumulative impacts beyond those already identified in the *Uptown EIR* and *Central District EIR*. Please refer to Chapter III for a more detailed discussion of the new cumulative impacts that would be expected to result from the Project, and assumptions made in evaluating the cumulative scenario.

> Impact TRANS-1: The addition of Project traffic would increase the v/c ratio by more than 0.01 during the AM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2020 Near-Term Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-2: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-3: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of San Pablo Avenue/20th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-5: The addition of Project traffic would result in the intersection meeting the conditions of the Caltrans peak hour volume traffic signal warrant during the PM peak hour at the intersection of San Pablo Avenue/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Less Than Significant with Mitigation)*

Impact TRANS-6: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-7: The addition of Project traffic would cause the intersection to degrade from LOS E to LOS F during the PM peak hour at the intersection of Telegraph Avenue/19th Street under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-8: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Broadway/Grand Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-9: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-10: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement

during the PM peak hour at the intersection of Castro Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-11: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Brush Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

Impact TRANS-12: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM peak hour at the intersection of Brush Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions. *(Significant and Unavoidable)*

D. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

As discussed in Chapter III, the proposed Project would result in the following significant unavoidable impact beyond those already identified in the *Uptown EIR* and *Central District EIR*:

Impact TRANS-1: The addition of Project traffic would increase the v/c ratio by more than 0.01 during the AM peak hour at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2020 Near-Term Cumulative Conditions.

Impact TRANS-2: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-3: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of San Pablo Avenue/20th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-6: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-8: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement

during the PM peak hour at the intersection of Broadway/Grand Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-9: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Castro Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-10: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Castro Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-11: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Brush Street/17th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Impact TRANS-12: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM peak hour at the intersection of Brush Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

E. EFFECTS FOUND NOT TO BE SIGNIFICANT

A Notice of Preparation (NOP) was circulated for the Project beginning on October 7, 2011.[4] Written comments received on the NOP during the scoping period, which ended on November 17, 2011, were considered in the preparation of the final scope of work for this document and evaluation of the proposed Project. The environmental topics analyzed in Chapter III, Transportation and Circulation, represent those topics which generated potential controversy and expectation of adverse impacts.

The proposed Project would not result in new significant impacts beyond those already identified in the *Uptown EIR* and *Central District EIR* related to the following topics. The discussions for each of the environmental topics listed below identify mitigation measures from the *Uptown* EIR and Central *District EIR* and City of Oakland Standard Conditions of Approval that would reduce significant environmental effects of the Project to a less-than-significant level. In certain cases, mitigation measures identified in the *Uptown EIR* or *Central District EIR* are similar to the City's Standard Conditions of Approval. In such cases, the more protective measure is identified.

1. Aesthetics, Shadow, and Wind

The topic of aesthetics includes issues of visual character, views, scenic resources, and light and glare. Shadow and wind are also discussed below.

[4] A second NOP was circulated on October 18, 2011, which contained a slightly modified project description (indicating that residential uses could be added to the Project). However, this NOP has since been retracted by the City. The project analyzed herein does not include residential uses.

a. Visual Resources. The Project area is generally flat and contains short-distance views of Downtown Oakland and surrounding high-rise buildings. Longer-distance views to the East Bay Hills from the Project site and surrounding public viewpoints are limited by high-rise buildings east and north of the Project site. In addition, the visual character of the area is influenced by a mixture of buildings of new and older construction, including the historic Fox Theater, and the four- to five-story structures developed as part of the Uptown Project. The site comprises a parking lot and does not contain scenic resources such as large trees, rock formations, or historic buildings. In addition, no public scenic vistas are located in the vicinity of the site. None of the highways in the vicinity of the Project site (including I-980 and San Pablo Avenue) is a designated or eligible State Scenic Highway.

The design of the Project is currently conceptual and would be refined over time. However, the scale and mass of the proposed structure would be consistent with that of other buildings in the vicinity of the site. In addition, the three 40 by 60-foot advertising signs proposed as part of the Project would be compatible with the visual character of the area. The design of the advertising signs on the proposed building would be considered by City Council as part of the franchise agreement. Therefore, in the context of an area that has been subject to significant intensification and change over the last few years due to the development of the Uptown Project, the proposed 1800 San Pablo Avenue Project would not substantially degrade the existing visual character or quality of the site and its surroundings. In addition, development of the site would change views in the vicinity, but no long-distance views (or other views characterized as scenic) would be blocked, as such views are currently limited due to the existing urban development pattern of the area. The proposed advertising signage would be flush with the building facades and would not block views along streets around the site. In addition, no scenic resources are present within the site. Therefore, the Project would not have a substantial adverse effect on a public scenic vista or substantially damage scenic resources. No lighting plan has yet been developed for the Project. However, such a plan would be required as part of the Project, and the City would review the plan to ensure off-site light and glare is minimized (per Standard Condition of Approval (SCA) 40, below). SCA 40 would also apply to any lighting used in conjunction with the proposed advertising signage.

The Project would be subject to the following Standard Conditions of Approval that would further reduce the already less-than-significant effects on visual resources:

SCA 17: Landscape Requirements for Street Frontages
Prior to issuance of a final inspection of the building permit

On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.

SCA 18: Landscape Maintenance
Ongoing

All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

SCA 40: Lighting Plan

Prior to the issuance of an electrical or building permit

The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.

In addition, the following mitigation measure from the *Uptown EIR* would be required:

> Mitigation Measure AES-1: The following measures shall be incorporated into the final Project design:
>
> - Create streetscape vitality and enhance the pedestrian experience through detailed treatment of building facades, including entryways, fenestration, and signage, and through the use of carefully chosen building materials, texture, and color.
> - Design of building facades shall include sufficient articulation and detail to avoid the appearance of blank walls or box-like forms.
> - Exterior materials utilized in construction of new buildings, as well as site and landscape improvements, shall be high quality and shall be selected for both their enduring aesthetic quality and for their long term durability.
> - Ensure that the architectural and landscape treatment of the proposed parking structure promotes human scale and pedestrian activity.
>
> Detailed designs for the public park shall be developed. The design shall emphasize the public nature of the space and pedestrian comfort. The plaza design shall consider sun/shade patterns during mid-day hours throughout the year. The plaza design shall be sensitively integrated with the streetscape. [Note: This paragraph would not to apply to the proposed Project, as the public park has already been developed as part of the larger Uptown Project.]

With implementation of the Standard Conditions of Approval and mitigation measure identified above, the Project would not result in new impacts to aesthetics beyond those identified in the *Uptown EIR* and *Central District EIR* or substantially worsen already-identified impacts.

b. Shadow. The Project site – which contains a surface parking lot – generates little shadow. Therefore, development of the proposed building, which would be a maximum of 90 feet in height, would increase shadow coverage in the vicinity of the site (including over solar collectors on the adjacent Fox Court building). However, this shadow coverage would be substantially reduced compared to the 19-story, 250-foot-tall building originally proposed for the site as part of the Uptown Project. As discussed in the *Uptown EIR*, the shadow generated by that taller building would not substantially reduce the use of solar collectors or photovoltaic cells (including those located to the south of the Project site) or parks and open spaces, and would not adversely affect the integrity of historic resources in the area. While the Project would cast shadow on the solar collectors on the Fox Court building, net new shadow would be limited to the late afternoon hours in the spring, summer, and fall, and would not compromise the utility of the solar receptors. Therefore, the Project would also not result in significant shadow-related impacts or substantially worsen already-identified impacts in the *Uptown EIR* and *Central District EIR*.

c. Wind. Ground-level wind acceleration in urban areas is heavily influenced by building exposure, massing, and orientation. Because the site currently contains a surface parking lot, the Project could incrementally change wind patterns in the area. However, the associated change would be much reduced compared to that associated with the development of a 19-story building on the site, as evaluated in the *Uptown EIR.* Because the proposed building would be 90 feet (less than 100 feet) in height, it would not be expected to substantially adversely affect wind patterns, per the City's CEQA Thresholds of Significance Guidelines.

Therefore, the Project would not result in new impacts to wind beyond those identified in the *Uptown EIR* or substantially worsen already-identified impacts.

2. Agriculture and Forest Resources

Neither the *Uptown EIR* nor the *Central District EIR* identifies significant agriculture or forest resources impacts. The Project site is within an urbanized area that contains a mixture of commercial, residential, and institutional land uses. Farmland and forest land uses are not present on or adjacent to the Project site. Therefore, the Project would not result in significant effects to agriculture or forest resources.

