

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4344 . OAKLAND . CALIFORNIA . 94612
Public Works Department
Transportation Planning & Funding Division

TEL: (510) 238-3466
FAX: (510) 238-7415

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, September 15, 2016; 6:00-8:00 pm** **City Hall, Hearing Room 3**

Bicycle & Pedestrian Facilities Program home page:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm>

FAQ re: bikeway projects: www2.oaklandnet.com/OAK024652#answers

Commissioners

Reginald K Burnette Jr, Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams,
Robert Prinz, Midori Tabata, Rosa Villalobos, Kenya Wheeler

Time	#	Topic	Type
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)	Admin
6:05	2	Approval of meeting minutes <i>Attachment</i> (5 minutes)—Seek motions to adopt the August 2016 BPAC minutes.	Action
6:10	3	Open Forum / Public Comment <i>Attachment</i> (10 minutes)—Members of the public may raise or comment on an issue within BPAC's subject matter jurisdiction (other than what is on the agenda). For a list of previously discussed items and their status, go to http://tinyurl.com/Oakland-BPAC-OpenForumTracking , and the attachment.	Info
6:20	4	Public Hearing: Oak Knoll Mixed use Community Plan Project (City Case Number PLN15378, PLN15378-PUDF01, ER15-004), Draft Environmental Report <i>Attachment</i> (40 minutes)—Heather Klein with the Bureau of Planning will take comments on the transportation-related bicycle and pedestrian safety aspects of the Project at 8750 Mountain; bounded by Keller Avenue and Mountain Boulevard. The master plan proposal to redevelop the former Oak Knoll Naval Medical Center (NMCO) site includes construction of 935 residential units, a commercial "Village Center," relocation of the historic Club Knoll building for commercial uses and community space, and approximately 83 acres of open space, creek restoration, trails, paths and bicycle routes. For further information contact Scott Gregory, contract planner at (510) 535-6690 or Heather Klein, Planner III at (510) 238-3659 or hklein@oaklandnet.com .	Action

- 7:00 5 **Proposed Implementation of Senate Bill 743: CEQA** (30 minutes)—Sarah Fine, Senior Transportation Planner, will present the City’s proposed action to eliminate automobile delay from City of Oakland CEQA Thresholds, implementing the directive from Senate Bill 743 and applying proposed guidance from the Governor’s Office of Planning & Research (www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf). This action was summarized in the poster presentation during the BPAC’s August 18, 2016 meeting, and identified as part of a broader effort, the Modernizing Transportation Impact Review (TIR) project, which was presented in overview at the April 21, 2016 meeting of the BPAC. The broad goals of the TIR project are to align the City of Oakland’s CEQA Thresholds with state law (Senate Bill 743, Steinberg), increase the efficiency and predictability of development application review, and ensure that new development contributes appropriately to a multimodal urban transportation network. Action
- 7:30 6 **Three-month agenda look-ahead, suggestions for meeting topics, announcements** *Attachment* (15 minutes) Action

Agenda online at: www2.oaklandnet.com/w/OAK056331



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email jstanley@oaklandnet.com or call (510) 238-3983 or TDD/TTY (510) 238-2007 at least five working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete de en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a jstanley@oaklandnet.com o llame al (510) 238-3983 o (510) 238-2007 por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 jstanley@oaklandnet.com 或致電 (510) 238-3983 或 (510) 238-2007 TDD/TTY。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

BPAC agenda three-month agenda look-ahead

October

- Paving committee report back
- Infrastructure bond

Active BPAC Committees (reference)

Committees	Date convened	Status	Members
Open Forum responses	3/17/16	ongoing	Kidd, Villalobos, Tabata
Paving committee	2/18/16	report back pending	Prinz, Hwang, Chan
review OMC bicyclist-related sections	1/21/2016		Wheeler (chair), Prinz, Tabata
draft strategic plan	1/15/2015	document adopted at December 2015 meeting pending resolution of final concerns presented by commissioners and staff	Kidd, Sahar Shirazi, others

Announcements from Commissioners

- Friday, September 16, 2016 from 8am to 6pm. Walk Oakland Bike Oakland is promoting Oakland's version of International PARK(ing) Day 2016! Check out pop-up mini public parks in place of on street automobile parking throughout the city of Oakland and or visit permitted parklets already in place long-term. More info - tinyurl.com/OaklandParkingDay2016 (Commissioner Hwang)
- Bike East Bay's next free Urban Cycling 101 classroom workshop, made possible with funding from the City of Oakland, is coming up on Saturday, September 17th, from 1-3pm at the Golden Gate Library (San Pablo Ave and 56th Street). For adult and teens, learn some new skills and earn some freebies for participating. Complete details and registration are online at www.BikeEastBay.org/UC101. (Commissioner Prinz)

Announcements from Staff

- Wednesday, September 14, Oakland Parks and Recreation Department is holding a meeting to gather public input on [proposed changes to rules for parks and trails](#), including the bike rules [presented to the BPAC in January 2016](#). The meeting starts at 5:00pm at the Lakeside Park Garden Center, 666 Bellevue Ave.
- A new online map showing Oakland's existing and proposed bikeways, the status of bikeway project development, existing bike parking, and existing bike signs (with pop-up data windows and links to photos) is now available at <http://arcs.is/2bZoTvO>.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the August 18, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at <http://www2.oaklandnet.com/oak056330>

Meeting called to order at 6:01pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with Commissioners present except McWilliams (excused), Hwang (excused), Burnette, Jr (excused), and Wheeler (late). Introductions were made.

- Other attendees (who signed in): Jeff Knowles, Robert Vance, Carol Levine, Will Roscoe, Dominic Lucchesi, Bob Fearman, Kit Vaq, Jennifer Anderson, Jamie Ervin, Angela Gennino, Amanda Leahy, Brytanee Brown, Manoj Madhavan, Rick Johnson, Dianne Yee
- Staff: Sarah Fine, Iris Starr, Jennifer Stanley, Michael Ford, Kerby Olsen, Sara Barz, Carlos Hernandez, Jeff Tumlin

Item 2. Approval of meeting minutes (Action Item)

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from July 21, 2016*** was made (Kidd), seconded (Tabata) and passed with all present voting in favor.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

No comments.

Item 4. Bicycle Parking Ordinance Updates (Action Item)

Senior Transportation Planner, Sarah Fine, provided project background and progress since this item was presented last month (see PowerPoint from agenda packet). Main points since the last presentation:

- Staff analyzed the cost impact to developers if the number of spaces required were raised to meet best practices and found that the increased cost would be more than offset by the recent Parking Ordinance's decrease in number of auto parking spaces required.
- Design guidelines, accommodating cargo bikes, having bike service stations, changing the requirements to provide showers and lockers, and bike access to buildings are not included in this update. These issues will be handled via the upcoming Bicycle Master Plan update.
- Developers will be able to choose whether they want to remove car parking and install bike parking instead, to meet new bike parking targets.

- A motion to ***the BPAC support the Bicycle Parking Ordinance update as presented by staff*** was made (Tabata), seconded (Kidd) and passed with all present voting in favor. The BPAC Chair, Ryan Chan, will write a letter of support.

Item 5. Meet DOT Director Jeff Tumlin (Action Item)

Oakland Department of Transportation (DOT) Interim Director Jeff Tumlin introduced himself, described his background, scope of work as interim director, and what he's been learning and doing since he started in late July. Key points:

Jeff is the only DOT employee right now. He is under contract with the City through February, working Monday-Thursday. Interim directors can take more risks and move more quickly than permanent staff. Near-term initiatives include changes to how the City responds to CEQA, adoption of an updated Pedestrian Master Plan, and adoption of a DOT Strategic Plan in early October, hopefully to coincide with "formal" formation of the DOT. Jeff sees his assignment in four parts:

1. *Form the DOT.* This was reasonably well defined before his arrival, with about 10% still unclear. The DOT will include everything about the street, including meters and maintenance. The administrative function has not been decided but could include sharing services with Public Works (OPW).
2. *Funding the DOT:* The pending infrastructure bond would have a big impact on the City's ability to deliver its mission. Jeff wants to improve Oakland's relationship with MTC and ACTC, and to maximize all sources of revenue.
3. *Get smarter about allocating funds:* The City does not have enough resources to meet basic commitments. We need to focus on delivering specific outcomes, and will seek input from the public and City Council. Social equity tops the list. We need to measure the degree to which we are benefitting communities, and make up for past disinvestment. We should use safety data (vs perception), economic vitality (to help generate the revenue needed to fund DOT). Taking asset management approach: quantify deferred maintenance. Quantify ecological performance. Turn away from responsiveness to community and rely on data--train staff to say no more often.
4. *Improve project delivery:* what have we learned from recent projects?

Q&A summary:

- Jeff has worked for 17 years at Nelson Nygaard as a transportation planning consultant on projects worldwide. His billing rate is \$270/hr which includes consultant overheads—his actual salary is comparable to that of the eventual director.
- Regarding the prioritization of social equity, the City is trying to be more proactive and transparent, doing a better job letting people know how decisions are made. We need to build trust with the community. The City has had a tendency to over-promise and under-deliver. We need to be honest about the operating deficit.
- People should be encouraged to help the City do a better job. For example, problems reported through SeeClickFix get a better response if they are presented in a specific way. Commissioner Prinz created a "how to" for SeeClickFix to train people.

- There is currently no staff member tasked with communications about transportation. Oakland is doing a better job than most people think/know. The City has tons of data, is very responsive to complaints about infrastructure maintenance, and has very dedicated staff.
- Current bike/ped program staff will be in the DOT.
- Jeff would like the City to do more projects in-house rather than spending so much time on contracts.
- The current OPW Department will be split with all street, sidewalk, and related operations moving to the DOT. The DOT will build stronger relationship with the Planning Department.
- Jeanette Sadik-Kahn, Bloomberg & Associates (and former NYC Transportation Commissioner) is leading the recruitment process for DOT Director. Jeff says that Oakland's is the most interesting DOT position in the country, especially if the proposed infrastructure bond passes. Oakland is cutting edge which makes the position attractive, even though the pay level will be lower than comparable cities.
- Stopping displacement of existing residents is an interagency issue. All neighborhoods deserve investment. There is a relationship between accessibility and property values. The City needs to deliver more housing to reduce pressure on other neighborhoods and to keep property values from rising too high. Oakland, regionally, is being asked to take more housing than other cities, so we need more than our fair share of regional transportation investment. Thus, even if housing prices rise, the extra cost can offset by reduced transportation costs. There is no cheaper form of transportation than bicycling and walking, and we need to make it feel safe to walk and bike, to wait for BRT at night, etc. The City can't solve this problem by itself, but can transportation improvements can offset the downsides while creating benefits for current residents.
- Specific to a particular query on a request to install a stop sign, Jeff said that the City needs to get better at saying why a particular request was denied, and to help people frame requests for better results.
- Collision/injury data is available via "SWITRS" [Statewide Integrated Traffic Records System]. Email Iris Starr istarr@oaklandnet.com to get collision data.
- If the infrastructure bond doesn't pass, the issues will generally be the same, but more challenging. The \$350 million bond amount doesn't cover all deferred maintenance and won't fund operating expenses.
- Almost all older cities are facing the same structural deficit. Gas taxes haven't been raised since 1993, but fuel efficiency has been improving. Basic expenses (health care, labor, materials) also continue to increase. Due to Proposition 13, Oakland property tax revenues are stable, so the revenues are low. New revenue sources could come from exempting commercial properties from Prop 13, raising the gas tax (though with more fuel-efficient vehicles, this is less useful than it once was), reclaiming incremental transportation fees from the General Fund, incremental increases in Residential Permit Parking. When property values and taxes increase so do transportation revenues. We should think about using capital funds for in-house thermoplastic striping instead of paint which doesn't last as long, and look at flexible funds (like Measures B and BB) to help solve operating problems. We could get creative, for example, considering

selling under-used street space, like traffic islands, to adjacent property owners, so we would no longer need to pay to maintain them.

- BPAC Chair Ryan asked if any follow up action was requested of BPAC, and there was not.

