2600 TELEGRAPH AVENUE PROJECT
CEQA ANALYSIS

Prepared for:

City of Oakland
Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, California 94612

Prepared by:

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ATTACHMENTS

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General Project Information

Project Title:	2600 Telegraph Avenue Project
Project Number:	PLN19283/T1900152/VTPM11060
Lead Agency and Address:	City of Oakland Bureau of Planning 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612
Contact Person:	Jose M. Herrera-Preza, (510) 238-3808 JHerrera@oaklandca.gov
Project Location:	2600 -2630 Telegraph Avenue Assessor Parcel Numbers: 009-0684-011-00 and 009-0684-012-01
Project Applicant and Address:	TAC 2600 Telegraph, LLC. 570 21st Street Oakland, CA 94612 c/o Matt Ticknor, Junction Properties (415) 990-6944, matt@junctionprops.com
Existing General Plan:	Community Commercial (CC)
Existing Zoning:	Community Commercial 2 (CC-2)
Requested Permits	Regular Design Review Tree Protection/Removal Permit Vesting Tentative Parcel Map

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Executive Summary

The project applicant TAC 2600 Telegraph, LLC, is proposing to redevelop two parcels in downtown Oakland with a mixed-use development on Telegraph Avenue between 27th and 26th streets at 2600–2630 Telegraph Avenue. The project is referred to as the 2600 Telegraph Avenue project (Proposed Project) and would be an approximately 255,199-gross-square-foot, eight-story mixed-use residential building, up to 90 feet in height. The Proposed Project would include 225 residential units—approximately 223,274 square feet of residential uses—and approximately 6,039 square feet of commercial space. The Proposed Project would provide approximately 9,926 square feet of open space. It would include up to 166 vehicle parking spaces and 66 secure bicycle parking spaces.

The project site is currently developed with an approximately 19,600-square-foot single-story (plus basement) commercial building and surface parking lot with approximately 59 parking spaces.

This California Environmental Quality Act (CEQA) Analysis evaluates the Proposed Project. The Proposed Project is eligible for CEQA streamlining and/or tiering provisions under CEQA Guidelines Section 15183, which provides for streamlined review when a project is consistent with a Community or General Plan and its development density, and the impacts of project have been analyzed in a certified program EIR. The Proposed Project is also eligible for CEQA streamlining and/or tiering provisions under CEQA Guidelines Section 15183.3 that is applicable to certain qualified infill projects and limits the topics that are subject to review at the project level, provided the effects of infill development have been addressed in a planning level decision, or by uniformly applying development policies or standards.

This analysis uses CEQA streamlining and/or tiering provisions under CEQA Guidelines Section 15183 and 15183.3 to tier from the program-level analyses completed in the City of Oakland (City) General Plan Land Use and Transportation Element (LUTE) and its Environmental Impact Report (EIR),[1] the 2010 General Plan Housing Element Update EIR and Addendum,[2] and the Central District Urban Renewal Plan EIR and Amendments (Renewal Plan) EIR[3] —collectively referred to herein as the Program EIRs—which analyzed environmental impacts associated with adoption and implementation of the General Plan and Renewal Plan.

As described in this CEQA Analysis, the project would be required to implement the City's Standard Conditions of Approval (SCAs) included herein in Attachment A to avoid or reduce potential impacts.

Based on the information and conclusions set forth in this CEQA Analysis, the project meets the criteria of the CEQA Community Plan Exemption, pursuant to California Resources Code Sections 21083.3 (CEQA Guidelines Section 15183) and the Qualified Infill Exemption, pursuant to California Resources Code Sections 21094.5 (CEQA Guidelines Section 15183.3). In addition, the analyses provided in the Program EIRs previously analyzed the potential environmental effects associated with this project and none of the criteria under CEQA Guidelines Sections 15162 or 15163 are present. Therefore, no additional environmental documentation or analysis is required.

These Program EIRs constitute the previous CEQA documents considered in this CEQA Analysis. Each of the following documents is hereby incorporated by reference and can be obtained from the City of Oakland Bureau of

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

2 City of Oakland, 2010. General Plan: Housing Element Update, December; City of Oakland, 2010. Oakland General Plan Housing Element EIR; City of Oakland, 2014. General Plan, Housing Element Addendum, December.
City of Oakland, 2014. 2015–2023 Housing Element Addendum to the 2010 Housing Element EIR, July.

3 City of Oakland. 2012. Central District Urban Renewal Plan. As Amended up to April 3, 2012. City of Oakland. 2011. Amendments to the Central District Urban Renewal Plan. Final Environmental Impact Report. June.

Planning at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California, 94612, and on the City of Oakland Planning and Building Department website at http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm.

1 Background

The following describes the Program EIRs considered in this CEQA Analysis. Each of these documents is summarized below and hereby incorporated by reference and can be obtained from the City of Oakland Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California 94612 and on the City of Oakland Planning and Building Department website at http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm.