3. Air Quality

As noted in the *Uptown EIR*, activities associated with demolition, site preparation and construction of the Uptown Project would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. However, the proposed Project would be required to implement Standard Conditions of Approval that would reduce construction-period emissions. Therefore, the potential impact associated with construction-related emissions would not exceed that identified in the *Uptown EIR* and *Central District EIR.*

In addition, the Project would not substantially increase vehicle miles traveled in the context of population growth in the area, compared to the development anticipated as part of the Central District or Uptown Project. Therefore, the Project would not conflict with the 2010 Clean Air Plan.

The Project would generate operational emissions, mainly associated with vehicle trips, as summarized in Table V-1. As shown in Table V-1, the Project would not exceed Bay Area Air Quality Management District (BAAQMD) thresholds for regional emissions of key pollutants and would thus not result in significant emissions of such pollutants.

The proposed Project would result in the development of commercial uses and would not include the development of stationary sources of Toxic Air Contaminants (TACs). However, as discussed in the *Central District EIR,* the occupants of the proposed Project could be exposed to TACs associated with area freeways and stationary sources. This potential exposure was identified as a significant and unavoidable impact in the *Central District EIR.* The Project would be subject to SCA 94, Indoor Air Quality, which would require the Project sponsor to prepare a Health Risk Assessment for the Project and incorporate measures to protect indoor air quality, if warranted. Therefore, the Project would not worsen the significant impact related to TACs identified in the *Central District EIR.*
In addition, the land uses that would be developed as part of the Project would not generate adverse odors. Therefore, odor-related impacts would not be significant.

Table V-1: Regional Emissions

Emissions in Pounds Per Day				
	Reactive Organic Gases	**Nitrogen Oxides**	**PM_{10}**	**$PM_{2.5}$**
Total Emissions	15.82	24.94	31.99	6.08
BAAQMD Significance Threshold	**54.00**	**54.00**	**82.00**	**54.00**
Exceed?	**No**	**No**	**No**	**No**
Emissions in Tons Per Year				
Total Emissions	2.65	3.60	5.84	1.11
BAAQMD Significance Threshold	**10.00**	**10.00**	**15.00**	**10.00**
Exceed?	**No**	**No**	**No**	**No**

PM = particulate matter
Source: LSA Associates, Inc., 2012.

The Project would be subject to the following Standard Conditions of Approval that would reduce the air quality-related impacts of the Project:

SCA 25: Parking and Transportation Demand Management

Prior to issuance of a final inspection of the building permit

The applicant shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan. The TDM plan shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered. Strategies to consider include the following:

a) Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
b) Construction of bike lanes per the Bicycle Master Plan; Priority Bikeway Projects
c) Signage and striping onsite to encourage bike safety
d) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient crossing at arterials
e) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.
f) Direct transit sales or subsidized transit passes
g) Guaranteed ride home program
h) Pre-tax commuter benefits (checks)
i) On-site car-sharing program (such as City Car Share, Zip Car, etc.)
j) On-site carpooling program
k) Distribution of information concerning alternative transportation options
l) Parking spaces sold/leased separately
m) Parking management strategies, including attendant/valet parking and shared parking spaces

SCA 26: Dust Control

Prior to issuance of a demolition, grading or building permit

During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic and enhanced dust control procedures required for construction sites. These include:

a) Water all 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 possible.
b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.

d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.

e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.

f) Limit the amount of the disturbed area at any one time, where feasible.

g) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

h) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

i) Replant vegetation in disturbed areas as quickly as feasible.

j) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

k) Limit traffic speeds on unpaved roads to 15 miles per hour.

l) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.

SCA 27: Construction Emissions
Prior to issuance of a demolition, grading or building permit

To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:

a) Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.

b) Perform low-NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.

SCA 94: Indoor Air Quality

In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into project building design. The appropriate measures shall include 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 the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

B. The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.

    a) Do not locate sensitive receptors near distribution center's entry and exit points.

    b) Do not locate sensitive receptors in the same building as a perchloroleythene dry cleaning facility.

c) Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).

d) Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air intake system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.

e) Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.

f) Maintain positive pressure within the building.

g) Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.

h) Achieve a performance standard of at least 4 air exchanges per hour of recirculation

i) Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.

j) Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

SCA 95: Air Pollution Buffering for Private Open Space
Prior to approval of Final Development Plan for each stage

To the maximum extent practicable, private (individual and common) exterior open space, including playgrounds, patios, and decks, shall either be shielded from the stationary source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupant.

With implementation of the Standard Conditions of Approval identified above, the Project would not result in new impacts to air quality beyond those identified in the *Uptown EIR* and *Central District EIR* or substantially worsen already-identified impacts.

4. Biological Resources

The *Uptown EIR* and *Central District EIR* do not identify significant impacts to biological resources. The Uptown Project and Central District Project, and the proposed Project are located within a developed area where urban uses have replaced historic biotic habitat and natural vegetation. The Project site is a paved parking lot that does not contain any wetlands, riparian area or sensitive habitat, or special status wildlife and plant species. Trees protected by the City's tree ordinance would not be removed. Therefore, the proposed Project would not result in significant effects to biological resources.

5. Cultural Resources

Cultural resources include historic architectural, archaeological, and paleontological resources. Each is discussed below.

a. Historic Architectural Resources. Historic architectural resources consist of existing buildings, structures, or objects that are historically significant at the local, State, or national level. Gener-

ally, any building, structure, or object 50 years or older may be identified as a historic architectural resource if it meets the applicable criteria.

No known historic resources exist on or immediately adjacent to the project site. Therefore, the Project would not adversely affect historic architectural resources (including historic districts in the vicinity of the site). The California Furniture Company (Piedmont Piano Company) Building located at 1716-30 San Pablo Avenue, immediately south of the project site, is rated C3 by the Oakland Cultural Heritage Survey, meaning it is of Secondary Importance and is not located within a historic district (and is not a contributor to a historic district). Therefore, the structure is considered a Potentially Designated Historic Property (PDHP), but is not classified as being on Oakland's Local Register of Historic Resources and is not considered a historic resource for the purpose of CEQA.

The three 40 by 60-foot advertising signs proposed as part of the Project would not compromise the integrity of historic buildings in the vicinity of the site, including the Fox Theater to the east of the site. The proposed advertising signage would be located at the corner of 18th Street and San Pablo Avenue, and along San Pablo Avenue, and would face away and be at the opposite end of the block from the Fox Theater. In addition, the design of the advertising signs would be considered by City Council as part of the franchise agreement. Therefore, the proposed Project would not cause a substantial adverse change in the significance of an historical resource as defined in *CEQA Guidelines* section 15064.5.

b. Archaeological and Paleontological Resources. Archaeological resources consist of remains of human activity and usually occur as sites that result from a specific human activity, event, or occupation. Paleontological resources consist of fossils and their immediate surroundings. As discussed in the *Uptown EIR*, the Uptown Project site (including the Project site) has a high sensitivity for archaeological resources due to the presence of businesses and homes in the area between the 1870s and 1930s. The east side of San Pablo Avenue in the vicinity of the Project site was a Chinese neighborhood during the 1870s, and archaeological deposits may exist from that time (although the main settlement was north of 19th Street). In addition, the site may contain fossils and human remains. Archaeological and paleontological resources (including human remains) could be adversely affected by Project-related construction activities.

The Project would be subject to the following mitigation measures identified in the *Uptown EIR*, which would reduce impacts to archaeological and paleontological resources on the site to a less-than-significant level. Please note that slight modifications have been made to these mitigation measures to clarify monitoring requirements and other aspects of the measures.

> Mitigation Measure HIST-1a: A paleontological resources monitoring plan shall be developed in consultation with a qualified paleontologist prior to Project related ground-disturbing activities. This monitoring plan shall incorporate the findings of Project-specific geotechnical investigations to identify the location and depth of deposits that have a high likelihood of containing paleontological resources and that may be encountered by Project activities. This information will indicate the depth of overlying non-sensitive soils (i.e., artificial fill and prior disturbance) within the Project area to allow a more effective determination of where paleontological monitoring is appropriate.