Speakers other than Commissioners: Robert Vance, Carol Levine, Will Roscoe, Dominic Lucchesi, Bob Fearman, Kit Vaq, Jamie Ervin, Angela Gennino, Brytanee Brown

Item 6. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Suggestions:

- San Leandro trail proposal (Rails to Trails, Barry Bergman), was presented to the ACTC BPAC and public meetings will begin in September. Commissioner Tabata will follow up on the best time for this item to come to the Oakland BPAC.
- The BPAC Paving committee report back will be ready in October or November.
- The BPAC will review a draft of the Pedestrian Master Plan update this fall. The Bicycle Master Plan update not yet started, but there will be a community process that will include BPAC.

Meeting adjourned at 7:26p followed by Item 7, **City Bike/Ped Projects Open House.**

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on August 29, 2016, with comments requested by 5pm, Tuesday, September 6 to jstanley@oaklandnet.com. Revised minutes will be attached to the September 2016 meeting agenda and considered for adoption at that meeting.

12/17/2015	Isaih Toney, Kit Vaq, David Lynn of Alliance for Californians for Community Empowerment-Riders for Transit Justice	Removal of bus stop at Broadway and 30th	Kenya Wheeler	Public Works Committee pursuing issue	
11/19/2015	Ian MacDonald Bike East Bay	Debris on Grizzly Peak Blvd posing hazard to cyclists. No regular sweeping schedule. Councilmember Kalb's office asked for this to be added to regular sweeping schedule, but has no happened yet.			
9/17/2015	Derek Saschorn	Temporary bikeway on Embarcadero (2-way cycle track) be studied			

Location:	Oak Knoll Mixed Use Community Plan Project The Oak Knoll site is located on the former Oak Knoll Naval Medical Center Property at 8750 Mountain Boulevard, bounded by Keller Avenue and Mountain Boulevard. APNs: Multiple
Proposal:	Public hearing on the Draft Supplemental Environmental Impact Report to obtain comments on the transportation-related bicycle and pedestrian safety aspects of the Project. The Project consists of a Master Planned community on approximately 188 acres consisting of 935 residences, 72,000 square feet of neighborhood commercial, 14,000 square feet of civic use (relocated historic Club Knoll building as a community center), open space, creek restoration and trails.
Applicant/Owner:	Oak Knoll Venture Acquisitions LLC, c/o Suncal, Sam Veltri (949) 777-4000
Case File Number:	PLN15-378; ER15-004
Planning Permits Required:	Rezoning, Planned Unit Development permit (Preliminary and Final Development Plans), Tentative Tract Map, and other permits and/or approvals
General Plan:	Hillside Residential, Community Commercial, Institutional, Urban Open Space and Resource Conservation Area
Zoning:	RH-3 Hillside Residential Zone -3 and RH-4 Hillside Residential Zone -4
Environmental Determination:	The Draft Supplemental Environmental Impact Report (SEIR) was published for a 45-day review period beginning August 29, 2016 to October 12, 2016
Historic Status:	The existing Club Knoll building on the Project site is an historic resource under CEQA, listed on the Local Register, Oakland Cultural Heritage Survey rating of B+3, eligible for Landmark status with an A rating, and placed on the Preservation Study List as a Designated Historic Property.
Service Delivery District:	District 4
City Council District:	District 7 - Reid
Actions to be Taken:	No decision. The purpose of this meeting is to receive public and Oakland Bicyclist and Pedestrian Advisory Commission comments on the Draft SEIR related to bicycle and pedestrian safety issues.
For Further Information:	Contact case planner Scott Gregory , Contract Planner at (510) 535-6671 or by e-mail at sgregory@lamphier-gregory.com , or Project Planner Heather Klein at (510) 238-3659 or hklein@oaklandnet.com

SUMMARY

Suncal has filed an environmental review application to begin review and consideration of a proposal for a number of land use entitlements including rezoning, a Planned Unit Development permit (including both a Preliminary Development Plan for the overall Project, and Final Development Plans for Project components), a Vesting Tentative Tract Map, and other permits and/or approvals. These approvals, if granted, would enable development of 935 residential units, 72,000 square feet of primarily neighborhood-serving commercial uses and a combination of commercial (10,000 square feet) and civic (4,000 square feet) uses within a relocated Club Knoll building (further discussion below), with the remainder of the site consisting of parks, open space and streets.

In 1998, the Oakland City Council certified an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Disposal and Reuse of the Naval Medical Center Oakland and Final Reuse Plan. The City is preparing a Supplemental EIR (SEIR) because the currently proposed Oak Knoll Project may result in new or substantially more severe impacts than identified in the 1998 EIS/EIR. The City is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and has the responsibility to prepare the SEIR for the Project. A Notice of Preparation (NOP) to prepare the SEIR was published on March 20, 2015, opening a 30-day

comment period on the scope and content of the SEIR and announcing public scoping meetings. The NOP was sent to the State Clearinghouse (SCH No. 1995103035), and circulated by the City to responsible and trustee agencies, as well as other public stakeholders. The City held two public scoping sessions: on April 13, 2015 the City held a public scoping session during a regular City of Oakland Landmarks Preservation Advisory Board meeting; and on April 15, 2015 the City held a public scoping session during a regular City of Oakland Planning Commission meeting. Through this process, staff received comments and direction on what types of information and analysis should be considered in the SEIR. All comments on the NOP were received by April 21, 2015.

The Notice of Availability for the Draft SEIR (**Attachment A**) was prepared and released on August 29, 2016 and the Draft SEIR was made available on the same day. The Notice of Availability for the Draft SEIR was mailed to property owners within 300 feet of the Project area, distributed to state and local agencies, posted on the Project web site, and mailed and e-mailed to interested parties. Copies of the Draft SEIR were also distributed to City officials including the Planning Commission, and are available at the offices of the Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 2114, and the City's website. The 45-day public comment period ends on to October 12, 2016.

The purpose of this hearing is to solicit comments from the Bicyclist and Pedestrian ~~Advisory Committee~~Advisory Committee (BPAC) and the public on the adequacy of bicycle and pedestrian safety related information, issues and analysis contained in the Draft SEIR. Specifically, comments on the Draft SEIR should focus on the adequacy of the EIR in discussing possible transportation-related bicycle and pedestrian safety impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors. This meeting is not intended to take comments on the merits of the Project or the Project's detailed design, as there will be other opportunities to discuss these topics at future public hearings. No decisions will be made on the SEIR or proposed Project at this hearing.

Additional oral comments on the Draft SEIR may be made at the September 12, 2016 Landmark Preservation Advisory Commission hearing pertaining to cultural and historic resources, or the October 5, 2016 Planning Commission public hearing pertaining to the entirety of the Draft SEIR analysis. Written comments should be mailed to the **Bureau of Planning attention Heather Klein**, Planner IV, City of Oakland, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612; or faxed via (510) 238-3658; or emailed to hklein@oaklandnet.com. Comments should be received no later than 4:00 p.m. on October 12, 2016. Please reference case number ER15-004 in all correspondence.

After all comments are received, a Final EIR/Response to Comments document will be prepared and the Planning Commission will consider certification of the Final EIR, as well as consideration of the Project at a future meeting date.

PROPOSED PROJECT DESCRIPTION

Site Description

The Oak Knoll Project site consists of approximately 165 acres of the 183-acre former Oak Knoll Medical Center Oakland, approximately 15 acres of adjacent and undeveloped property, and approximately 8 acres of City-owned property, for a total of 188 acres. The former Oak Knoll Medical Center was decommissioned in 1996 and, with the exception of two separate private parcels now occupied by the Sea West Credit Union and Seneca School, is now owned by Suncal (dba Oak Knoll Venture Acquisitions LLC). All structures within the former Oak Knoll Medical Center have been demolished with the exception of the Sea West and Seneca facilities and Club Knoll, a locally-designated historic resource constructed in 1924 as a clubhouse for the Oak Knoll Golf and Country Club.

The Oak Knoll Project site is located in a largely residential setting in the southeast Oakland hills immediately east of I-580. The site is bounded by Mountain Boulevard and I-580 to the west, Keller Avenue to the north and east, and Sequoya Road and existing neighborhoods to the south. Other immediate neighbors include the Sequoya Community Church and the small commercial center of Ridgemont Plaza (both located between the Project site and Keller Avenue), and the Leona Regional Open Space to the northeast.

Much of the Project site itself consists of hilly terrain with oak, eucalyptus, pine and annual grassland habitat. Three ridge and hillside areas distinguish the site: a broad ridge along Mountain Boulevard, a narrow ridge along the southerly property boundary, and a prominent ridge near the site's eastern property line which tops off at a promontory known as "Oak Knoll" or "the Knoll". At the base of these ridgelines, running from north to south is Rifle Range Creek and two secondary drainages - Powerhouse Creek and Hospital Creek.

Proposed Project

As indicated in Table 1 below, the master plan proposal for Oak Knoll would include development of 935 residential units, 72,000 square feet of primarily neighborhood-serving commercial uses, and approximately 14,000 square feet of a combination of commercial and civic uses within the relocated Club Knoll building. The remainder of the site will consist of parks, open space and streets serving these internal land uses.

Table 1: Land Use Program

Land Use	Density	Acres (Net)	% of Total Acres	Units / SF	Net Density
Residential					
Single Family Detached Residential	Low	22.9	12%	188	8.2
Small Lot Single Family Detached	Medium-Low	13.5	7%	175	13.0
Townhomes	Medium	<u>34.0</u>	<u>18%</u>	<u>572</u>	<u>16.8</u>
Subtotal		70.4	37%	935	13.3
Commercial					
Village Center Commercial Area (Club Knoll)		6.6	4%	72,000	
				10,000	
Open Space					
Parks / Community Center (Club Knoll)		5.6	3%	<u>4,000</u>	
Undeveloped Open Space		43.5	23%		
Revegetated Slopes		18.5	10%		
Restored Creek Corridor		17.6	9%		
Streets		<u>25.7</u>	<u>14%</u>		
Subtotal		117.6	63%	86,000 sf	
Total		188		935 units and 86,000 sf	

Project Access and Circulation

As shown on **Figure L038** of the attached graphics, access to the Project site would be provided via the following five access points: 1) Mountain Boulevard/Creekside Parkway, 2) Keller Avenue -Williams Street/Creekside Parkway, 3) Mountain Boulevard/Creekside Loop, 4) Mountain Boulevard/Main Street, and 5) Keller Avenue/Uplands Primary. The Project's transportation infrastructure is based on a "Complete Streets" program that includes the following major elements:

Automobile Access and Circulation

- Creekside Parkway is the primary north-south collector street, connecting to Mountain Boulevard via a signalized intersection and to Keller Avenue via an all-way stop controlled intersection. Creekside Parkway (see **Figure L007**) would provide a seven-foot on-street parking lane and 11-foot travel lane in each direction with a 25 mph posted speed limit. Creekside Parkway would provide a connection to the road along the northern edge of the site, connecting to the existing Seneca and Credit Union buildings. Landscaped curb extensions are also proposed along Creekside Parkway at intersection crossings.
- Creekside Loop (see **Figure L008**) is a collector providing an eight-foot on-street parking lane and 10-foot travel lane in each direction with a 25 mph posted speed limit. Creekside Loop connects to Mountain Boulevard just south of the Creekside Parkway intersection; access to Mountain Boulevard would be limited to right-in/right-out only. Creekside Loop would also provide direct access to the townhomes and community center within the site, in addition to direct access to the existing Seneca and Credit Union buildings. Landscaped curb extensions are also proposed along Creekside Loop.
- Creekside Village Primary and Secondary streets (see **Figure L009**) would provide local access to the Creekside Village townhomes. Both streets are designed with 10-foot travel lanes and 25 mph posted speed limit, only Creekside Village Primary would provide on-street parking, which is proposed only along one side of the street.
- Uplands Primary is a local street that would connect to Keller Avenue at the eastern side of the project site; access at this intersection would be limited to right-in/right-out only. Uplands Primary (see **Figure L010**) would provide a seven-foot on-street parking lane and 10-foot travel lane in each direction with a 25 mph posted speed limit. Landscaped curb extensions are also proposed along Uplands Primary. Uplands Primary would provide access to proposed single-family homes. Similar to Uplands Primary, Uplands Secondary would provide one 10-foot travel lanes per direction with on-street parking proposed only on one side of the street.
- Main Street is a local street that would connect to Mountain Boulevard just north of the Creekside Parkway intersection; access at this intersection would be limited to right in/right-out only. Main Street would provide access to the Village Commercial development and is designed with a seven-foot on-street parking lane and 11-foot travel lane in each direction with a 25 mph posted speed limit. Intermittent tree planters would be provided on Main Street in the parking lane.
- The Garden Court and Creekside Townhome alleyways would provide access to off-street parking spaces for proposed townhomes. The alleyways would provide one 11-foot lane per direction with no on-street parking.
- Access Way would provide local access to the Creekside Village and Creekside Townhomes along the north edge of the site, west of Creekside Parkway. Access Way is designed with 10-foot travel lanes with on-street parking on one side of the street and 25 mph posted speed limit. Access Way would also provide secondary access to the Seneca School.