The Downtown Oakland Specific Plan addresses the project site and surround areas and identifies the project site as an opportunity site. The plan is currently under development and the final plan is anticipated to be adopted by the City at the end of 2020 or early 2021. This CEQA Analysis includes applicable environmental setting information from the Draft EIR for the Downtown Oakland Specific Plan (August 2019), however, it does not formally tier from this document as it has not been certified by the City of Oakland.[4]

1.1 General Plan Land Use and Transportation EIR

1.1.1 Summary

The City certified the EIR for its General Plan LUTE in 1998 (1998 LUTE EIR).[5] The LUTE identifies policies for utilizing Oakland's land as future changes take place and sets forth an action program to implement the land use policy through development controls and other strategies. The LUTE identifies five Showcase Districts targeted for continued growth; the project site is located within the Downtown Showcase District (Downtown) intended to promote a mixture of vibrant and unique land uses with around-the-clock activity, continued expansion of job opportunities, and growing residential population.

The 1998 LUTE EIR is considered a Program EIR per CEQA Guidelines Sections 15183 and 15183.3. As such, subsequent activities under the LUTE are subject to requirements under each of the aforementioned CEQA Sections. Applicable mitigation measures identified in the 1998 LUTE EIR are largely the same as those identified in the other Program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or newer standard conditions of approval, the latter of which are described below.

1.1.2 Environmental Effects Summary

The 1998 LUTE EIR (including its Initial Study Checklist) determined that development consistent with the LUTE would result in impacts that would be reduced to a less-than-significant level with the implementation of mitigation measures and/or standard conditions of approval (described in Section 1.3) to the following resources: aesthetics (views, architectural compatibility and shadow only); air quality (construction dust [including PM_{10}] and emissions Downtown, odors); cultural resources (except as noted below as less than significant); hazards and hazardous materials; land use (use and density incompatibilities); noise (use and density incompatibilities, including from transit/transportation

[4] Urban Planning Partners, 2019. Downtown Oakland Specific Plan Draft Environmental Impact Report, State Clearinghouse No. 2019012008. August.

[5] City of Oakland, 1998. Land Use and Transportation Element, Final EIR, February.

improvements); population and housing (induced growth, policy consistency/clean air plan); public services (except as noted below as significant); and transportation/circulation (intersection operations Downtown).

Less-than-significant impacts were identified for the following resources in the 1998 LUTE EIR and Initial Study: aesthetics (scenic resources, light and glare); air quality (clean air plan consistency, roadway emissions in Downtown, energy use emissions, local/regional climate change); biological resources; cultural resources (historic context/settings, architectural compatibility); energy; geology and seismicity; hydrology and water quality; land use (conflicts in mixed use projects and near transit); noise (roadway noise Downtown and citywide, multifamily near transportation/transit improvements); population and housing (exceeding household projections, housing displacement from industrial encroachment); public services (water demand, wastewater flows, stormwater quality, parks services); and transportation/circulation (transit demand). No impacts were identified for agricultural or forestry resources, and mineral resources.

Significant unavoidable impacts were identified for the following environmental resources in the 1998 LUTE EIR: air quality (regional emissions, roadway emissions Downtown); noise (construction noise and vibration in Downtown); public services (fire safety); transportation/circulation (roadway segment operations); wind hazards, and policy consistency (clean air plan). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

1.2 General Plan Housing Element Update EIR and Addendum

1.2.1 Summary

The City has twice amended its General Plan to adopt updates to its Housing Element. The City certified a 2010 EIR for the 2007-2014 Housing Element,[6] and a 2014 Addendum to the 2010 EIR for the 2015-2023 Housing Element[7]. The General Plan identifies the City's current and projected housing needs, and sets goals, policies, and programs to address those needs, as specified by the state's Regional Housing Needs Allocation process. The Proposed Project would contribute to the total number of housing units needed in the City of Oakland to meet its housing needs target.

The 2010 Housing Element EIR and 2014 Addendum is considered a Program EIR per CEQA Guidelines Sections 15183 and 15183.3. As such, subsequent activities under the Housing Element that involve housing, are subject to requirements under each of the aforementioned CEQA sections.

Applicable mitigation measures and standard conditions of approval (also described in Chapter 4) identified in the 2010 Housing Element EIR and 2014 Addendum are considered in the analysis in this document and are largely the same as those identified in the other Program EIR documents described in this section.

1.2.2 Environmental Effects Summary

The 2010 Housing Element EIR and 2014 Addendum (including its Initial Study Checklist) determined that housing developed pursuant to the Housing Element, which would include the project site, would result in impacts that

6 City of Oakland, 2010. 2007–2014 Housing Element Update, Final EIR, November.
7 City of Oakland, 2014. 2015–2023 Housing Element Addendum to the 2010 Housing Element EIR, July.

would be reduced to a less-than-significant level with the implementation of mitigation measures and/or standard conditions of approval (described in Chapter 4) to the following resources: aesthetics (visual character/quality and light/glare only); air quality (except as noted below); biological resources; cultural resources; geology and soils; greenhouse gas (GHG) emissions; hazards and hazardous materials (except as noted below, and no impacts regarding airport/airstrip hazards and emergency routes); hydrology and water quality (except as noted below); noise; public services (police and fire only); and utilities and service systems (except as noted below).