Mitigation Measure HIST-1b: A qualified paleontologist shall monitor all ground disturbing activity that occurs at depths within the Project area determined to be sensitive in the paleontological monitoring plan. Monitoring shall continue until, in the paleontologist's opinion, significant, nonrenewable paleontological resources are unlikely to occur. In the event that paleontological resources are encountered during excavation, all work within 50 feet of the find shall be redirected until the monitor has evaluated the situation and provided recommendations for the protection of, or mitigation of adverse effects to significant paleontological resources. Mitigation for impacts to significant paleontological resources shall include thorough documentation of the find and its immediate context to recover scientifically-valuable information. Upon completion of paleontological monitoring, a monitoring report shall be prepared. This scope of this report shall be approved by the City, but at a minimum the report will document the methods, results, and recommendations of the monitoring paleontologist.

Mitigation Measure HIST-2a: Prior to any ground disturbing activity, a pre-construction archaeological testing and sensitivity program shall be implemented to help identify whether historic or unique archaeological resources exist within the Project site. This testing program shall include, but not be limited to the following: a literature review of previous project reports and known sites recorded at the Northwest Information Center (Rohnert Park, CA); and an assessment of historic land uses in the project area, using resources such as Oakland Cultural Heritage Survey records, Sanborn maps, historic tax assessor maps and data, U.S. Census data, property records, early historic maps, and other renderings. Examples of potential historic or unique archaeological resources that could be identified within the Project site include: backfilled wells; basements of buildings that pre-date Euro-American buildings that were constructed on the Project site; and backfilled privies. For these resources to be considered significant pursuant to CEQA, they would have to have physical integrity *and* meet at least one of the criteria listed in *CEQA Guidelines* section 15064.5(a)(3) (for historic resources) and/or CEQA section 21083.2(g) (for unique archaeological resources). These criteria include: association with events that have made a significant contribution to the broad patterns of California history and cultural heritage; association with the lives or persons important in our past; embodiment of 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; yield, or may likely yield, information important in prehistory or history; contains information needed to answer important scientific research questions and be subject to a demonstrable public interest in that information; have a special and particular quality such as being the oldest of its type or the best available example of its type; or be directly associated with a scientifically recognized important prehistoric or historic event or person. The testing program, in conjunction with a sensitivity study, shall use a combination of subsurface investigation methods (including backhoe trenching, augering, and archaeological excavation units, as appropriate). The purpose of the testing program is to: (1) identify the presence and location of potentially-significant archaeological deposits; (2) determine if such deposits meet the definition of a historical resource or unique archaeological resource under section 21083.2(g) of the CEQA statutes; (3) guide additional archaeological work, if warranted, to recover the information potential of such deposits; and (4) refine the archaeological monitoring plan. If historic or unique archaeological resources associated with the Chinese community are identified within the project site and are further determined to be unique, the City shall consult with representatives of an established local Chinese-American organization regarding the potential use of the archaeological findings for interpretive purposes.

Mitigation Measure HIST-2b: Archaeological monitoring of ground-disturbing construction in the Project area shall be conducted, as appropriate and if necessary, based on the results of the pre-construction testing program and on the sensitivity study and the potential for encountering unidentified archaeological deposits. Upon completion of the pre-construction testing program specified in Mitigation Measure HIST-2a, the extent of archaeological monitoring during Project construction shall be assessed, and the scope and frequency of the monitoring required by this mitigation measure shall be based on the findings of this assessment. Monitoring shall be conducted by a cultural resource professional approved by the City who meets the Secretary of the Interior's Professional Qualifications Standards for Prehistoric and Historical Archaeology. Upon completion of such archaeological monitoring, evaluation, or data recovery mitigation, the archaeologist shall prepare a report documenting the methods, results, and recommendations of the investigation, and submit this report to the NWIC. Public displays of the findings of archaeological recovery excavation(s) of historical or unique resources shall be prepared. As appropriate, brochures, pamphlets, or other media shall be prepared for distribution to schools, museums, libraries, and – in the case of Chinese-American archaeological deposits – Chinese-American organizations. If materials, such as artifacts, soil samples, and materials generated by the sensitivity study and treatment plan, are recovered they shall be stored in a monitored facility that allows access to the materials. Materials shall be stored in accordance with generally-accepted practices, such as those published by the State Office of Historic Preservation.

In addition, the Project would be subject to the following Standard Condition of Approval, which would reduce impacts to human remains to a less-than-significant level:

SCA 53: Human Remains
Ongoing throughout demolition, grading, and/or construction

In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

With implementation of the mitigation measures and Standard Condition of Approval identified above, the Project would not result in new impacts to cultural resources beyond those identified in the *Uptown EIR* or substantially worsen already-identified impacts.

6. Geology and Soils

The Project site consists of generally level topography with an elevation of approximately 25 to 30 feet above mean sea level and includes no earthquake faults subject to rupture or areas subject to landslides. In addition, the area is generally paved and thus is not subject to substantial erosion hazards. Also, development in the area would be served by existing wastewater infrastructure. Therefore, development projects in the area would not result in impacts associated with septic systems.

The Project would be subject to the following Standard Conditions of Approval, which would require the Project sponsor to submit a project-specific Geotechnical Report, as well as detailed engineering drawings and relevant materials to the City Building Services Division for review and approval prior to commencing grading or construction activities on the Project site:

SCA 55: Erosion and Sedimentation Control Plan
Prior to any grading activities

a) The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.

b) The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.

SCA 58: Soils Report
Required as part of the submittal of a Tentative Tract or Tentative Parcel Map

A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically, the minimum contents of the report should include:

A. Logs of borings and/or profiles of test pits and trenches:
   a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures.
   b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures.
   c) All boring logs shall be included in the soils report.

B. Test pits and trenches
   a) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures.
   b) Soils profiles of all test pits and trenches shall be included in the soils report.

C. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled.

D. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit.

E. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following:

a) Site description;

b) Local and site geology;

c) Review of previous field and laboratory investigations for the site;

d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building;

e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist;

f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required;

g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report;

h) All other items which a Soils Engineer deems necessary; and

i) The signature and registration number of the Civil Engineer preparing the report.

F. The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.

SCA 59: Geotechnical Report
Required as part of the submittal of a tentative Tract Map or tentative Parcel Map

a) A site-specific, design level, Fault Zone geotechnical investigation for each construction site within the project area shall be required as part of this project and submitted for review and approval to the Building Services Division. Specifically:

i. Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be in accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.

ii. The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).

iii. The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer and geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.

iv. The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the "No Build" zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.

v. Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the projects design phase, shall be incorporated into the project.

vi. Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.

vii. A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or sub-divider of further geologic and engineering studies to more adequately define active fault traces.

b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.

SCA 61: Site Review by the Fire Services Division
Prior to the issuance of demolition, grading or building permit

The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.

SCA 68: Best Management Practices for Soil and Groundwater Hazards
Ongoing throughout demolition, grading, and construction activities

The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards.

a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland.

b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources

c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that all applicable standards, regulations and conditions for all previous contamination at the site have been followed. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.

The incorporation into the Project of the recommendations that would be identified in the Geotechnical Report and other technical reports required by the Standard Conditions of Approval listed above would ensure the Project would not result in significant effects related to geologic or seismic hazards, including ground failure, liquefaction, subsidence, and soil expansion.

With implementation of the Standard Conditions of Approval identified above, the Project would not result in new impacts to geology and soils beyond those identified in the *Uptown EIR* and *Central District EIR,* or substantially worsen already-identified impacts.

7. Greenhouse Gas Emissions

The Project would generate approximately 3,139 metric tons of carbon dioxide equivalent units (CO_2e) per year. Of these, approximately 2,356 metric tons would be associated with transportation sources. The remaining emissions would be generated by solid waste, electricity, natural gas, and water/wastewater operations. The Project would be required to comply with SCA F, described below, which would ensure the Project would either not exceed the 1,100 metric tons per year significance threshold or the 4.6 metric tons of CO_2e per capita per year threshold and thus would not result in significant effects related to greenhouse gas emissions. Compliance with the other Standard Conditions of Approval listed below would further reduce the contribution of the Project to the cumulative impact of global climate change. In addition, the Project, which would result in intensified development near the downtown Oakland job center and regional transit nodes, would not conflict with any applicable plan, policy, or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions.

SCA 17: Landscape Requirements for Street Frontages
Prior to issuance of a final inspection of the building permit

On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.