Pedestrian Access and Circulation

- Minimum six foot sidewalks are proposed along the majority of the streets within the Project. Only the Garden Court and Creekside Village alleyways would not provide sidewalks. Excluding the alleyways, the project would provide a connected sidewalk network throughout the site.
- The Project would provide minimum six foot sidewalks along the Project site frontage on Mountain Boulevard, in addition to retaining the existing sidewalks along the site frontage on Keller Avenue.
- Landscaped buffers ranging between five and six feet wide are proposed between the sidewalk and the street along all streets within the site, except alleys and courts. Landscaped buffers can improve pedestrian comfort and enhance streetscape aesthetics. Curb extensions (also known as bulb-outs) are proposed at intersection crossings along all streets that provide on-street parking. Curb extensions encourage lower automobile speeds and provide shorter crossing distances at pedestrian crossings.
- A 14-foot Class 1 multi-use trail is proposed between the Rifle Range Creek and the Creekside Parkway. The trail would connect Mountain Boulevard and Keller Avenue.
- Off-street pedestrian paths connect residential neighborhoods to commercial and recreational destinations within the site. Pedestrian paths are proposed along the southern and eastern residential neighborhoods, with direct connections between the Village Commercial and Creekside Village developments. Hiking trails in the vicinity of Rifle Range Creek and along the northern and eastern edges of the site are also proposed. The Project would provide a pedestrian/bicycle-only bridge across Rifle Range Creek (see **Figure L012**), connecting the Class I multi-use trail with the proposed hiking trail along Rifle Range Creek near the Village Commercial.
- Narrow travel lane widths (10-11 feet, one lane per direction) encourage lower automobile speeds on all streets within the Project.

Bicycle Access and Circulation

- A 14-foot Class 1 multi-use trail is proposed between the Rifle Range Creek and Creekside Parkway. The Class 1 facility would connect to the planned Class 2 bicycle lanes along Mountain Boulevard.
- Class 2 bicycle lanes along the Mountain Boulevard frontage are proposed (see **Figure L011**), consistent with City plans to implement Class 2 bicycle lanes along the Mountain Boulevard corridor, connecting to the MacArthur Boulevard bikeway at Mills College and the Bancroft Avenue bikeway at 106th Avenue.
- Class 3 bicycle routes are proposed along Creekside Loop and Main Street. Both of these streets would provide on-street parking and one travel lane per direction with a 25 mph posted speed limit.
- A minimum of eight long-term and 43 short-term bicycle parking spaces are proposed throughout the site; however, the specific locations of bicycle parking spaces have not yet been identified.

Transit Access and Circulation

The Project would also improve pedestrian connections between the Project site and existing bus stops adjacent to the site on Mountain Boulevard, at Creekside Parkway and on Keller Avenue at Creekside Parkway. A connected sidewalk network with minimum six foot widths is proposed throughout the site with sidewalk connections to bus stops adjacent to the site. The Project proposes to signalize the Mountain Boulevard/Creekside Parkway intersection, and to implement all-way-stop controls at the Keller Avenue/Creekside Parkway intersection, which would improve pedestrian access to bus stops across Mountain Boulevard and Keller Avenue at Creekside Parkway.

Creekside Parkway between Mountain Boulevard and Keller Avenue would accommodate buses. As part of the Project's required Transportation Demand Management (TDM) program to reduce automobile trips generated by the Project, the Project applicant will coordinate with City of Oakland and AC Transit to investigate the potential for re-routing existing AC Transit service through the Project site along Creekside Parkway, as well as the potential for providing peak period weekday shuttle service between the Project site and the Coliseum BART station.

ENVIRONMENTAL REVIEW

The Oak Knoll Master Plan Project Draft SEIR was prepared to evaluate all potential environmental impacts of the proposed Project. The Draft SEIR addresses each of the environmental topics identified in City of Oakland's CEQA Thresholds of Significance at a substantial level of detail. The Draft SEIR is intended to inform City of Oakland decision makers, other responsible agencies and the general public of the potential environmental consequences associated with the Project and identify mitigation measures that would reduce or eliminate those impacts. The Draft SEIR evaluates the project-level impacts of the proposed Project, and identifies that the Project may have significant and unavoidable impacts related to air quality (operational emissions) and transportation and circulation (impacts to local intersections and freeway segments).

Impacts Related to Bicycle and Pedestrian Safety

The Draft SEIR (starting at page 4.13-90) concludes that the Project would minimize potential conflicts between various transportation modes and provide safe and efficient pedestrian, bicycle, and vehicle circulation within the Project site, and between the Project and the surrounding circulation systems. Based on the site plan, the Project is not expected to result in significant impacts related to transportation hazards. Final detailed designs for the Project would be reviewed during the City's Design Review Process to ensure consistency with applicable design standards, such as adequate sight distance for pedestrians and vehicles at Project driveways.

Roadway Hazards

The Project would not 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 use. Compliance with the City's street design standards (see **Figure L015**) is considered sufficient to ensure lack of a permanent and substantial transportation hazard from new or existing physical design features. In addition, the proposed uses at the Project site (residential and commercial) would be similar to and compatible with adjacent land uses. This is a less than significant impact, and no mitigation measures are required.

Pedestrian Safety

The Project would not directly or indirectly result in a permanent substantial decrease in pedestrian safety. This is a less than significant impact, and no mitigation measures are required. While not required to address a CEQA impact, the following recommendation would improve pedestrian safety within and around the project site.

- **Recommendation TRANS-1:** Provide high-visibility crosswalks across Mountain Boulevard at Creekside Parkway, across Mountain Boulevard at Sequoyah Road, across Keller Avenue at Creekside Parkway, and at the un-signalized and uncontrolled movements at intersections within the site, consistent with City of Oakland's guidelines in place at the time of final design. Overall, the project would provide a low-stress and safe pedestrian network throughout the site.

Bicycle Safety

The proposed Oak Knoll project would not directly or indirectly result in a permanent substantial decrease in bicyclist safety on or off the Project site. The Project proposes several changes to the bicycle infrastructure within and around the site that would improve bicyclist safety. Currently, there are no Class 2 bicycle lanes along Mountain Boulevard, and the Project would improve off-site bicyclist safety by adding these bicycle lanes. The Project would also provide a Class 1 multi-use trail along Rifle Range Creek that would enable bicyclists to travel across the Project site between Mountain Boulevard and Keller Avenue, and connect to proposed Class 2 bicycle lanes along Mountain Boulevard. The Class 3 bicycle routes along Creekside Loop and Main Street would provide mixed-flow (vehicles and bicycles) operations along both roadways with the addition of signage and striping that would be implemented along the bicycle routes to inform drivers to share the road with bicyclists. All other streets within the Project site would provide mixed flow operations, with one lane per direction and posted speed limit of 25 mph. The addition of these bicycle lanes would increase, rather than decrease bicyclist safety. This is a less than significant impact, and no mitigation measures are required.

Bus Rider Safety

Overall, the Project is expected to improve pedestrian access to existing bus stops near the Project site, and is therefore not expected to result in significant impacts to bus rider safety or create a traffic hazard that would decrease bus rider safety. Bus riders from the Project would use the Project's new pedestrian facilities to travel between bus stops and the Project site. The nearest bus stops to the Project site are on Mountain Boulevard and on Keller Avenue, but sidewalks are not provided along northbound Mountain Boulevard. The Project would relocate the existing Mountain Boulevard bus stops to the far-side of the proposed intersections, and would improve the pedestrian connections to the bus stops. New sidewalks along the northbound Mountain Boulevard site frontage would be implemented, enhancing pedestrian access to the existing bus stops.

The Project applicant will also coordinate with City of Oakland and AC Transit to investigate the potential for re-routing existing AC Transit service through the project site along Creekside Parkway between Mountain Boulevard and Keller Avenue, as well as the potential for providing peak period weekday shuttle service between the Project site and the Coliseum BART station. These route changes would not affect bus rider safety. If the routes are changed, bus riders from the Project site would have shorter walks to bus stops that would be equally safe. This is a less than significant impact, and no mitigation measures are required.

While not required to address a CEQA impact, the following recommendation would improve access and comfort for bus riders.

- **Recommendation TRANS-2:** Improve the following existing bus stops in the vicinity of the Project site to provide bus shelter, bench, wayfinding information, pedestrian scale lighting and minimum 80-foot red curb.
 - Mountain Boulevard/Creekside Parkway
 - Mountain Boulevard/Sequoia Road
 - Keller Avenue/Creekside Parkway
- **Recommendation TRANS-3:** Provide sidewalk along southbound Mountain Boulevard to close the existing gap between the Oak Knoll Heights exit driveway and the existing bus stop at Sequoyah Road.

Alternatives

The Alternatives chapter of the Draft SEIR presents a comparative analysis of the proposed Oak Knoll Project and a range of alternatives to the Project, including a “no project” alternative required by CEQA. Each of these alternatives to the Project is summarized below.

- No Project Alternative: The No Project Alternative compares the impacts of approving the Project, to not approving the Project and maintaining existing conditions at the site. While not a direct impact of the No Project Alternative, there are existing conditions on the Project site that would not benefit from improvement if the proposed Project did not occur, including certain mitigation measures and EIR recommendations that would benefit area-wide circulation.
- Alternative A—Reduced Footprint Residential Mix: Alternative A would reduce the total number of residential units from 935 to 601 and would cluster all residential development, roads and infrastructure in the flatter areas of the site, preserving the steeper areas and ridgelines in open space. Alternative A would also consist of only townhouse units and small lot single family detached units; no large lot residential use would be developed. Alternative A would also reduce the commercial/retail component of the Project to approximately 36,000 square feet. This alternative proposes leaving Club Knoll in its current location and rehabilitating and reusing it for 15 multi-family residential units.
- Alternative B—Reduced Footprint Low Density Small Lot: Alternative B would reduce the total number of residential units to 551, and would cluster all residential development, roads and infrastructure in the flatter areas of the site. Alternative B would consist of only small lot single family homes. Unlike Alternative A and the Project, this alternative contemplates no retail/commercial component. Alternative B would retain Club Knoll at its existing location, and would rehabilitate and reuse it for 15 multi-family residential units.
- Alternative C—Hillside Low Density Large Lot: Alternative C would cover approximately the same footprint as the current proposed Project but would reduce the total number of residential units to 349. The majority of the residential units would be larger lot single family detached units. No townhome or small lot single family units would be provided, except for 100 units of low income, affordable housing in stacked flats that would be developed on the City-owned parcel. Club Knoll would be retained in its current location and reused for 5 of these multi-family residential units.

Each of these Alternatives is expected to have similar effects as the Project pertaining to non-traffic operations (such as transportation safety, and consistency with adopted policies, plans, or programs supporting multimodal transportation) because all of the Alternatives are assumed to provide similar on-site pedestrian, bicycle, and transit facilities.

CONCLUSION / STAFF RECOMMENDATION

Staff recommends that the BPAC take public testimony and provide comments to staff on bicycle and pedestrian-related analysis in the Draft SEIR.

All comments received on the Draft SEIR will be considered by the City prior to finalizing the SEIR and making any decisions on the Project. Comments on the Draft SEIR should focus on the adequacy of the SEIR in discussing possible bicycle and pedestrian impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR’s purpose to provide useful and accurate information about such factors.