Less-than-significant impacts were identified for the following resources in the Housing Element Update EIR and Addendum: hazards and hazardous materials (emergency plans and risk via transport/disposal); hydrology and water quality (flooding/flood flows, and inundation by seiche, tsunami or mudflow); land use (except no impact regarding community division or conservation plans); population and housing (except no impact regarding growth inducement); public services and recreation (except as noted above, and no impact regarding new recreation facilities); and utilities and service systems (landfill, solid waste, and energy capacity only, and no impact regarding energy standards). No impacts were identified for agricultural or forestry resources, and mineral resources.

Significant unavoidable impacts were identified for the following environmental resources in the Housing Element Update EIR and Addendum: air quality (toxic air contaminant exposure) and traffic delays. Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

1.3 Central District Urban Renewal Plan Amendments EIR

1.3.1 Summary

The project site is also addressed in the Central District Urban Renewal Plan, which generally encompasses the entire Downtown—approximately 250 city blocks (828 acres) in an area generally bounded by Interstate (I-) 980, Lake Merritt, 27th Street, and the Embarcadero. The Oakland City Council adopted the Central District Urban Renewal Plan for the Project Area in June 1969. The City prepared and certified an EIR for the Proposed Amendments to the Central District Urban Renewal Plan (2011 Renewal Plan EIR) in 2011 and amended or supplemented the Plan up to April 3, 2012. The 2011 Renewal Plan EIR is considered a Program EIR per CEQA Guidelines Section 15180; as such, subsequent redevelopment activities are subject to requirements under CEQA Section 15168.

Applicable mitigation measures and standard conditions of approval (described in Chapter 4) identified in the 2011 Renewal Plan EIR are considered in the analysis in this document and are also largely the same as those identified in the other Program EIRs described in this section.

1.3.2 Environmental Effects Summary

The 2011 Renewal Plan EIR[8] determined that development facilitated by the proposed amendments would result in impacts to the following resources that would be reduced to a less-than-significant level with the implementation of identified mitigation measures and/or standard conditions of approval (described in Chapter 4): aesthetics (light/glare only); air quality (except as noted below as less than significant and significant); biological resources (except no impacts regarding wetlands or conservation plans); cultural resources (except as noted below as

[8] Oakland Redevelopment Agency, 2011. Draft EIR for the Proposed Amendments to the Central District Urban Renewal Plan, March.

significant); geology and soils; GHG emissions; hazards and hazardous materials; hydrology and water quality (stormwater and 100-year flooding only); noise (exceeding standards – construction and operations only); traffic/circulation (safety and transit only); utilities and service systems (stormwater and solid waste only).

Less-than-significant impacts were identified for the following resources in the 2011 Renewal Plan EIR : aesthetics (except as noted above as less than significant with standard conditions of approval); air quality (clean air plan consistency); hydrology and water quality (except as noted above as less than significant with standard conditions of approval); land use and planning; population and housing; noise (roadway noise only); public services and recreation; traffic/circulation (air traffic and emergency access); and utilities and service systems (except as noted above as less than significant with standard conditions of approval). No impacts were identified for agricultural or forestry resources, and mineral resources.

The 2011 Renewal Plan EIR determined that the proposed amendments combined with cumulative development would have significant unavoidable impacts on the following environmental resources: air quality (toxic air contaminant exposure and odors); cultural resources (historic); and traffic/circulation (roadway segment operations). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

1.4 Standard Conditions of Approval

The City of Oakland established its Standard Conditions of Approval and Uniformly Applied Development Standards (SCAs) in 2008, and they have since been amended and revised several times.[9] The City's SCAs are incorporated into projects as conditions of approval regardless of a project's environmental determination. The SCAs incorporate policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection Ordinance, Stormwater Water Management and Discharge Control Ordinance, Oakland Protected Trees Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System [NPDES] permit requirements, Housing Element-related mitigation measures, California Building Code and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. The SCAs are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects.

Consistent with the requirements of CEQA, a determination of whether the Proposed Project would have a significant impact was made prior to the approval of the Proposed Project and, where applicable, SCAs and/or mitigation measures in the Previous EIRs have been identified to mitigate those impacts. In some instances, exactly how the measures/conditions identified will be achieved awaits completion of future studies, an approach that is legally permissible where measures/ conditions are known to be feasible for the impact identified; where subsequent compliance with identified federal, state, or local regulations or requirements apply; where specific performance criteria are specified and required; and where the Proposed Project commits to developing measures that comply with the requirements and criteria identified.

SCAs that would apply to the Proposed Project are listed in Attachment A to this document, which is incorporated by reference into this CEQA Analysis. Because the SCAs are mandatory City requirements, the impact analysis for the Proposed Project assumes that they will be imposed and implemented, which the project applicant has agreed to do or

[9] The SCAs were adopted the Oakland City Council on November 3, 2008 (Ordinance No. 12899 C.M.S.) and were revised January 24, 2020.

ensure as part of the Proposed Project. If this CEQA Checklist or its attachments inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the Proposed Project is not affected.