SCA 18: Landscape Maintenance
Ongoing

All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

SCA F: GHG Reduction Plan
Prior to issuance of a construction-related permit and ongoing as specified

The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval. The applicant shall implement the approved GHG Reduction Plan. The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to below at least one of the Bay Area Quality Management District's (BAAQMD's) CEQA Thresholds of Significance (1,100 metric tons of CO2e per year or 4.6 metric tons of CO2e per year per service population) to help achieve the City's goal of reducing GHG emissions. The GHG Reduction Plan shall include, at a minimum, (a) a detailed GHG emissions inventory for the project under a "business-as-usual" scenario with no consideration of project design features, or other energy efficiencies, (b) an "adjusted" baseline GHG emissions inventory for the project, taking into consideration energy efficiencies included as part of the project (including the City's Standard Conditions of Approval, proposed mitigation measures, project design features, and other City requirements), (c) a comprehensive set of quantified additional GHG reduction measures available to further reduce GHG emissions beyond the adjusted GHG emissions, and (d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.

Specifically, the applicant/sponsor shall adhere to the following:

a) **GHG Reduction Measures Program.** Prepare and submit to the City Planning Director or his/her designee for review and approval a GHG Reduction Plan that specifies and quantifies GHG reduction measures that the project will implement by phase.

Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures Document (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.

The proposed GHG reduction measures must be reviewed and approved by the City Planning Director or his/her designee. The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "offset carbon credits," pursuant to item "b" below).

The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; (4) off-site within the State of California; then (5) elsewhere in the United States.

b) **Offset Carbon Credits Guidelines.** For GHG reduction measures involving the purchase of offset carbon credits, evidence of the payment/purchase shall be submitted to the City Planning Director or his/her designee for review and approval prior to completion of the project (or prior to completion of the project phase, if the project includes more one phase).

As with preferred locations for the implementation of all GHG reductions measures, the preference for offset carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; (3) within the State of California; then (4) elsewhere in the United States. The cost of offset carbon credit purchases shall be based on current market value at the time purchased and shall be based on the Project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan.

c) **Plan Implementation and Documentation.** For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits. For operational GHG reduction measures to be incorporated into the project, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of project completion (or at the completion of the project phase for phased projects).

For physical GHG reduction measures to be incorporated into off-site projects, the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval and then installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into off-site projects, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of completion of the subject project (or at the completion of the project phase for phased projects).

d) **Compliance, Monitoring and Reporting.** Upon City review and approval of the GHG Reduction Plan program by phase, the applicant/sponsor shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the Project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG

emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.

Implementation of the GHG reduction measures and related requirements shall be ensured through the project applicant/sponsor's compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant/sponsor shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report (Annual Report), subject to the City Planning Director or his/her designee for review and approval. The Annual Report shall be submitted to an independent reviewer of the City Planning Director's or his/her designee's choosing, to be paid for by the project applicant/sponsor (see *Funding*, below), within two months of the anniversary of the Certificate of Occupancy.

The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Plan.

The GHG Reduction Plan shall be considered fully attained when project emissions are less than an applicable numeric BAAQMD CEQA Thresholds as confirmed by the City Planning Director or his/her designee through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below.

e) **Funding.** Within two months after the Certificate of Occupancy, the project applicant/sponsor shall fund an escrow-type account or endowment fund to be used exclusively for preparation of Annual Reports and review and evaluation by the City Planning Director or his/her designee, or its selected peer reviewers. The escrow-type account shall be initially funded by the project applicant/sponsor in an amount determined by the City Planning Director or his/her designee and shall be replenished by the project applicant/sponsor so that the amount does not fall below an amount determined by the City Planning Director or his/her designee. The mechanism of this account shall be mutually agreed upon by the project applicant/sponsor and the City Planning Director or his/her designee, including the ability of the City to access the funds if the project applicant/sponsor is not complying with the GHG Reduction Plan requirements, and/or to reimburse the City for its monitoring and enforcement costs.

f) **Corrective Procedure.** If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant/sponsor shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures (Corrective GHG Action Plan). The project applicant/sponsor shall then implement the approved Corrective GHG Action Plan.

If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant/owner fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City Planning Director or his/her designee may, in addition to its other remedies: (a) assess the project applicant/sponsor a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed.

The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved (compared

to the applicable numeric significance thresholds) or required percentage reduction from the "adjusted" baseline.

In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant/sponsor has made a good faith effort to comply with the GHG Reduction Plan.

The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the GHG Reduction Plan.

g) **Timeline Discretion and Summary.** The City Planning Director or his/her designee shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.

- *Fund Escrow-type Account for City Review:* Certificate of Occupancy plus 2 months
- *Submit Baseline Inventory of "Actual Adjusted Emissions":* Certificate of Occupancy plus 1 year
- *Submit Annual Report #1:* Certificate of Occupancy plus 2 years
- *Submit Corrective GHG Action Plan (if needed):* Certificate of Occupancy plus 4 years (based on findings of Annual Report #3)
- *Post Attainment Annual Reports:* Minimum every 3 years and at the City Planning Director's or his/her designee's reasonable discretion

SCA 25: Parking and Transportation Demand Management
Prior to issuance of a final inspection of the building permit

The applicant shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan. The TDM plan shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered. Strategies to consider include the following:

a) Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
b) Construction of bike lanes per the Bicycle Master Plan; Priority Bikeway Projects
c) Signage and striping onsite to encourage bike safety
d) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient crossing at arterials
e) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.
f) Direct transit sales or subsidized transit passes
g) Guaranteed ride home program
h) Pre-tax commuter benefits (checks)
i) On-site car-sharing program (such as City Car Share, Zip Car, etc.)
j) On-site carpooling program
k) Distribution of information concerning alternative transportation options
l) Parking spaces sold/leased separately
m) Parking management strategies; including attendant/valet parking and shared parking spaces

SCA 36: Waste Reduction and Recycling

The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.

Prior to issuance of demolition, grading, or building permit

Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/ alterations/modifications with construction values of $50,000 or more (except R-3), and all demolition (including soft demo).The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.

Ongoing

The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be in implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.

SCA 55: Erosion and Sedimentation Control Plan
Prior to any grading activities

a) The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, water-proof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.

b) The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.

SCA 75: Stormwater Pollution Prevention Plan (SWPPP)
Prior to and ongoing throughout demolition, grading, and/or construction activities

The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building

Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to storm-water; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue though the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

With implementation of the Standard Conditions of Approval identified above, the Project would not result in new significant impacts to greenhouse gas emissions or worsen already-identified impacts in the *Central District EIR* (greenhouse gas emissions were not yet the subject of detailed evaluation at the time the *Uptown EIR* was prepared).

8. Hazards and Public Safety

As discussed in the *Uptown EIR*, historic uses on the Project site included a machine shop, laboratory, trucking company, and parking. Limited soil sampling that was conducted on the site indicated the presence of relatively low concentrations of petroleum hydrocarbons. However, areas that were not sampled may contain higher concentrations of petroleum hydrocarbons, or solvent or metal contamination.

Construction of the Project could result in the release of remaining contamination on the site. These contaminants could affect construction workers and students at the Oakland School for the Arts. In addition, contamination on the site could pose an ongoing risk to future employees at the Project site.

The Project would be subject to the following mitigation measures from the *Uptown EIR*, which would reduce contamination-related risks to a less-than-significant level:

> Mitigation Measure HAZ-1a: Prior to issuing any grading, demolition or building permits for the proposed Project affecting Project site Blocks 3 through 9, an environmental investigation shall be conducted at the site by a qualified environmental professional. The environmental investigation shall implement appropriate sampling recommendations presented in previously conducted Phase I site assessment(s) prepared for the Project site, as summarized in Table IV.G-3, in order to adequately characterize subsurface conditions of the site. Environmental investigation workplans shall be submitted to the City of Oakland and RWQCB for review and approval. Information from the environmental investigation shall be used to develop and implement site-specific health and safety plans for construction workers and best management practices (e.g., dust control, storm water runoff control, etc.) appropriate to protect the general public.
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> Mitigation Measure HAZ-1c: Prior to issuing any grading, demolition, or building permit for the proposed Project, a Soil and Groundwater Management Plan (Plan) shall be prepared. The Plan shall include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of safely, in accordance with applicable regulations. The Plan will incorporate notification and dust mitigation requirements of the BAAQMD (including Title 17, CCR Section 93105). Dewatering procedures will incorporate regulatory requirements for groundwater discharge to storm or sanitary sewers, as outlined in Mitigation Measure HYD-3.

The Plan shall be submitted to the City of Oakland and RWQCB for review and approval and shall be implemented throughout all phases of Project development.