This meeting is not intended for comments on the merits of the Project or the Project's detailed design. If the BPAC desires, Staff can return to the BPAC for additional design-related comments prior to certification of the Final EIR/Response to Comments and making a decision on the Project.

Prepared by:

Scott Gregory

Scott Gregory, Contract Planner

ATTACHMENTS

A: Notice of Availability

B: Draft Complete Street Package from the Planned Unit Development Permit and Final Development Permit



CITY OF OAKLAND

Department of Planning, Building and Neighborhood Preservation
250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612-2032

COMBINED NOTICE OF AVAILABILITY AND RELEASE OF A SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT REPORT (SEIR) AND NOTICE OF PUBLIC HEARINGS ON THE DRAFT SEIR FOR THE OAK KNOLL MIXED USE COMMUNITY PLAN PROJECT

TO: All Interested Parties

PROJECT NAME: Oak Knoll Mixed Use Community Plan Project

PROJECT LOCATION: Former Oak Knoll Naval Medical Center Property, 8750 Mountain Boulevard; bordered and accessed by Mountain Boulevard and Keller Avenue in East Oakland. APNs 043A-4675-003-21; 048-6865-002-03; 043A-4712-001; 048-6870-001; 048-6870-002; and 043A-4675-074-01

PROJECT SPONSOR: Oak Knoll Venture Acquisition LLC (OKVA)

CASE FILE NO: City File No. ER15-004; PLN-15-378; State Clearinghouse No. 1995103035

REVIEW PERIOD: August 29, 2016 through October 12, 2016

BACKGROUND

In 1996, the NMCO property was subject to a Final Reuse Plan, pursuant to federal military base reuse procedures. The Final Reuse Plan presented five land use alternatives for reuse of the NMCO property. In conjunction with the preparation and adoption of the Final Reuse Plan, an *Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Disposal and Reuse of Naval Medical Center Oakland* (1998 EIS/EIR) was prepared to assess the potential environmental effects of the plan. On July 14, 1998, the Oakland City Council certified the EIS/EIR and adopted the Final Reuse Plan.

In 2015, Oak Knoll Venture Acquisition LLC (OKVA) proposed a new Oak Knoll Project on the Project Site that is addressed by the Draft Supplemental Environmental Impact Report ("SEIR") addressed by this NOA.¹ Because the 1998 EIS/EIR for the Final Reuse Plan for the property has been certified, the City was required to determine whether further CEQA environmental review is required for the current 2015 Oak Knoll Project proposal, in accordance with PRC Section 21166 and CEQA Guidelines Section 15162 and 15168. Under these sections, no further environmental review is required unless there are new or substantially more severe impacts of the project than those analyzed in the certified 1998 EIS/EIR. Because the current 2015 Oak Knoll Project could result in new and potentially substantially more severe impacts than disclosed in the 1998 EIS/EIR, the City of Oakland has prepared a new Draft SEIR.

PROJECT DESCRIPTION

The Oak Knoll Project proposes a Planned Unit Development and Preliminary Development Plan (PUD/PDP) for development of a new mixed use community of up to 935 residential units and a total of 82,000 square feet of neighborhood commercial uses in a new Village Center. The Project would establish approximately 67.6 square feet of parks and open spaces for active and passive recreation, and approximately 3.5 miles of community-wide trails that will link the site to the existing East Bay Regional Park District (EBRPD) trail system. The Project also involves the restoration and enhancement of approximately 16.7 acres of riparian areas along Rifle Range Creek and onsite tributaries, (Hospital Creek and Powerhouse Creek). A new bridge crossing of the creek is proposed. The Project proposes to relocate and rehabilitate the key historical portions of Club Knoll, a locally-designated historic resource for reuse as a community clubhouse (4,000 sq.ft) and approximately 10,000 square feet of limited commercial uses (part of the 82,000 square feet cited above). **Table 1** below summarizes the Project. The proposed Master Plan is included as **Figure 1** to this NOA.

¹ The City considered a previous Oak Knoll Project proposal (2007) for it prepared and published for public review and comment and Draft SEIR. No Final SEIR was prepared for the previous 2007 Oak Knoll Project.

TABLE 1 - KEY OAK KNOLL PROJECT CHARACTERISTICS

Use	Characteristics
Residential	935 dwelling units
Commercial / Village Center	72,000 square feet
Open Space ¹	62.0 acres
Parks and Community Facilities ²	5.6 acres
Restored Creek Corridor	16.7 acres
Total Site Acreage	188 acres
Creek Crossings (combined auto and pedestrian/bicycle)	1
Creek Crossings (pedestrian only)	1
Trails	3.5 miles

¹ Undisturbed Open Space and Revegetated Slope Banks; excludes Creek Corridor and Parks

² Includes new Community Clubhouse with 10,000 s.f. of community commercial use in the proposed relocated and rehabilitated Club Knoll building.

Development of the site would involve up to 3 million cubic yards of grading (including corrective grading required for existing unstable areas and grading associated with the proposed creek improvements). The overall intent of the grading plan is to balance the amount of cut and fill throughout the Project site so that no soil will need to be imported or exported. There are approximately 7,170 trees on the Project site, and the Project also includes the removal of approximately 4,000 trees (some of which are invasive and/or non-native), and would replant approximately 2,500 trees based on the City of Oakland Tree Ordinance.

The Project would be developed in multiple phases over approximately five to ten years, with the initial phase of work anticipated to commence in 2017, with full buildout and operation in 2024. The project includes a number of permits/approvals from the City, including but not limited

to a: Rezoning, Planned Unit Development (PUD) Permit, Final Development Permit, Tree Removal Permit, Creek Protection Permit, and Vesting Tentative Map and Final Map(s).

The Project site totals 188 acres, most of which is the former 183-acre Oak Knoll Naval Medical Center Oakland (NMCO) property. Two privately-owned inholdings, the Sea West Coast Guard Federal Credit Union (Sea West) and the Seneca Center for Children and Families (Seneca), are also located on the former NMCO property but are not included within the Oak Knoll Project site.

DRAFT SEIR OVERVIEW

The Draft SEIR is intended to inform City of Oakland decision makers, other responsible agencies and the general public of the potential environmental consequences associated with the Project and identify mitigation measures that would reduce or eliminate those impacts. The Draft SEIR evaluated the program-level impacts of the proposed Project and identifies that the Project may have significant and unavoidable impacts in the following areas:

- Air Quality (operational emissions)
- Transportation and Circulation (traffic local intersections and freeway segments)

The Draft SEIR analyzes a CEQA-required No-Project Alternative and three CEQA alternatives to the Project (listed below)²:

- Reduced Footprint – Residential Mix
- Reduced Footprint – Low Density Small-Lot
- Hillside Low Density – Large Lot

COMPLETION AND AVAILABILITY OF THE DRAFT SEIR

The City of Oakland's Bureau of Planning issued a Notice of Preparation (NOP) for a *Revised* Draft SEIR on March 20, 2015. The City has prepared a Draft SEIR for the Oak Knoll Project Mixed Use Community Plan Project ("Project") per the requirements of the California Environmental Quality Act (CEQA) statutes (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations 15000 et seq.). The City of Oakland is the Lead Agency for the Project and is the public agency with the greatest responsibility for considering approval of the project and/or carrying it out. This notice is being sent to Responsible Agencies and other interested parties, including persons who responded to the NOP.

Starting **Monday, August 29, 2016**, copies of the Draft SEIR may be obtained or reviewed at the City of Oakland Planning Bureau, 250 Frank H. Ogawa Plaza, Suite 2114 (second floor permit counter), Monday through Friday, 8:00 a.m. to 4:00 p.m. except Wednesdays 9:30 a.m. to 4:00 p.m. The Draft SEIR is also available for viewing or download from the City of

² While not required, the Draft SEIR also discusses two non-CEQA alternative scenarios: (1) Club Knoll Demolition and (2) Reduced Club Knoll Relocation.

Oakland's website: <http://www2.oaklandnet.com/government/o/PBN/OurOrganization/PlanningZoning/OAK052335> or at <http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009157>, item 30. The appendices to the Draft SEIR (which includes information supporting the analysis in the Draft SEIR) are voluminous and are provided on a compact disc with each printed copy of the document, the City's website, and a printed copy is available for viewing at the public counter of the Oakland Planning Bureau.

PUBLIC HEARINGS ON DRAFT SEIR:

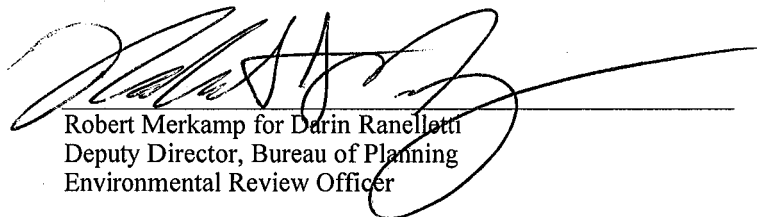
1. The Oakland Landmarks Preservation Advisory Board will conduct a public hearing on the historic resource aspects of the Draft SEIR on **September 12, 2016, at 6:00 p.m.** in Sgnt. Mark Dunakin Hearing Room (Hearing Room 1), Oakland City Hall, 1 Frank H. Ogawa Plaza, Oakland.
2. The Oakland Bicyclist and Pedestrian Advisory Commission will conduct a public hearing on the bicycle and pedestrian aspects of the Draft SEIR on **September 15, 2016, at 6:00 p.m.** in Hearing Room 3, City Hall, 1 Frank H. Ogawa Plaza.
3. The Oakland City Planning Commission will conduct a public hearing on the Draft SEIR on **October 5, 2016, at 6:00 p.m.** in Sgnt. Mark Dunakin Hearing Room (Hearing Room 1), Oakland City Hall, 1 Frank H. Ogawa Plaza, Oakland.

The City of Oakland is hereby releasing this Draft SEIR, finding it to be accurate and complete and ready for public review. Members of the public are invited to comment on the Draft SEIR. There is no fee for commenting, and all comments received will be considered by the City prior to finalizing the SEIR and making a decision on the project. In light of the SEIR's purpose to provide useful and accurate information about such factors, comments on the Draft SEIR should focus on the sufficiency of the Draft SEIR 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 hearing described above or in writing. Please address all written comments to: Heather Klein, Planner IV, City of Oakland, Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612; (510) 238-3658 (fax); or emailed to hklein@oaklandnet.com. Comments should be received no later than **4:00 p.m. on October 12, 2016**. Please reference case number ER15-004 in all correspondence.

If you challenge the EIR or project in court, you may be limited to raising only those issues raised at the Planning Commission public hearing described above, or in written correspondence received by the Bureau of Planning on or prior to 4:00 p.m. on **October 12, 2016**.

After all comments are received, a Response to Comments/Final SEIR will be prepared and the Planning Commission will consider a recommendation on certification of the Final SEIR and the project at a meeting date to be scheduled. For further information, please contact Heather Klein at (510) 238-3659 or at hklein@oaklandnet.com or Scott Gregory, Contract Planner at (510) 535-6671 or by e-mail at sgregory@lamphier-gregory.com.