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2 Project Description

2.1 Project Location

The project site is an approximately 0.9-acre site located on the east side of Telegraph Avenue between 27th and 26th streets at 2600–2630 Telegraph Avenue. The site consists of two parcels—Assessor's Parcel Number (APN) 009-0684-011-00 and APN 009-0684-012-01. As shown on Figure 1, the project site occupies the entire block between 27th and 26th streets, and is surrounded by retail, offices, and residential buildings. The project site is in the Koreatown-Northgate neighborhood, which is generally bound by 27th Street to the north, I-980 to the west, West Grand Avenue to the south, and mid-block between Telegraph Avenue and Broadway to the east.

The project site is accessible from I-580, approximately 0.5-mile to the north, and I-980 and State Route 24 approximately 0.1 mile to the west. Multiple transit routes serve the project site, including Alameda-Contra Costa County Transit District (AC Transit) Routes 51A, 800, 851, and the Broadway Shuttle. The entrance to the 19th Street San Francisco Bay Area Rapid Transit (BART) District Station is 0.5 mile south of the site, and the MacArthur BART Station is approximately 1 mile northwest of the site. Designated bicycle lanes are available along Telegraph Avenue and 27th Street.

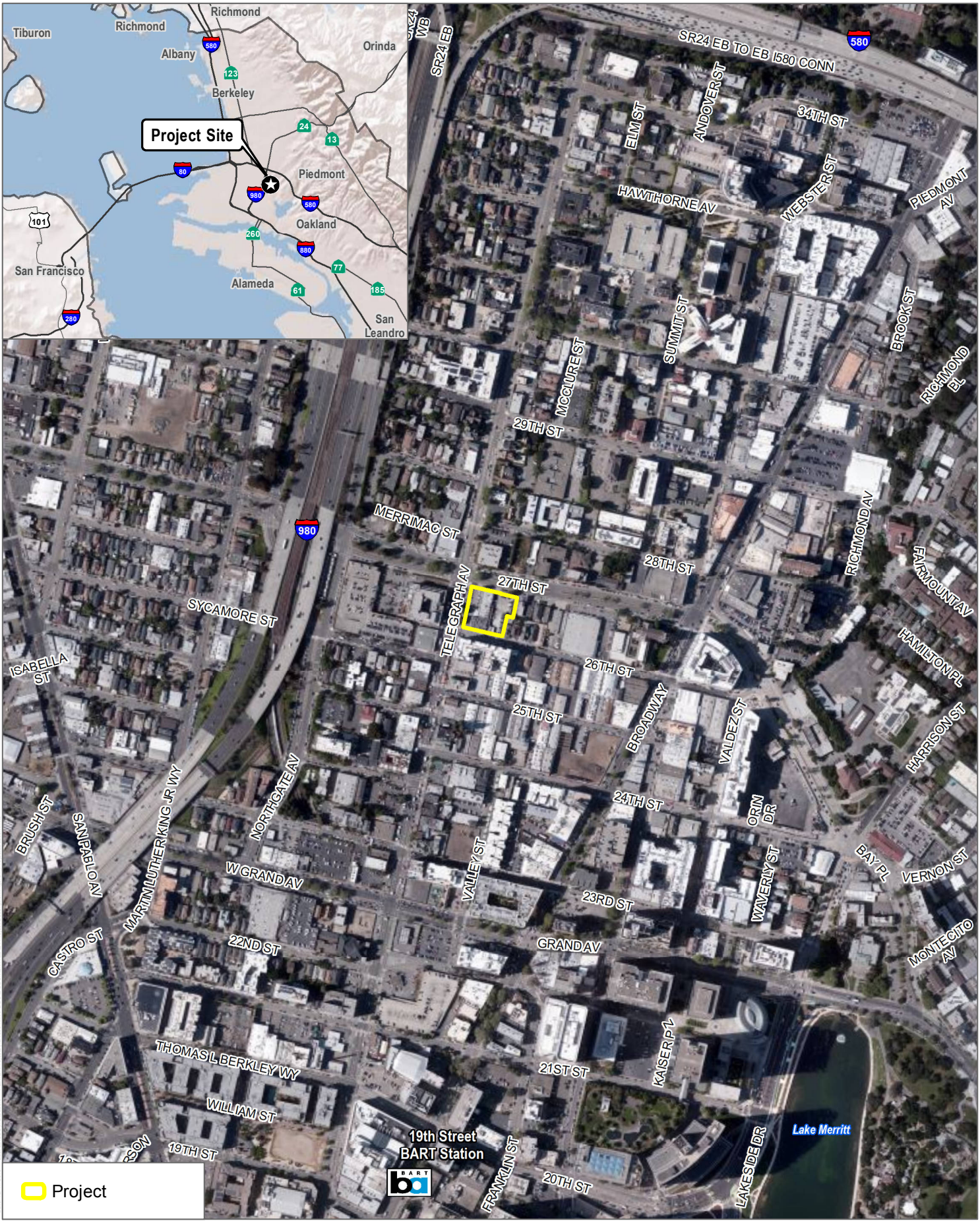
2.2 Existing Conditions

The 0.91-acre (approximately 39,492 square-foot) site is predominantly flat and is approximately 35 feet above mean sea level. The project site is currently developed with a surface parking lot and an approximately 19,600-square-foot single-story commercial building. The building was constructed in 1964 and includes basement-level uses. The three retail tenants currently occupying the building are Gogi Time Restaurant (7,500 square feet), Blind Tiger Restaurant (9,800 square feet), and Sam Won Billiards (2,300 square feet). Approximately 59 parking spaces are located in the front and rear of the building and serve the patrons and employees of the retail business.