Mitigation Measure HAZ-2b: Prior to issuing any permits for construction within the Project site, a Human Health Risk Assessment (HHRA) shall be conducted and/or updated by a qualified environmental professional. This HHRA shall employ methodology from the *City of Oakland Urban Land Redevelopment: Guidance Document* for the Oakland Risk Based Corrective Action (RBCA) program to evaluate potential health risks from petroleum hydrocarbons, metals, solvents, and other volatile organic compounds in soils and groundwater. Depending on the findings of the HHRA, recommendations may be made for administrative or engineering controls to minimize public exposure to hazardous materials, if warranted. These controls could potentially include vapor barriers for building foundations, encapsulation of the site with building foundations and paved parking surfaces to prevent exposure to soils, and implementation of an Operations and Maintenance Plan to ensure prescribed controls are implemented and maintained. The controls shall ensure that any potential added health risks to future site users are reduced to a cumulative risk of less than 1×10^{-5} (a calculated risk of 1 in 100,000 persons exposed) for carcinogens and a cumulative hazard index of 1.0. The HHRA shall be submitted to the City of Oakland and RWQCB for review and approval.

In addition, the Project would be subject to the following Standard Conditions of Approval that would further reduce risks associated with hazardous materials:

SCA 35: Hazards Best Management Practices
Prior to commencement of demolition, grading, or construction

The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) is implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

a) Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction.

b) Avoid overtopping construction equipment fuel gas tanks.

c) During routine maintenance of construction equipment, properly contain and remove grease and oils.

d) Properly dispose of discarded containers of fuels and other chemicals.

e) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.

f) If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

SCA 61: Site Review by the Fire Services Division
Prior to the issuance of demolition, grading or building permit

The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.

SCA 66: Other Materials Classified as Hazardous Waste
Prior to issuance of any demolition, grading or building permit

If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to the Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.

SCA 68: Best Management Practices for Soil and Groundwater Hazards
Ongoing throughout demolition, grading, and construction activities

The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards.

a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland.

b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources).

c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.

SCA 69: Radon or Vapor Intrusion from Soil or Groundwater Sources
Ongoing

The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.

SCA 74: Hazardous Materials Business Plan
Prior to issuance of a business license

The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following:

a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.

b) The location of such hazardous materials.

c) An emergency response plan including employee training information

d) A plan that describes the manner in which these materials are handled, transported and disposed.

With implementation of the Standard Conditions of Approval identified above, the Project would not result in new hazards-related impacts beyond those identified in the *Uptown EIR* and *Central District EIR* or substantially worsen already-identified impacts.

9. Hydrology and Water Quality

As discussed in the *Uptown EIR*, construction activities associated with development of the Uptown Project could result in degradation of water quality in Lake Merritt and the San Francisco Bay by reducing the quality of storm water runoff. In addition, post-construction operation of the Project could result in degradation of water quality in Lake Merritt due to a net decrease in the quality of storm water runoff. Dewatering effluent may also contain contaminants and if not properly managed could cause impacts to the environment. These impacts could also occur with implementation of the proposed Project.

The Project would be subject to the following mitigation measure from the *Uptown EIR*, which would reduce impacts associated with dewatering effluent to a less-than-significant level:

> Mitigation Measure HYD-3: The SWPPP shall include requirements for the proper management of dewatering effluent as necessary to mitigate significant impacts to the environment. The Hazards section of this DEIR (Mitigation Measure HAZ-1b) addresses and mitigates potential impacts associated with health and safety impacts to site workers and the public associated with the dewatering effluent.
>
> At minimum, all dewatering effluent will be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary, to ensure that only clear water is discharged to the storm or sanitary sewer system. Alternatively, effluent can be hauled off-site by tanker truck for disposal. Based on the historical land uses at the Project site and groundwater sampling of the existing network of monitoring wells, it is possible that groundwater underlying each of the parcels has been impacted by chemical releases. All dewatering effluent will be analyzed by a State-certified laboratory for the suspected pollutants (at minimum, petroleum hydrocarbons, solvents, and metals) prior to discharge. Based on the results of the analytical testing and the concentrations of pollutants identified, if any, the applicant will dispose of the water in one (or more) of the following ways: a) Discharge the water to the storm drain under permit from the RWQCB. It is unlikely that the RWQCB would allow discharge of any untreated dewatering

effluent that contained detectable concentrations of chemical pollutants and that for these types of discharges, alternative disposal options may be required; b) Discharge the water to the sanitary sewer system under permit from the East Bay Municipal Utilities District; c) Haul the water to a licensed off-site disposal facility for treatment and disposal under appropriate manifest. The Project proponent shall demonstrate to the City of Oakland, Planning and Development Department that appropriate permits have been acquired prior to discharge of any dewatering effluent.

The Project would also be subject to the following Standard Conditions of Approval that would reduce adverse impacts to water quality:

SCA 55: Erosion and Sedimentation Control Plan
Prior to any grading activities

a) The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.

b) The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.

SCA 75: Stormwater Pollution Prevention Plan (SWPPP)
Prior to and ongoing throughout demolition, grading, and/or construction activities

The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue though the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

SCA 80: Post-construction Stormwater Management Plan
Prior to issuance of building permit (or other construction-related permit)

The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.

a) The post-construction stormwater management plan shall include and identify the following:
   i. All proposed impervious surface on the site;
   ii. Anticipated directional flows of on-site stormwater runoff;
   iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces;
   iv. Source control measures to limit the potential for stormwater pollution;
   v. Stormwater treatment measures to remove pollutants from stormwater runoff; and
   vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.

b) The following additional information shall be submitted with the post-construction stormwater management plan:
   i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and
   ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.

All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.

Prior to final permit inspection

The applicant shall implement the approved stormwater management plan.

SCA 81: Maintenance Agreement for Stormwater Treatment Measures
Prior to final zoning inspection

For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:

i. The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and

ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the

purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.

SCA 91: Stormwater and Sewer
Prior to completing the final design for the project's sewer service

Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

With implementation of the Standard Conditions of Approval identified above, the Project would not result in new impacts to hydrology and water quality beyond those identified in the *Uptown EIR* and *Central District EIR* or substantially worsen already-identified impacts.

10. Land Use and Planning

The *Uptown EIR* and *Central District EIR indicate* that the Uptown Project and Central District Project would not result in significant impacts to land use and planning policies. This conclusion would also apply to the proposed Project. The Project would result in the development of a commercial project on a site that was anticipated for residential development as part of the Uptown Project. This change in use would be consistent with other uses in the mixed-use Uptown area, and would not result in adverse land use impacts. In particular, the Project would not divide an established community, as it would not block access routes in the vicinity of the site. In addition, the Project would be consistent with the General Plan and zoning designations on the site and would not conflict with other applicable planning documents. The proposed advertising signage would only be permitted on the site in accordance with a franchise agreement approved by City Council, as allowed pursuant to Section 17.104.060 (General Limitations on Advertising Signs) of the Municipal Code. Such a franchise agreement would not extend to properties outside the project site and therefore would not result in large-scale changes to signage patterns in the neighborhood, or other aesthetic changes that could result in adverse secondary land use impacts (e.g., result in a fundamental conflict between adjacent or nearby land uses). The Project would promote the intensification of infill sites, which is a major policy initiative of the General Plan. Therefore, the Project would not conflict with applicable policies or regulations adopted for environmental protection. In addition, no Habitat Conservation Plan or Natural Communities Conservation Plan applies to the site. Therefore, the Project would not conflict with such a plan. The Project would thus not result in new impacts to land use and planning policies beyond those less-than-significant impacts identified in the *Uptown EIR* and *Central District EIR,* or substantially worsen already-identified impacts.

11. Mineral Resources

As discussed in the *Uptown EIR* and *Central District EIR,* the Project site is located within an urban area that contains no known mineral resources. The Project would thus not interfere with any quarry-

ing, mining, dredging, or extraction of mineral resources on the site. Therefore, the Project would not result in significant effects to mineral resources.

12. Noise

As discussed in the *Uptown EIR*, noise levels from construction activities may range up to a maximum of 91 A-weighted decibels (dBA) at the nearest land uses to the Project site for limited time periods during the duration of construction for certain activities such as pile driving or the use of other heavy equipment. In addition, traffic associated with the Uptown Project would generate long-term noise levels exceeding Normally Acceptable and Conditionally Acceptable noise levels on the Project site. Also, long-term stationary noise sources on the Uptown Project site could generate noise levels in excess of the thresholds established in the City's Planning Code. The proposed Project would result in similar impacts as those identified in the *Uptown EIR*.