August 26, 2016
Case File No.: ER15-004



Robert Merkamp for Darin Ranellotti
Deputy Director, Bureau of Planning
Environmental Review Officer



LEGEND	
---	Property Line
NIP	Not in Project

FIGURE - 1



Soil Cement Hiking Trail



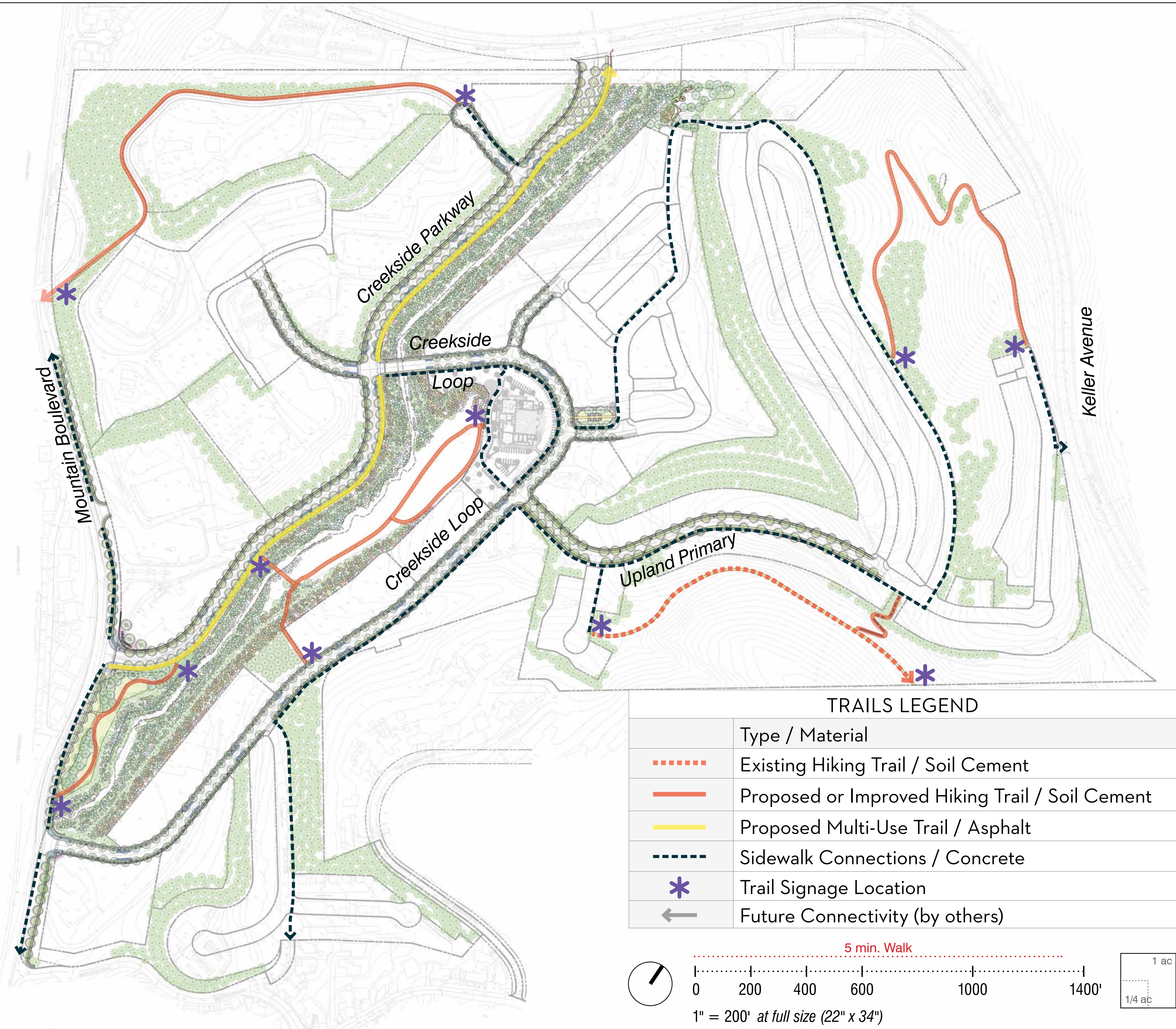
Soil Cement Hiking Trail

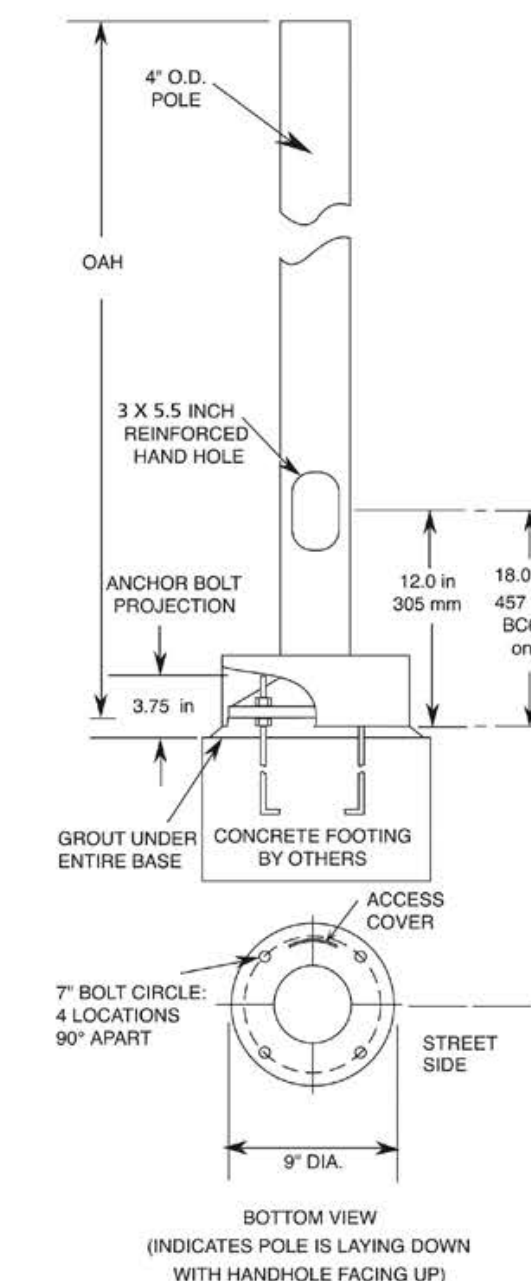
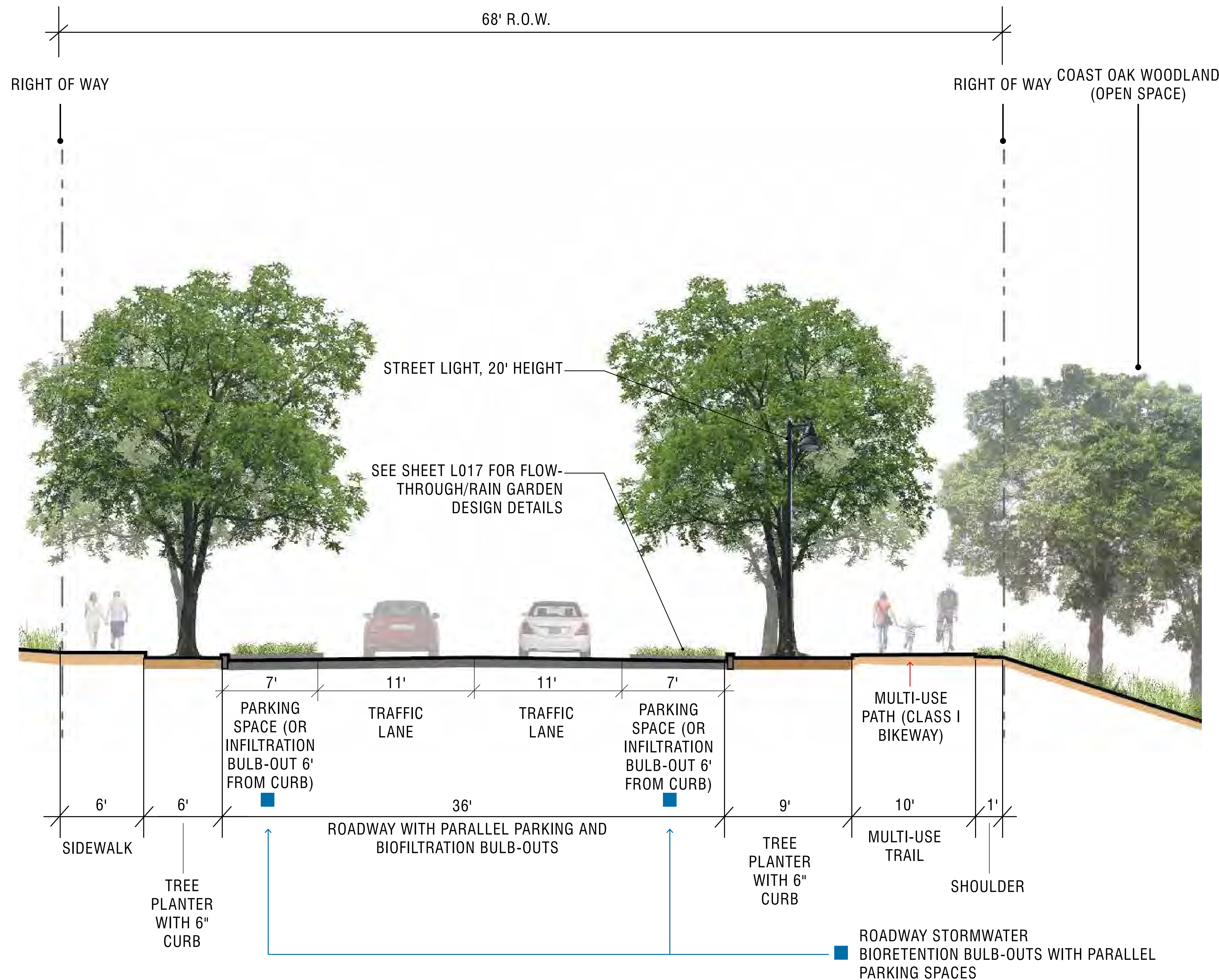