The Oakland Heritage Survey rating for the site is F3, which indicates that at the time of the survey, the building was less than 45-year old, and not in a historic district. The Historic Resource Evaluation completed for the Proposed Project determined that the property is not eligible for listing under any criteria in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or locally as part of the Oakland Cultural Heritage Survey and is not a CEQA historic resource.

The existing land uses in the project vicinity are primarily commercial (including retail, restaurants, and office buildings) and residential. At the northeastern corner of Telegraph Avenue and 27th Street, is a two-story building occupied by medical clinics (RAI Center). A vacant lot is located near the medical center along 27th Street. Gold Coin Car Wash and two-story residences bound the site from the south. Telegraph Arts, a mixed-use six-story building, is located south of the project site and occupies the southeast corner of Telegraph Avenue and 26th Street. Telegraph Lofts, a two-story mixed-use building with live/work units and retail space, is located west of the project site on Telegraph Avenue.

The project site has four actively used curb cuts—two each on 26th and 27th Streets. Although there are two curb cuts along Telegraph Avenue, these are not in use because the site is currently fenced along this street. Two street



SOURCE: Bing Maps 2019; Alameda County 2018; BART 2019

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0 300 600 Feet

Figure 1

Project Location

2600 Telegraph Avenue

trees are located on the sidewalk along Telegraph Avenue and two trees are also located along 27th Street. The General Plan land use designation for the project site is Community Commercial (CC). The General Plan CC land use designation applies to land uses that include large shopping centers, specialty shopping centers, and other retail establishments that serve the community at large. Residential land uses may be appropriate in this district, particularly as part of a mixed-use development.

The project site is zoned Community Commercial 2 (CC-2). The CC-2 classification is intended to create, maintain, and enhance areas with a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas.

2.3 Project Characteristics

The Proposed Project would demolish the existing one-story commercial building on the project site and would construct an approximately 255,199-gross-square-foot, eight-story mixed-use residential building. The building would be up to 90 feet in height. The stair and elevator core would extend approximately 10 feet above the roof. The Proposed Project may also include solar panels on the roof, which could extend approximately 5 feet above the roof.

The Proposed Project is eligible for a California State density bonus (Gov. Code § 65915) because it would provide 8%—equivalent of 15 units—of the residential units to very-low income households.