The proposed Project would result in the development of commercial uses on the site, and not residential uses, as anticipated as part of the Uptown Project. However, this change in use would not generate additional traffic or activity levels in and around the site such that the noise impacts identified in the *Uptown EIR* would be substantially increased. (In general, traffic volumes must double to result in an audible increase in roadway noise levels; the change in development type and intensity on the site would not result in such a doubling of traffic levels and would thus result in a less-than-significant increase in traffic noise levels compared to those identified in the *Uptown EIR*.) In addition, construction activities would be similar to those anticipated for the site as part of the Uptown Project (although the duration of construction could be reduced as the currently-proposed building is smaller than anticipated as part of the Uptown Project).

All noise impacts generated by the Project would be less than significant with implementation of the Standard Conditions of Approval listed below.

SCA 28: Days/Hours of Construction Operation
Ongoing throughout demolition, grading, and/or construction

The project applicant shall require construction contractors to limit standard construction activities as follows:

a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.

b) Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.

c) Construction activity shall not occur on Saturdays, with the following possible exceptions:

   i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.

ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.

d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.

e) No construction activity shall take place on Sundays or Federal holidays.

f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

g) Applicant shall use temporary power poles instead of generators where feasible.

SCA 29: Noise Control
Ongoing throughout demolition, grading, and/or construction

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:

a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).

b) Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered 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) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction**.**

d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

SCA 30: Noise Complaint Procedures
Ongoing throughout demolition, grading, and/or construction

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department (during regular construction hours and off-hours);

b) A sign posted on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);

c) The designation of an on-site construction complaint and enforcement manager for the project;

d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

SCA 31: Interior Noise
Prior to issuance of a building permit and Certificate of Occupancy

If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that:

(a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and

(b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit.

(c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity. Potential features/measures to reduce interior noise could include, but are not limited to, the following:

a) Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis**.**

b) Prohibition of Z-duct construction.

SCA 32: Operational Noise
Ongoing

Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.

SCA 39: Pile Driving and Other Extreme Noise Generators
Ongoing throughout demolition, grading, and/or construction

To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the

project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:

a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;

b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;

d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets, for example, and implement such measures if such measures are feasible and would noticeably reduce noise impacts**;** and

e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

With implementation of the Standard Conditions of Approval identified above, the Project would not result in new impacts to noise beyond those identified in the *Uptown EIR* and *Central District EIR,* or substantially worsen already-identified impacts.

13. Population and Housing

The *Uptown EIR* and *Central District EIR* indicate that the Uptown Project and Central District Project would not result in significant effects related to population and housing. The proposed Project would not include the development of housing and would not demolish any existing housing. As discussed under "Growth-Inducing Impacts" at the beginning of this chapter, the proposed Project would be expected to generate approximately 342 new employees, but this growth in employment would be consistent with local and regional employment projections developed by ABAG. Therefore, the proposed Project would not result in significant population and housing impacts.

14. Public Services

The *Uptown EIR* and *Central District EIR* indicate that the Uptown Project and Central District Project would not result in significant effects related to public services. This conclusion would also apply to the proposed Project. As a project occurring within the Uptown Project site and Central District, the proposed Project would be located in an urban area already served by public services and utilities, and would not substantially increase the demand for public services. The Fire Services Division would review Project plans and, prior to issuance of building permits, the Project sponsor would contribute the required development fees to pay for the anticipated less-than-significant increase in demand for public services. Therefore, the proposed Project would not result in significant public services impacts.

The Project would be subject to the following Standard Conditions of Approval that would further reduce the already less-than-significant effects to public services:

SCA 4: Conformance with Other Requirements
Prior to issuance of a demolition, grading, P-job, or other construction related permit

a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building

Services Division, the City's Fire Marshal, and the City's Public Works Agency. 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 of Approval 3.

b) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.

SCA 71: Fire Safety Phasing Plan
Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit

The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.

15. Recreation

The *Uptown EIR* and *Central District EIR* indicate that the Uptown Project and Central District Project would not result in significant effects related to recreation. This conclusion would also apply to the proposed Project. The proposed Project would be located in an urban area already served by existing parks and urban open spaces. The Project site is located approximately one block from the Uptown Park, ¼ mile from Snow Park, and ½ mile from Lakeside Park and Lake Merritt. The Project could increase the use of area parks, although not to the extent of the residential project proposed for the site as part of the Uptown Project. Therefore, the proposed Project would not result in substantial physical deterioration of park facilities or increase the number of park users such that the construction or expansion of recreational facilities would be required.

16. Utilities and Service Systems

The *Uptown EIR* and *Central District EIR* indicate that the Uptown Project and Central District Project would not result in significant effects related to utilities and service systems. This conclusion would also apply to the proposed Project. The proposed Project would be located in an urban area on an infill site that is already served by public utilities and service systems. The Project is not expected to result in a significant impact or undue burden on the sanitary sewer system, solid waste disposal system, storm drainage system, or gas and electrical services. Any infrastructure improvements that may be required to serve the proposed Project would be required by the affected public utilities prior to issuance of service connections, as applicable. In addition, the Project sponsor would be required to provide any additional capacity or infrastructure improvements or pay required installation and hookup fees to the affected service providers to ensure provision of adequate service, prior to the implementation of required service connections. Minor utility upgrades that may be required as part of the Project would be similar to those anticipated as part of the *Uptown EIR* and *Central District EIR,* and would not result in significant environmental impacts due to the urbanized nature of the area. Therefore, the proposed Project would not result in significant impacts to utilities and service systems.

The Project would be subject to the following Standard Conditions of Approval that would further reduce the already less-than-significant effects to utilities and service systems:

SCA 36: Waste Reduction and Recycling

The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.

Prior to issuance of demolition, grading, or building permit

Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3), and all demolition (including soft demo). The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.

SCA 91: Stormwater and Sewer
Prior to completing the final design for the project's sewer service

Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

VI. REPORT PREPARATION

All references are available at the offices of the Lead Agency.

A. LEAD AGENCY

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C. REFERENCES

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APPENDIX A

NOP AND COMMENT LETTERS

CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA, SUITE 3315 • OAKLAND, CALIFORNIA 94612-2032

Community and Economic Development Agency
Planning & Zoning Division

(510) 238-3941
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NOTICE OF PREPARATION (NOP) OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (EIR) 1800 SAN PABLO AVENUE PROJECT

The Oakland Community and Economic Development Agency, Planning and Zoning Division, is preparing a supplement to the Uptown Mixed Use Project EIR (certified in 2004) and/or the Proposed Amendments to the Central District Urban Renewal Plan EIR (certified in 2011). The Supplemental EIR will evaluate changes to the project and circumstances surrounding the project, as analyzed in the Uptown Mixed Use Project and/or the Proposed Amendments to the Central District Urban Renewal Plan (as applicable) associated with the construction of the 1800 San Pablo Avenue Project (Project), as identified below. The Supplemental EIR will address the potential environmental effects for each of the environmental topics outlined in the California Environmental Quality Act (CEQA).

The City of Oakland is the Lead Agency for the Project and is the public agency with the greatest responsibility for approving the Project or carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving or carrying out the Project. When the Draft Supplemental EIR is published, it will be sent to all Responsible Agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy. Responses to this NOP and any questions or comments should be directed in writing to: Lynn Warner, Planner III, City of Oakland, Community and Economic Development Agency, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; 510-238-6983 (phone); 510-238-6538 (fax); or e-mailed to lwarner@oaklandnet.com. Comments on the NOP must be received at the above mailing or e-mail address **by 5:00 p.m. on November 7, 2011**. Please reference case number ER110014 in all correspondence. In addition, comments may be provided at the EIR Scoping Meeting to be held before the City Planning Commission.

EIR SCOPING MEETING – CITY PLANNING COMMISSION
November 2, 2011
6:00 p.m.
City Hall, 1 Frank H. Ogawa Plaza
Hearing Room 1

PROJECT TITLE: 1800 San Pablo Avenue Project (also known as the Fox Block Project)

PROJECT LOCATION: The Project site is located at 1800 San Pablo Avenue in the Uptown District of the City of Oakland. The approximately 1.02-acre site consists of APN 008-0642-018.

PROJECT SPONSOR: City of Oakland Redevelopment Agency and Sunfield Development

EXISTING CONDITIONS: The Project site consists of a surface parking lot containing 70 fee parking spaces. The site is surrounded by 19th Street (with residential uses beyond) to the north; residential uses to the east; 18th Street (with retail uses beyond) to the south; and San Pablo Avenue (with commercial uses beyond) to the west.