Trail Signage



Asphalt Multi-Use Trail

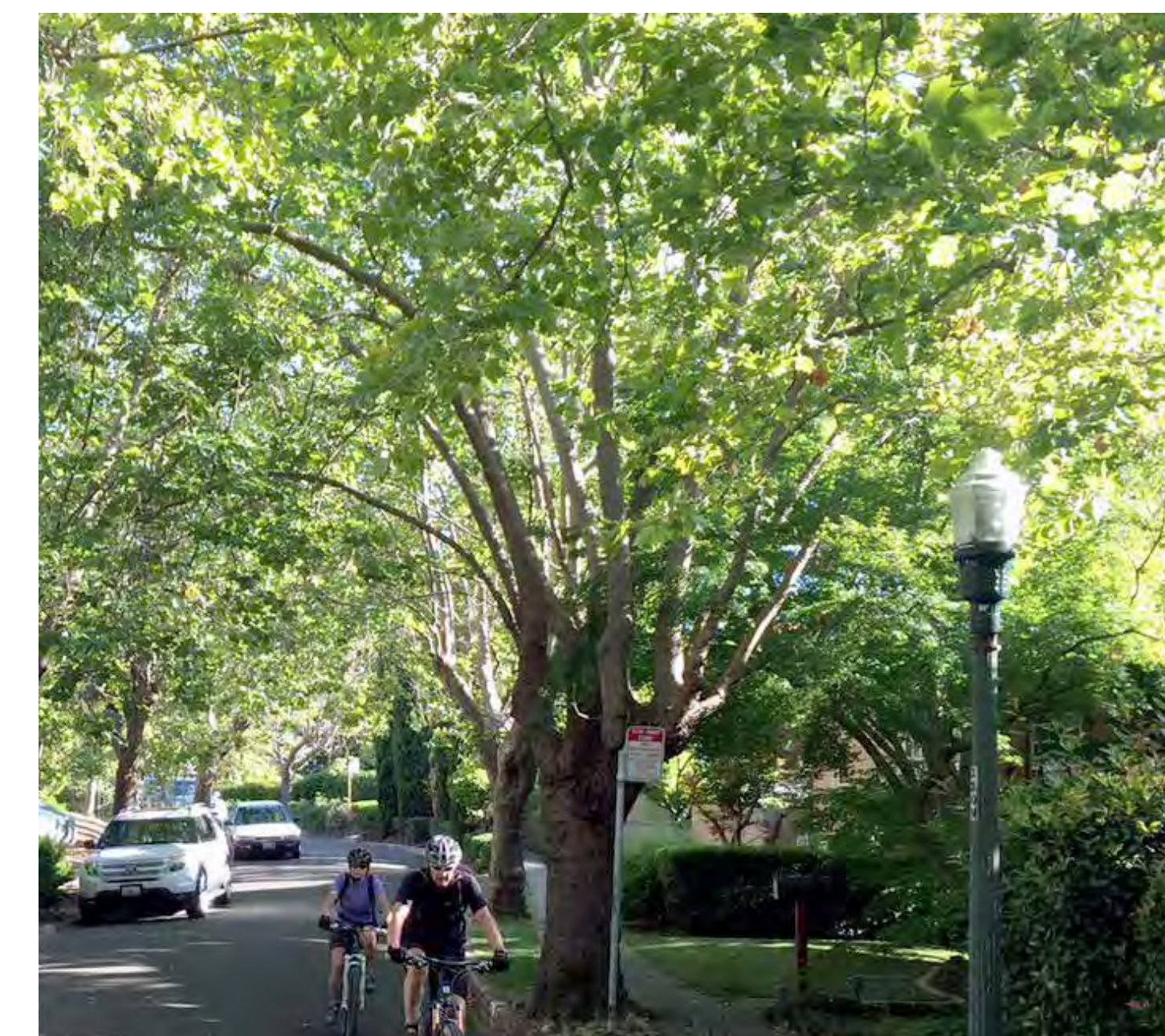




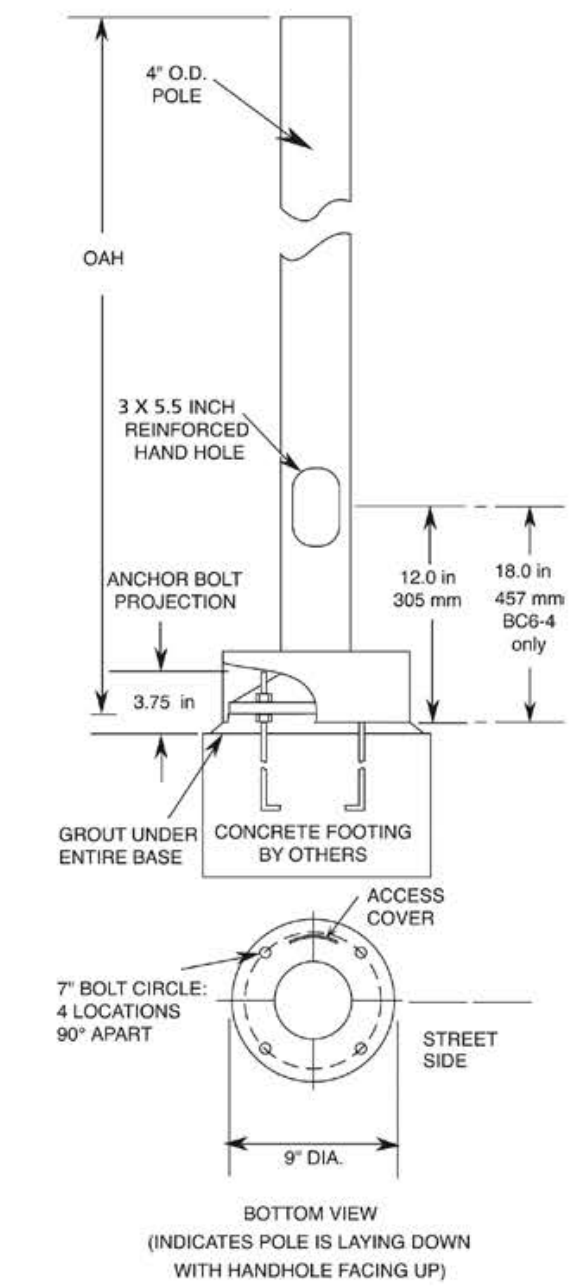
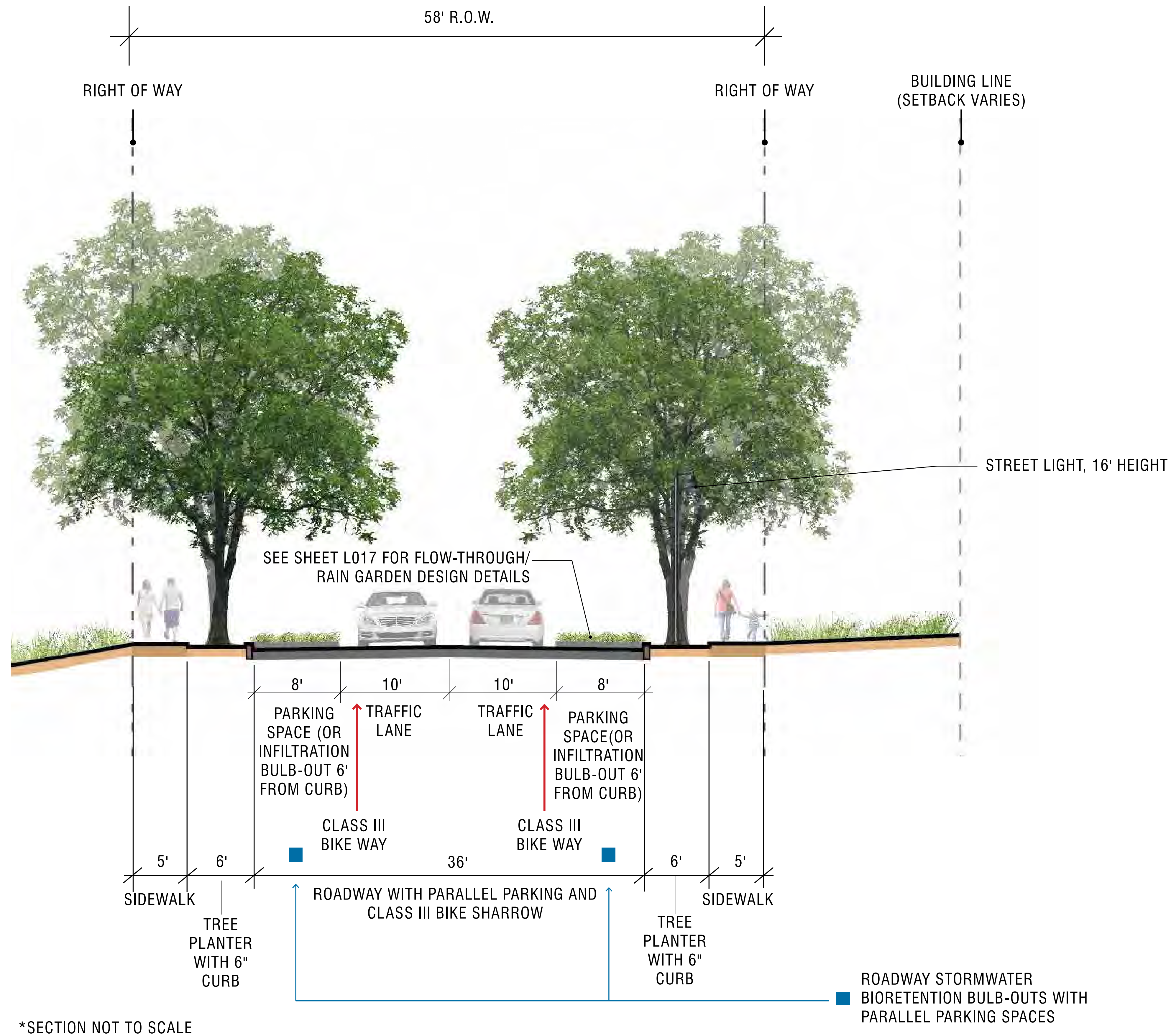
City Standard Lighting

'Universe' Luminaire and Pole, 20'

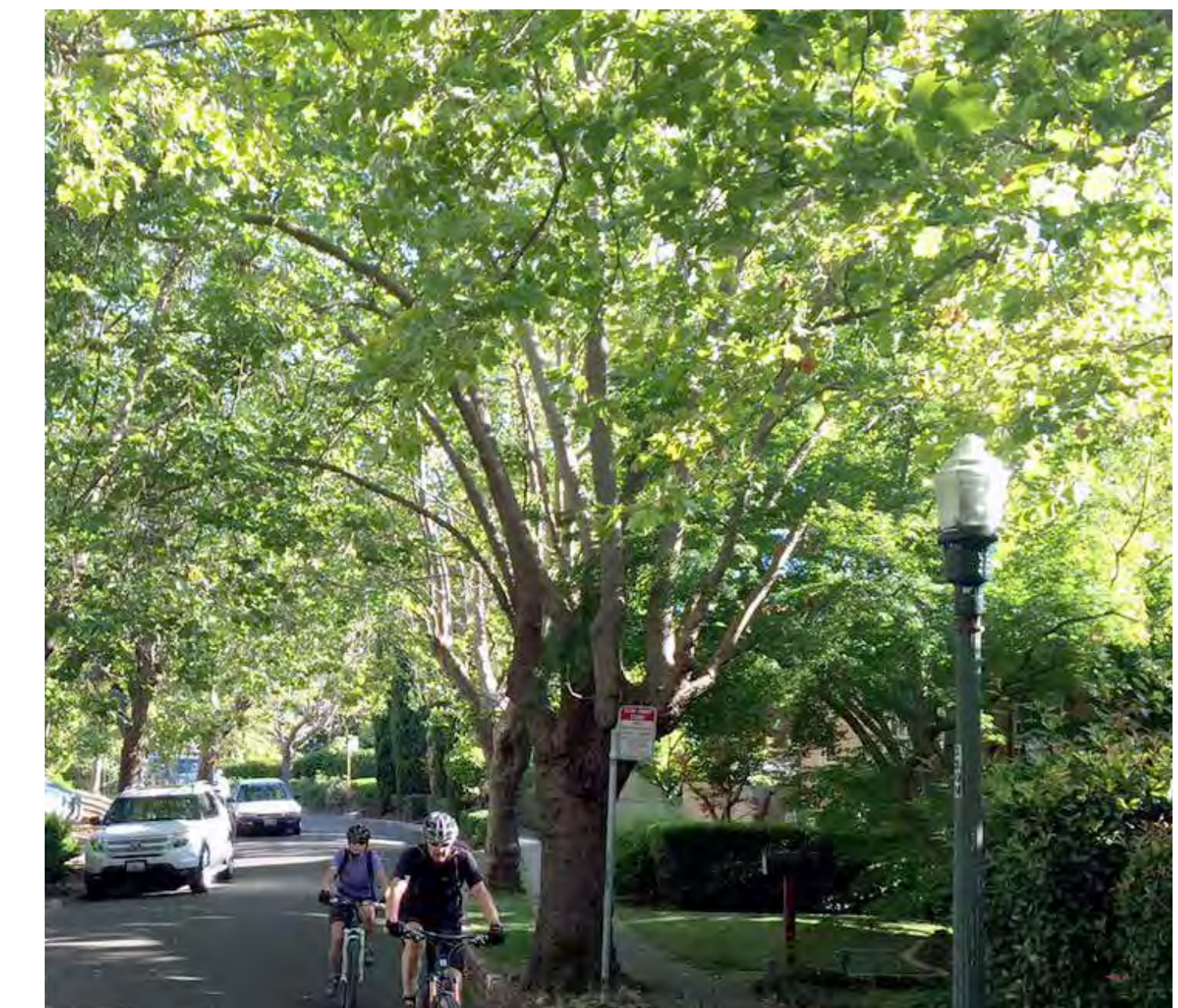
Manufacturer: Architectural Area Lighting