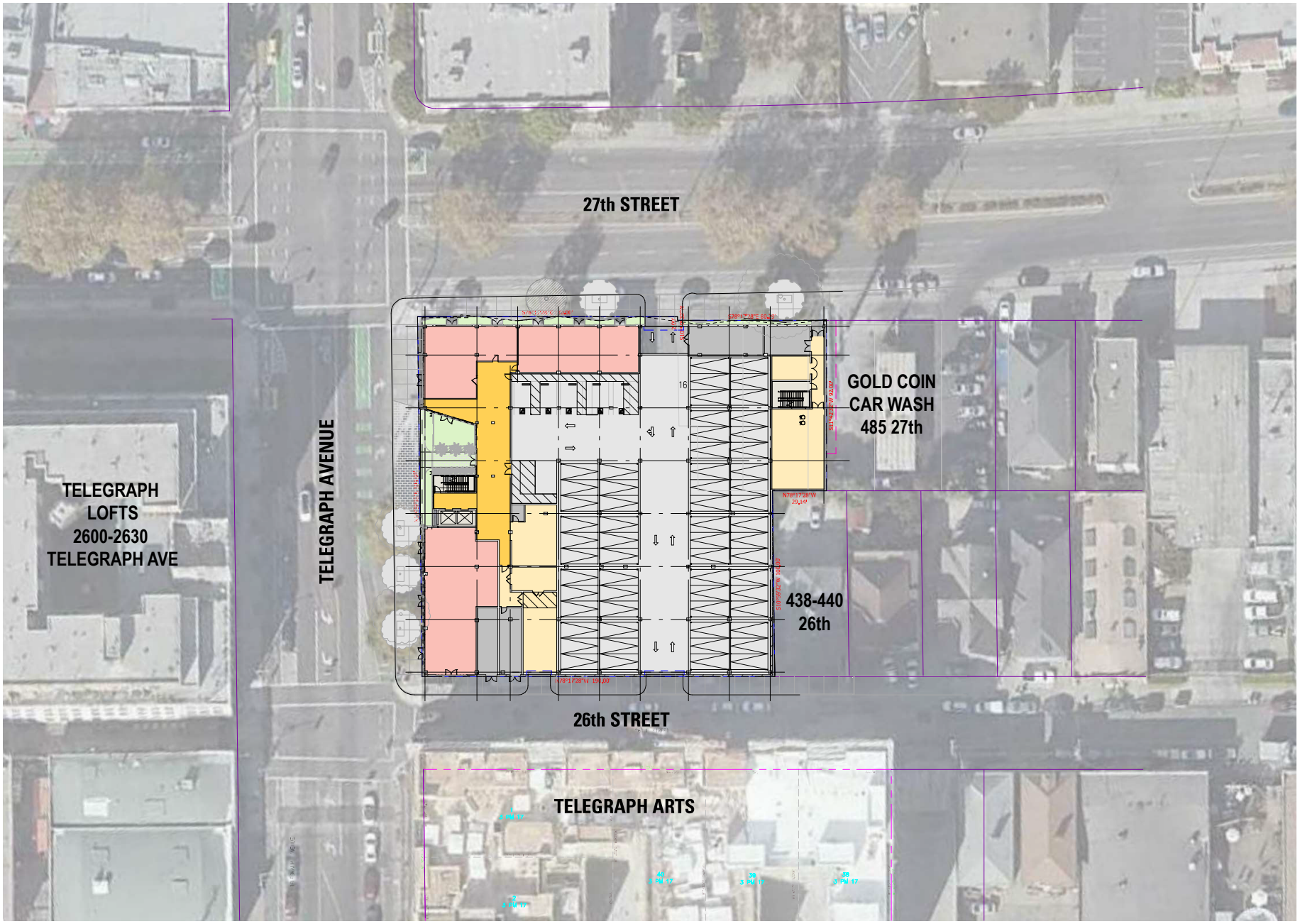
The Proposed Project would include 225 residential units, approximately 223,274 square feet of residential uses and 4,726 square feet amenities, approximately 6,039 square feet of ground floor commercial space, and approximately 9,926 square feet of common and private open space. The Proposed Project would provide 166 vehicle parking spaces, and approximately 69 bicycle parking spaces with 57 long-term and 12 short-term spaces. The project would have curb cuts for vehicular access on 26th and 27th streets. The project characteristics are shown below in Table 1. Exterior building material would include cement plaster, cement board siding and panel systems, architectural metal panel and a combination of nail-fin and storefront glazing. The project site plan is shown in Figure 2 and typical floor plans, typical building section, and building renderings are shown in the staff report package.

2.3.1 Residential Uses

Approximately 223,274 square feet of residential uses would be constructed on levels two through eight, above the ground-floor commercial space. The Proposed Project would have up to 225 residential units composed of approximately 36 studio units, 113 one-bedroom units, 56 two-bedroom units, and 20 three-bedroom units.

2.3.2 Commercial Uses

The Proposed Project would include a total of approximately 6,039 square feet of commercial space on the ground level with three retail spaces along the corner of 26th Street and Telegraph Avenue, at the corner of 27th Street and Telegraph Avenue, and along 27th Street.



SOURCE: BAR Architects 2019

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FIGURE 2

Site Plan

2600 Telegraph Avenue

2.3.3 Access, Circulation, and Parking

The residential lobby would be located near the middle of the street façade along Telegraph Avenue and would be set back from the property line by approximately 30 feet. Vehicular ingress/egress would be through curb cuts located mid-block on 26th and 27th streets. Approximately 166 parking spaces would be provided, consisting of 160 spaces in mechanized three-level parking stackers (16 of which would be electric vehicle stalls), and six at-grade spaces, of which five would be Americans with Disabilities Act accessible spaces and one would be an electric vehicle van space.

Table 1. Project Characteristics

Lot	**Dimensions**
Size	0.91 acre (39,492 sf)
Proposed Uses	**Area (gsf)**
Residential	223,274
Lobby, leasing office, bike storage, mail, package, club room, fitness room	4,726
Retail	6,039
Garage[1]	21,160
Total Uses	**255,199**
Proposed Residential Units	**Amount (Percent)**
Studio	36 (16%)
1-bedroom	113 (50%)
2-bedroom	56 (25%)
3-bedroom	20 (9%)
Total Units	**225 (100%)**
Proposed Parking	**Number of Spaces**
Vehicle Parking Spaces	166
Bicycle Parking Spaces	57 long-term/12 short-term
Open Space	**Area (sf)**
Ground Level	1,534
Level 2	6,540
Level 8	1,162
Private Terraces	690
Total Open Space	**9,926**
Building Characteristics	
8 stories and 90 feet plus additional 10 feet of mechanical equipment above Mechanized parking stacker Ground-floor retail Amenities located on ground floor, level 2, and level 8	

Source: BAR Architects, 2019.
Notes: gsf = gross square feet; sf = square feet.
Uses shown in table are approximate.
[1] Garage total gsf includes all spaces inside garage footprint, such as mechanical/utility spaces.

Approximately 69 bicycle parking spaces would be provided at the ground level. These would include 57 long-term and 12 short-term parking spaces. One loading dock at the ground level would be accessed from 26th Street.