PROJECT DESCRIPTION: The Project would involve the construction of a three-story (above grade) structure containing commercial uses and a parking garage. The building would be a maximum of 90 feet in height and would contain a total of 120,000 square feet of interior space. The building would contain 30,000 square feet of

commercial space on the first floor; 40,000 square feet of commercial space on each of the second and third floors; and 10,000 square feet of commercial space on the roof top. Up to 309 fee parking spaces would be constructed on three floors below grade.

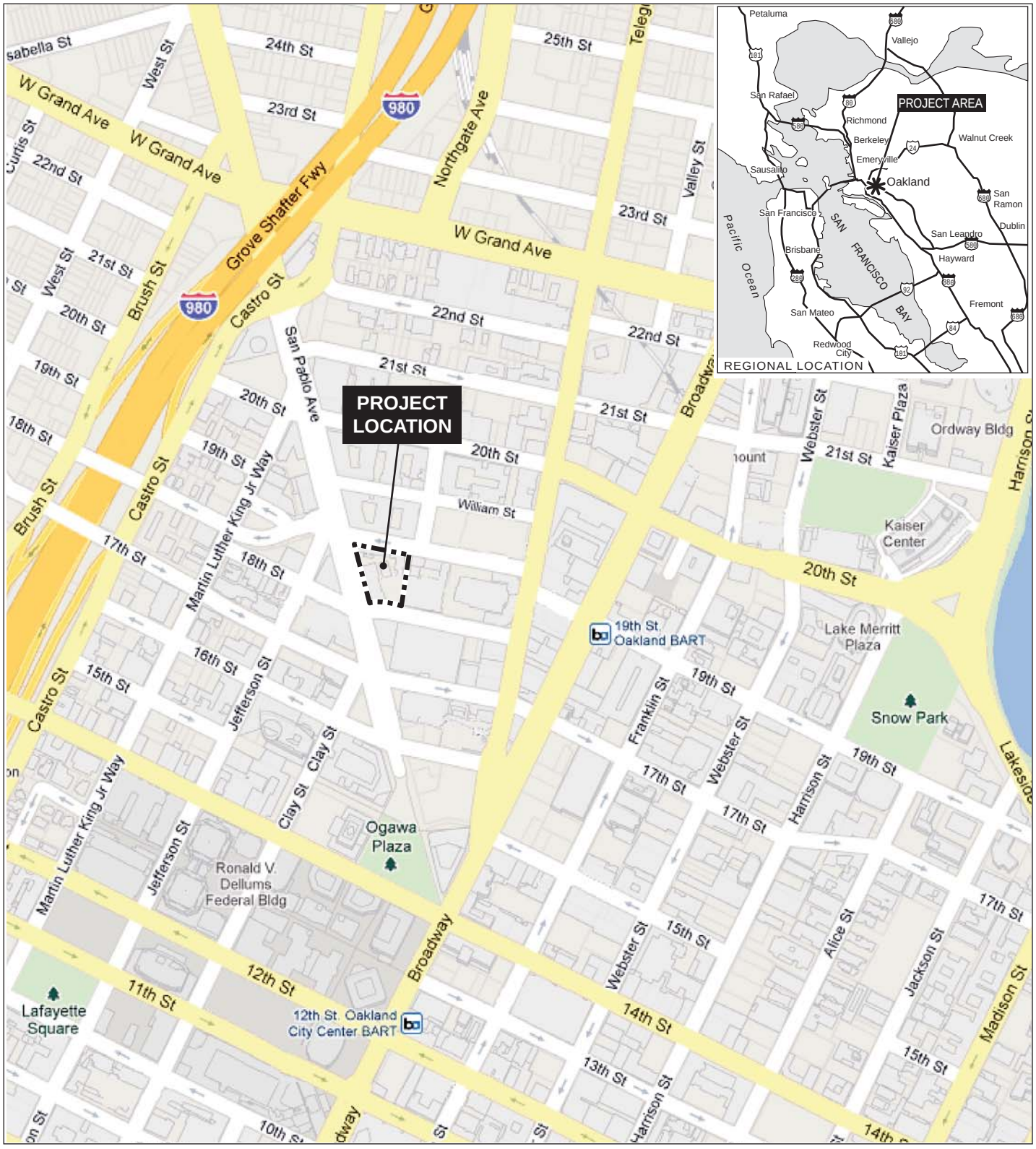
The Uptown Mixed Use Project EIR assumed construction of a 19-story building containing 270 condominiums and 270 parking spaces on the site. The Proposed Amendments to the Central District Urban Renewal Plan EIR assumed construction of a project containing 110,000 square feet of retail/entertainment space and 301 parking spaces on the site.

PROBABLE ENVIRONMENTAL EFFECTS: Per Section 15163 (Supplement to an EIR) of the *CEQA Guidelines*, the Draft Supplemental EIR will "contain only the information necessary to make the previous EIR adequate for the project as revised." Therefore, many of the topical analyses are expected to be brief and to reference the more detailed evaluation in the Uptown Mixed Use Project EIR and the Proposed Amendments to the Central District Urban Renewal Plan EIR.

October 7, 2011
File Number ER110014

Eric Angstadt,
Deputy Director
Planning and Zoning
Environmental Review Officer

Attachments: Figure 1 - Project Location Map



LSA

FIGURE 1

1800 San Pablo Avenue Project Supplemental EIR

Project Location and Regional Vicinity

SOURCES: GOOGLE MAPS; LSA ASSOCIATES, INC. ,2011.

I:\AEM102 Fox Block 1800 San Pablo Ave\figures\Fig_1.ai (9/26/11)

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

November 15, 2011

ALA980017
ALA-980-0.9
SCH#2000052070

Ms. Lynn Warner
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Dear Ms. Warner:

1800 San Pablo Avenue Project – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the 1800 San Pablo Avenue Project. The following comments are based on the application. As lead agency, the City of Oakland is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. The Department is specifically concerned with traffic generated by the project to result in potentially significant impacts to operations and with the possible queuing at ramps to back traffic onto the Interstate (I) 980 mainline, resulting in potentially significant impacts to traveler safety.

Traffic Impact Study
The environmental document should include an analysis of the impacts of the proposed project on State highway facilities, in particular access to I-980 and, in the vicinity of the project site. Please ensure that a Traffic Impact Study (TIS) is prepared providing the information detailed below:

1. Information on the plan's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed. The study should clearly show the percentage of project trips assigned to State facilities.

2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.

3. Schematic illustration and level of service (LOS) analysis for the following scenarios: 1) existing, 2) existing plus project, 3) cumulative and 4) cumulative plus project for the roadways and intersections in the project area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.

5. The procedures contained in the 2000 update of the Highway Capacity Manual should be used as a guide for the analysis. We also recommend using the Department's *"Guide for the Preparation of Traffic Impact Studies"*; it is available on the following web site: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf.

6. Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

7. There are a variety of public transit options available within the project area. To provide a safe access these modes, please provide a discussion on how the project will facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

We look forward to reviewing the TIS, including Technical Appendices, and environmental document for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Yatman Kwan, Mail Stop #10D.

Encroachment Permit

Any work or traffic control within the State Right-of-Way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits/

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

GARY ARNOLD
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

November 17, 2011

Lynn Warner
Planner III
City of Oakland
Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Comments on the Revised Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (DSEIR) for the 1800 San Pablo Avenue Project in the City of Oakland (Case Number ER 110014)

Dear Ms. Warner:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Supplemental Environmental Impact Report (DSEIR) for the City of Oakland. The project area site consists of a surface parking lot containing 70 fee parking spaces. The site is surrounded by 19th Street (with residential uses beyond) to the north; residential uses to the east; 18th Street (with retail uses beyond) to the south; and San Pablo Avenue (with commercial uses beyond) to the west.

The project would construct a seven-story (above grade) structure containing residential and commercial uses and a parking garage. The building would contain approximately 120,000 square feet of commercial space and up to 100 residential units. Up to 309 parking spaces would be constructed on three floors below grade.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No.69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2009. 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 DSEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. The MTS roads in the city of Oakland in the project study area are; I-980, Martin Luther King Jr. Way, San Pablo Avenue, Telegraph Avenue, Broadway, Harrison Street, West Grand Avenue and 14th Street. (See 2011 CMP Figure 2). Potential impacts of the project must be addressed for 2020 and 2035 conditions.

  - Please note that 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 2011 CMP for more information).

  - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.

- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DSEIR project mitigation measures:

  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

  The DSEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DSEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC/ACCMA policies discussed above.