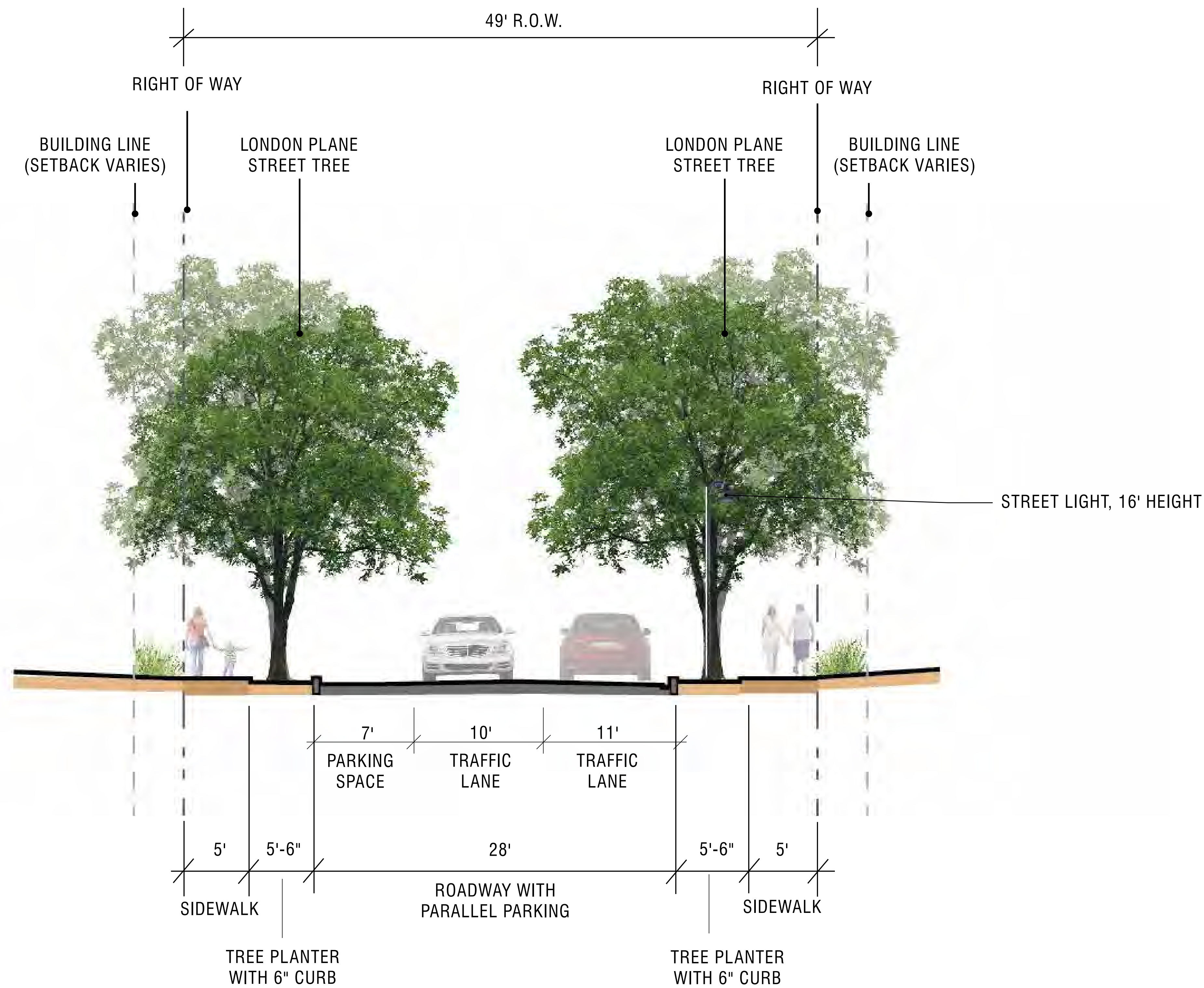
Street Tree:
Platanus x acerifolia, London Plane Tree



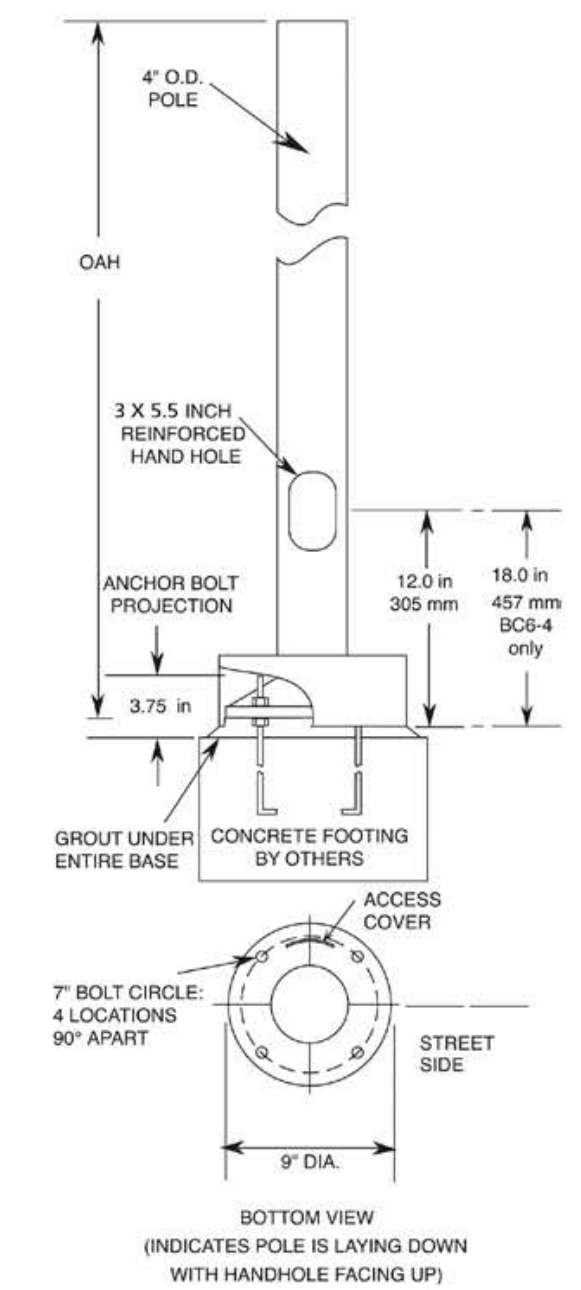
City Standard Lighting
'Universe' Luminaire and Pole, 16' (14' at bridge)
Manufacturer: Architectural Area Lighting



Street Tree:
***Platanus x acerifolia*, London Plane Tree**



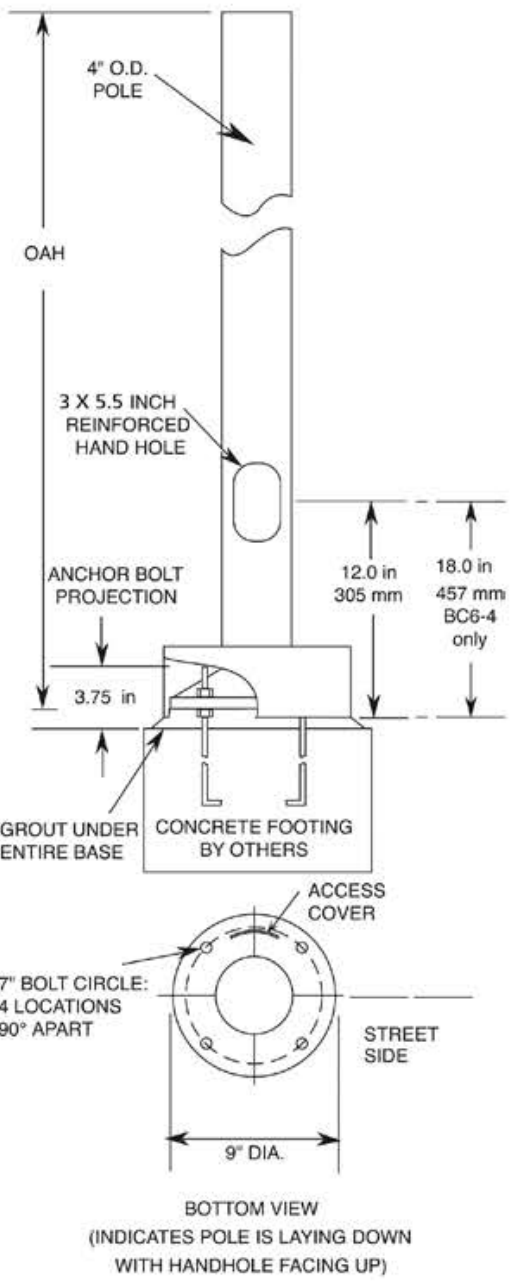
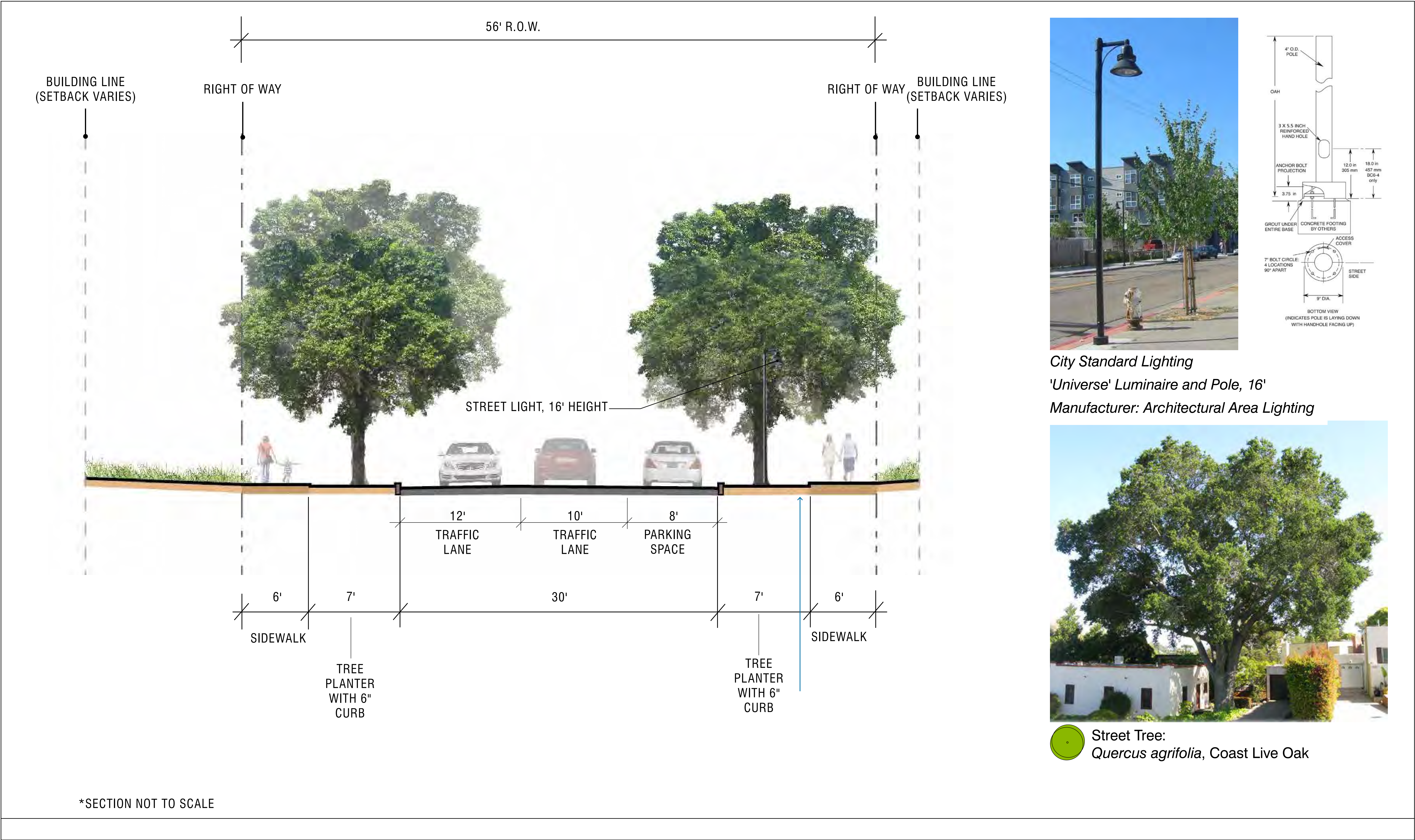
*SECTION NOT TO SCALE



City Standard Lighting
'Universe' Luminaire and Pole, 16'
Manufacturer: Architectural Area Lighting