2.3.4 Open Space

The Proposed Project would provide approximately 9,926 square feet of common and private open space on the ground floor, second and eight floors, and private balconies. The residential entry courtyard on Telegraph Avenue would be set back from the street and landscaped. A common courtyard on the second floor would provide landscaped open space and two smaller outdoor areas on the northwest and southeast corners of the eighth floor would provide outdoor amenity space. Private open space on balconies would be provided for a few residential units. The Proposed Project would request a concession/incentive to the open space requirements for the site as described below.[10]

2.3.5 Streetscape Improvements

As part of the sidewalk and streetscape improvements, the two trees along Telegraph Avenue would be replaced and one new tree would be installed for a total of three trees. Along 27th Street, one of the two existing trees would be replaced, and a one new tree would be installed for a total of three trees. The sidewalk at the level of the lobby entrance would be paved with pre-cast concrete. The remaining portion of the sidewalk around the project site would be repaved with natural grey concrete. Planters would be installed along 27th Street and at the lobby entrance. All exterior lights for the building would be tunable, pointable, or downlit with shielding below the bulb to prevent glare on adjacent properties. Proposed sidewalk and streetscape improvements would be consistent with the City's approved infrastructure plans, such as the Oakland's Bicycle Plan and the 2017 Pedestrian Plan.

2.4 Activity/Employment

The Proposed Project would include a mix of residential and retail uses. Based on Alameda County Transportation Commission generation rate of 2.1 persons per residential unit, the Proposed Project could generate approximately 473 new residents. In addition, the 6,039 square feet of commercial uses could generate approximately 18 jobs.[11]

2.5 Density Bonus

Under the City's General Plan and Planning Code standards for the CC-2 zone with a 90-foot height area (CC-2/90-foot zoning district), the allowable density for the Proposed Project is 176 units[12] (1 unit per 225 square feet of site). The Proposed Project would set aside 8% of these base units as very-low income units (15 units). Under the California State density bonus law, a project including this level of affordability is entitled to: (a) a 27.5% density

10 Based on Oakland Planning Code (Table 17.35.04), open space requirements for the proposed project are 100 square feet per unit of group usable open space and 20 square feet per unit group usable open space when private open space is substituted.

11 Using the Alameda County Transportation Commission Model assumption of 3 persons per thousand square feet for commercial.

12 The zoning district allows for 175.52 dwelling units. The Density Bonus Law allows any density calculation under the base or density bonus project that results in any fraction to be rounded up to the next whole number. (Government Code §65915(q)).

bonus above the maximum allowable residential density; (b) one concession/incentive; and (c) waivers of development standards that would preclude development of the project at the bonus density.[13]

Therefore, 49 additional units would be allowed for a total of 225 units. To achieve this density bonus, the Proposed Project would request one development concession for open space requirements and three waivers as described below.[14]

Concession. The Proposed Project is proposing 225 dwelling units and therefore would require 22,500 square feet of group open space or an individual balcony for each unit (or a combination thereof).[15] With private balconies provided for one unit on each of floors 4 through 8, the group open space requirement would only apply to 220 dwelling units, for a total of 22,000 square feet. The Proposed Project would provide 9,236 square feet of group open space on levels one, two and eight, leaving an unmet group open space requirement of 12,764 square feet. Therefore, in compliance with Oakland Planning Code Section 17.107.080.A.4, the Proposed Project is requesting a development concession for open space.

Waivers. The following three waivers are requested:

- Rear setbacks – Allow a rear setback of 0 feet where 10 feet is required
- Ground floor commercial floor area – Allow 6,000-plus square feet of non-residential floor area not to be factored into the base density calculation
- Off-Street parking spaces – Allow a reduction of 10 total parking spaces at the project frontage

2.6 Project Construction

Construction activities would consist of demolition of the existing building, excavation and shoring, foundation and below-grade construction, and construction of the building and finishing interiors. Project construction is expected to occur over approximately 26 months, with construction scheduled to commence in the first or second quarter of 2021 and completion in the second or third quarter of 2023. The project site would be excavated to approximately 10 feet below grade. It is anticipated that up to 3,960 cubic yards of soil would be imported during the grading and fill of existing basement and up to 6,220 cubic yards would be exported as a result of the foundation excavation. To the extent that excavated soil is geo-technically and environmentally suitable, it may be used as backfill.

A 24-inch thick mat foundation would to be constructed of stiffened reinforced concrete. Groundwater in the vicinity of the project site has been encountered at between 11 to 12 feet below ground surface (bgs). Project design and construction is based on the assumption that groundwater would be encountered at 7 feet bgs and dewatering activities during construction may be required. No piles or pile driving is required.

[13] The Density Bonus Law allows a project to build at increased density beyond what is otherwise permitted if it provides a minimum percentage of below-market rate dwelling units. The extent of the "density bonus" depends on both the percentage of below-market-rate units provided and the extent of their affordability. If a project provides between 5% and 11% of its dwelling units affordable to very low-income households, the Density Bonus Law requires the City to grant a density bonus of 20% to 35% beyond what is allowed under the existing zoning. (Gov. Code §65915(f)(1) and (2); Oakland Planning Code §17.107.040.B and C.)