- The DSEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of

existing facilities (see 2011 CMP, Chapter 5). The DSEIR 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 Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The DSEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan is and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58

- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

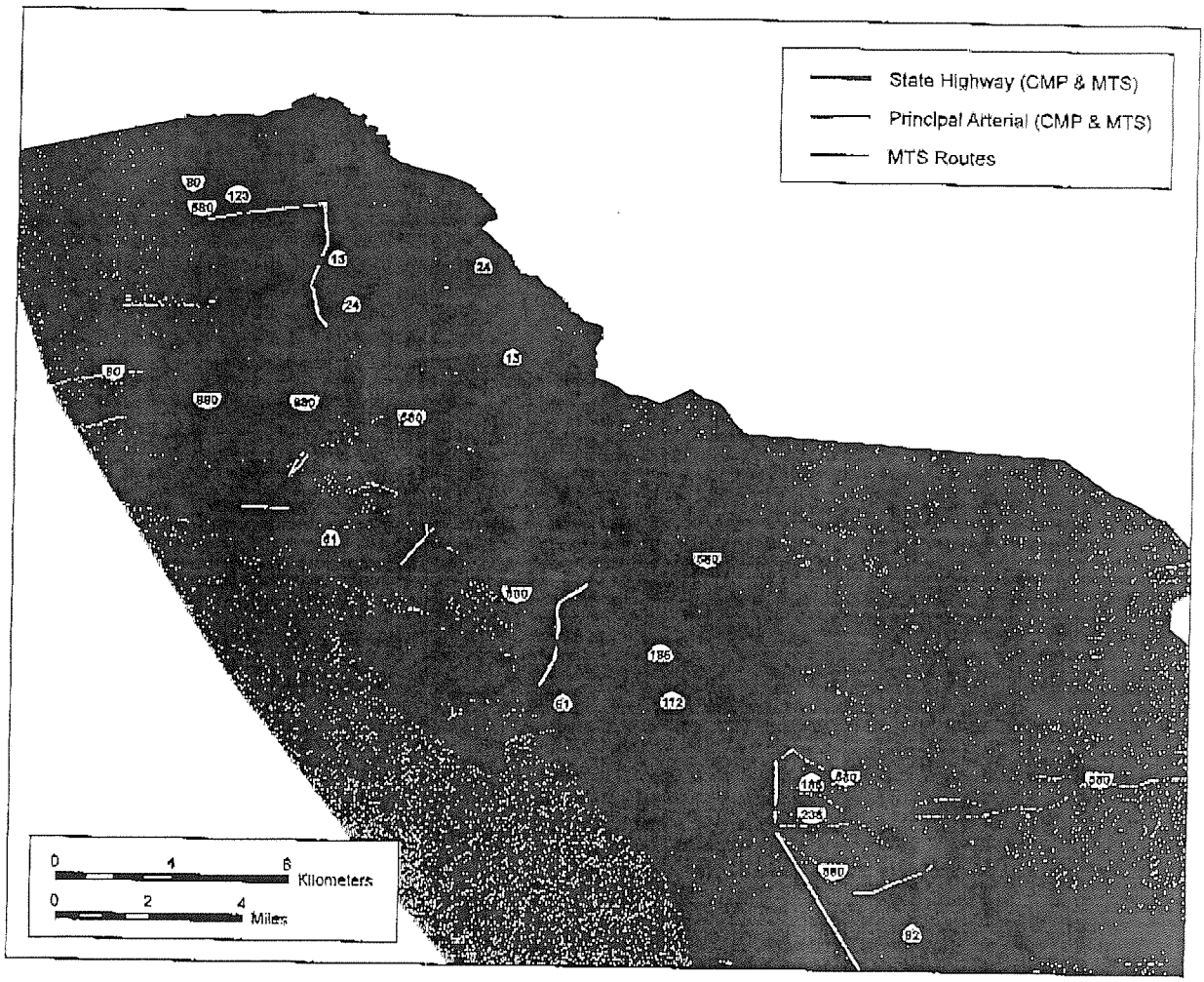
Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2011

Figure 2—Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont



Attachment

Design Strategies Checklist for the Transportation Demand Management Element of the Alameda County CMP

The Transportation Demand Management (TDM) Element included in Alameda County Congestion Management Program requires each jurisdiction to comply with the Required Program. This requirement can be satisfied in three ways: 1) adopting "Design Strategies for encouraging alternatives to using auto through local development review" prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) providing evidence that existing local policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 above, the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. Alameda County Technical Advisory Committee (ACTAC) and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance:
Design Review:
Standard Conditions of Approval:
Capital Improvement Program:
Specific Plan:
Other:

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 provide reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a.2 provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

Yes No

2a.3 include safety elements such as convenient crossing at arterials?

Yes No

2a.4 provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance:
Design Review, such as ADA Accessibility Design Standards:
Standard Conditions of Approval:
Capital Improvement Program:
Specific Plan:
Other:

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 include a process for including transit operators in development review?

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.
Zoning ordinance:
Design Review:
Standard Conditions of Approval:
Capital Improvement Program:
Specific Plan:
Other:

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

4.b How does your jurisdiction implement these strategies? Please identify.
Zoning ordinance:

Design Review:
Standard Conditions of Approval:
Capital Improvement Program:
Specific Plan:
Other:

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:
5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes No

5b. How does your jurisdiction implement these strategies? Please identify.
Zoning ordinance:
Design Review:
Standard Conditions of Approval:
Capital Improvement Program:

Specific Plan:
Other:

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

EAST BAY
MUNICIPAL UTILITY DISTRICT

November 7, 2011

Lynn Warner, Planner III
City of Oakland
Community and economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Notice of Preparation of a Draft Supplemental Environmental Impact Report - 1800 San Pablo Avenue Project (Reference Case No. ER 110014)

Dear Ms. Warner:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (EIR) for the 1800 San Pablo Avenue Project located in the City of Oakland (City). EBMUD has the following comments.

WATER SERVICE

EBMUD's Central Pressure Zone, with a service elevation between 0 and 100 feet, will serve the proposed development. Off-site pipeline improvements, at the project sponsor's expense, may be required to meet domestic demands and fire flow requirements set by the local fire department for the project area. Off-site pipeline improvements include, but are not limited to, replacement of existing water mains to the project site. 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 development. Engineering and installation of water mains and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all

necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense.

WASTEWATER PLANNING

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to treat the proposed wastewater flows from the Project, provided that the Project and the wastewater generated by the Project meet the requirements of the current EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. EBMUD has historically operated three Wet Weather Facilities to provide treatment for high wet weather flows that exceed the treatment capacity of the MWWTP. On January 14, 2009, due to Environmental Protection Agency's (EPA) and the State Water Resources Control Board's (SWRCB) re-interpretation of applicable law, the Regional Water Quality Control Board (RWQCB) issued an order prohibiting further discharges from EBMUD's Wet Weather Facilities. Additionally, on July 22, 2009 a Stipulated Order for Preliminary Relief issued by EPA, the SWRCB, and RWQCB became effective. This order requires EBMUD to begin work that will identify problem infiltration/inflow areas, begin to reduce infiltration/inflow through private sewer lateral improvements, and lay the groundwork for future efforts to eliminate discharges from the Wet Weather Facilities.

Currently, there is insufficient information to forecast how these changes will impact allowable wet weather flows in the individual collection system subbasins contributing to the EBMUD wastewater system, including the subbasin in which the proposed Project is located. As required by the Stipulated Order, EBMUD is conducting extensive flow monitoring and hydraulic modeling to determine the level of flow reductions that will be needed in order to comply with the new zero-discharge requirement at the Wet Weather Facilities. It is reasonable to assume that a new regional wet weather flow allocation process may occur in the East Bay, but the schedule for implementation of any new flow allocations has not yet been determined. In the meantime, it would be prudent for the lead agency to require the project applicant to incorporate the following measures into the proposed Project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to reduce infiltration/inflow and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent infiltration/inflow to the

maximum extent feasible. Please include such provisions in the environmental documentation and other appropriate approvals for this Project.

WATER CONSERVATION

EBMUD would request that the City include in its conditions of approval for the proposed development that the project sponsor to comply with Landscape Water Conservation Section, Article 10 of Chapter 7 of the Oakland Municipal Code and the California 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 sponsors' expense.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:sb
sb11_190.doc

cc.: Peter Lezak
Sunfield Development
562 14th Street
Oakland, CA 94612