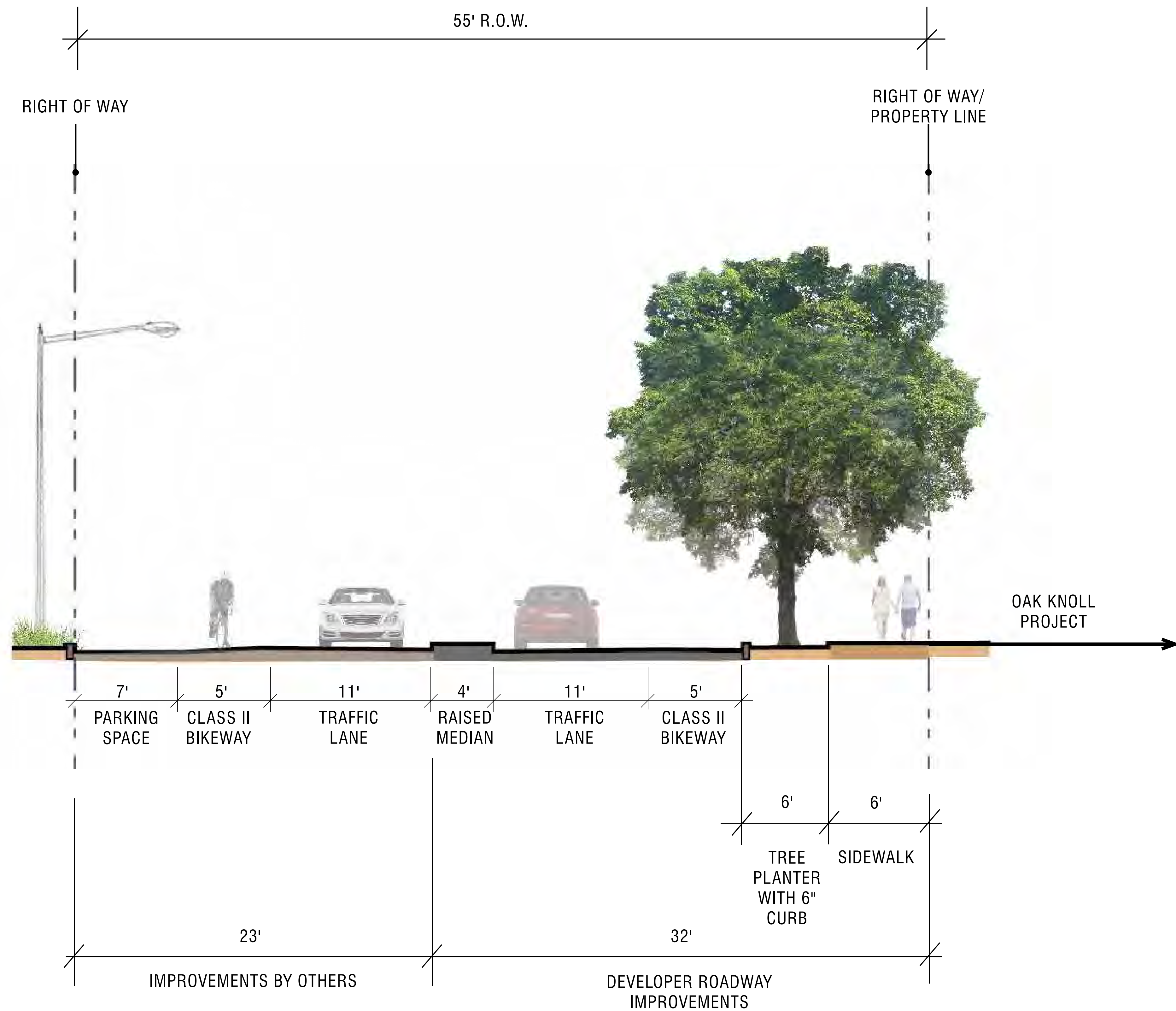
 **Street Tree:**
Platanus x acerifolia, London Plane Tree



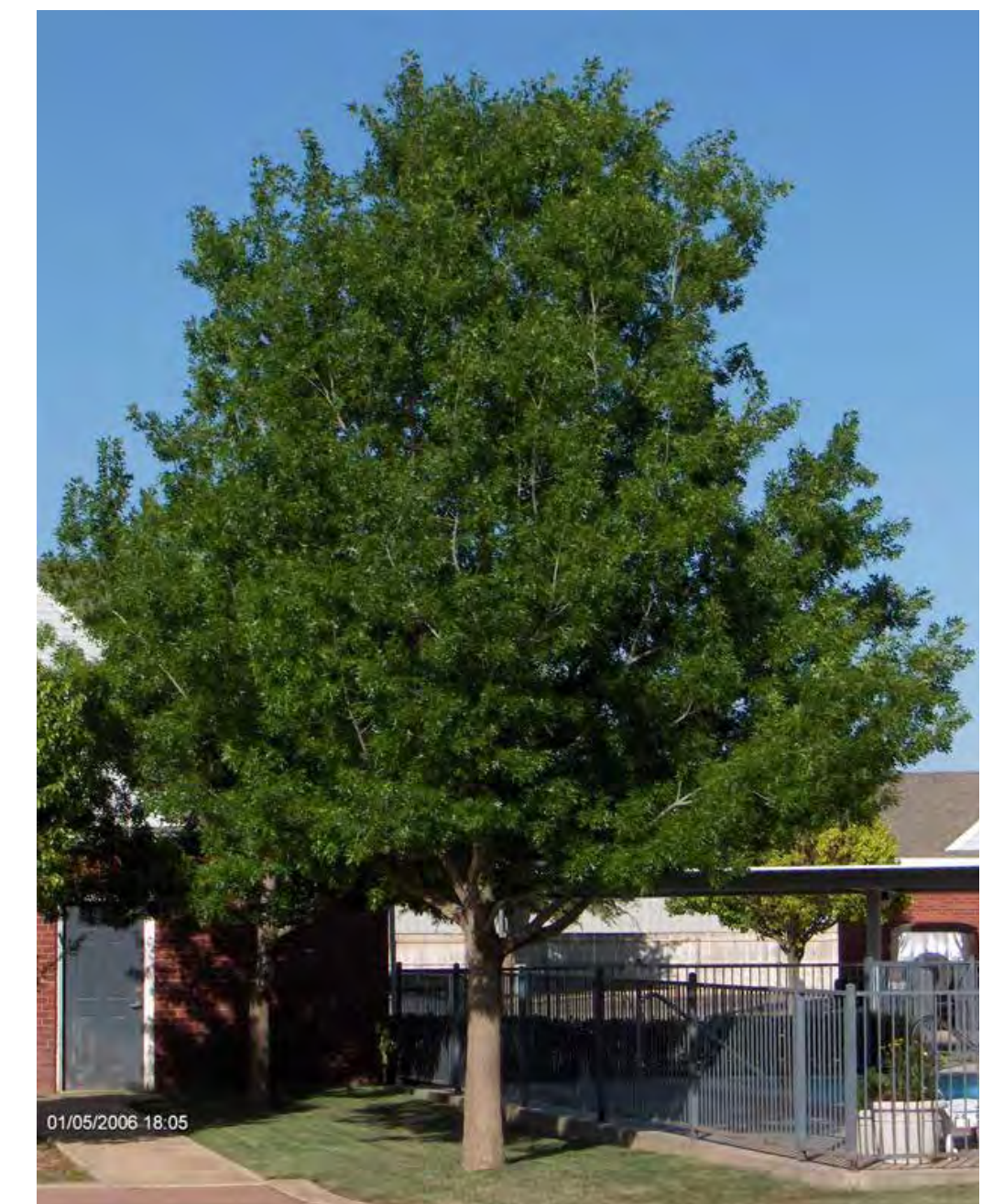
City Standard Lighting
'Universe' Luminaire and Pole, 16'
Manufacturer: Architectural Area Lighting



Street Tree:
Quercus agrifolia, Coast Live Oak



Existing Cobra Head Street Lighting to remain on west side; east side entries only



Street Tree: *Quercus shumardii*, Shumard Oak

*SECTION NOT TO SCALE

CREEKSIDE LOOP BRIDGE

Platanus x acerifolia
London Plane Tree, typ.

Stone clad pier and abutment

Painted steel truss and railing

City Standard lighting,
'Universe' Luminaire and Pole, 14'
height. See Sheet L008.

Stone clad
pier

Painted steel truss and rail

Pier and Rail Detail

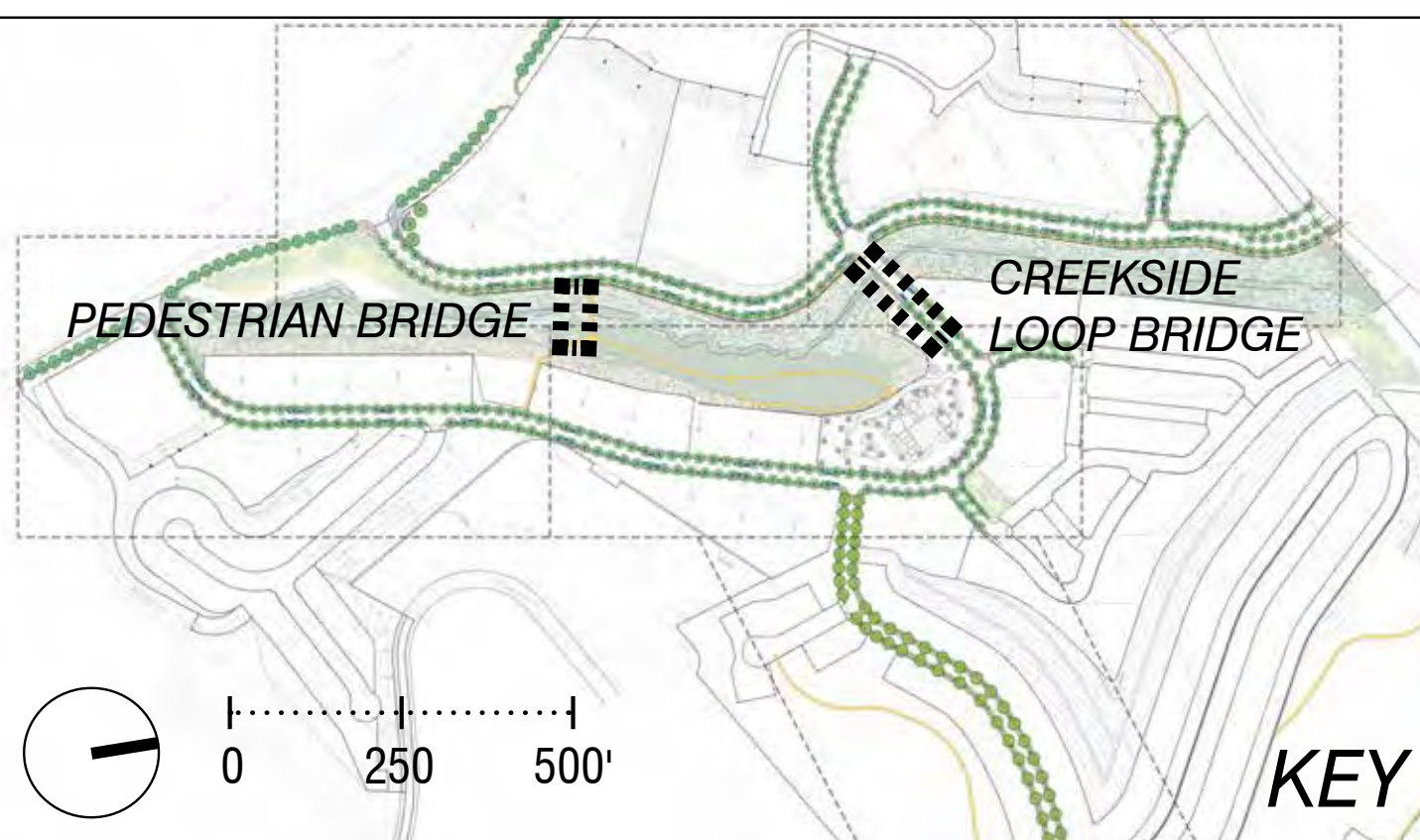
PEDESTRIAN BRIDGE

Stone clad abutment

Painted steel truss and railing

Painted steel
truss and railing

Truss and Rail Detail



0 10 20 30 40 50 60 80'

1" = 10' at full size (22" x 34")



Detectable tactile warning, surface-applied system. Dark gray for use at crosswalk ramps.



Continental crosswalk striping at intersections, per Caltrans Standards



Pavestone 'Anchor Diamond Pro' retaining walls. Straight face style, Sandstone Blend color with vine plantings. Site walls shown on VTTM Sheets C.5.0 - C5.5.



Lamp black concrete sidewalks, per City of Oakland Standards