[14] Reuben, Junius & Rose, LLP. 2020. Email Letter. Re: 2600 Telegraph Avenue – State Density Bonus Analysis. To: Jose Herrera, City of Oakland, Bureau of Planning. January 31.

[15] In the CC-2/90-foot zoning district, 100 square feet of group open space or 20 square feet of private open space is required per dwelling unit.

The Proposed Project would meet the requirements of the California Green Building Standards Code, Title 24, Part 11. The project design and construction would incorporate sustainable measures associated with energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality.

2.7 Project Approvals

The Proposed Project would require discretionary actions and approvals as listed below.

Actions by the City of Oakland include the following:

- Discretionary
  - Bureau of Planning – Regular Design Review, CEQA determination, Vesting Tentative Parcel Map for condominium purposes
  - City Council – Major encroachment permit for architectural projections above ground floor openings
- Non-Discretionary Permits
  - Building Services Division – Approval of compliance with Provision C.3 of the NPDES Municipal Regional Permit (MRP)
  - Building Services Division– Demolition permit, grading permit, and on- and off-site work permits (e.g., public right-of-way improvements, and tie backs)

Actions by other agencies include the following:

- Bay Area Air Quality Management District – Issuance of permits for asbestos abatement activities (as needed)
- Regional Water Quality Control Board – Acceptance of a Notice of Intent to obtain coverage under the General Construction Activity Storm Water Permit and Notice of Termination after construction is complete
- East Bay Municipal Utility District – Grant a Special Discharge Permit to discharge construction dewatering to the sanitary sewer (if needed) and/or approval of new service requests and new water meter installations
- Alameda County Department of Environmental Health – Approval of Work Plan, Approval of Remedial Action Plan (if needed), and issuance of No Further Action Letter

3 Summary of Findings

An evaluation of the Proposed Project is provided in the CEQA Checklist below. This evaluation concludes that the Proposed Project qualifies for an exemption from additional environmental review. The Proposed Project was found to be consistent with the development density and land use characteristics established by the City of Oakland General Plan, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the applicable Program EIRs, which are: the 1998 LUTE EIR, the 2011 Renewal Plan EIR, and the 2010 Housing Element EIR and 2014 Addendum, which is applicable to the residential component of the Proposed Project.

The Proposed Project would be required to comply with the applicable mitigation measures identified in the Program EIRs, which have been modified to reflect the City's current standard language and requirements of its SCAs or have been entirely replaced with relevant SCAs. Applicable SCAs are included in Attachment A at the end of this CEQA Checklist. With implementation of the applicable SCAs, the Proposed Project would not result in a substantial increase in the severity of significant impacts that were previously identified in the Program EIRs or any new significant impacts that were not previously identified in the Program EIRs.

In accordance with Public Resources Code Sections 21083, 21083.3, 21083.5, 21094.5, and 21094.5.5, and CEQA Guidelines Sections 15183 and 15183.3, and as set forth in the CEQA Checklist below, the Proposed Project qualifies for one or more exemptions because the following findings can be made:

- **Community Plan Exemption.** The analysis within Attachment B demonstrates that the project is consistent with the development density established by existing zoning and General Plan policies for which an EIR was certified (i.e., the Program EIRs), and therefore qualifies for a community plan exemption. The analysis herein considers the Program EIRs and concludes that the Proposed Project would not result in significant impacts that (1) would be peculiar to the project or project site; (2) were not previously identified as significant project-level, cumulative, or off-site effects in the Program EIRs; or (3) were previously identified as significant but—as a result of substantial new information that was not known at the time the Program EIRs was certified—would increase in severity above the level described in the EIR. Therefore, the Proposed Project is exempt from further environmental review in accordance with Public Resources Code Section 21083 and 21083.05and CEQA Guidelines Section 15183.
- **Qualified Infill Exemption.** The analysis indicates that the Proposed Project qualifies for an infill exemption and is generally consistent with the required performance standards provided in CEQA Guidelines Appendix M, as evaluated in Attachment C to this document. This CEQA Analysis concurs that the Proposed Project would not cause any new specific effects or more significant effects than previously identified in applicable Program EIRs and that uniformly applicable development policies or SCAs would substantially mitigate the Proposed Project's effects to below applicable thresholds of significance.

  The Proposed Project is proposed on a previously developed site in downtown Oakland, surrounded by urban uses, and is consistent with the land use, density, building intensity, and applicable policies for the site. The Proposed Project therefore meets the requirements for an infill exemption, as evidenced in Attachment C to this document. The analysis herein considers the analysis in the Program EIRs and finds that the Proposed Project would not cause any new significant impacts on the environment that were not already analyzed in the Program EIRs or result in more significant impacts than those that were previously analyzed in the Program EIRs. The effects of the Proposed Project have been addressed in the Program

EIRs, and no further environmental documents are required, in accordance with Public Resources Code Section 21083 and 21094.5.5 and CEQA Guidelines Section 15183.3.

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

Edward Manasse, Deputy Director of the Bureau of Planning Environmental Review Officer	Date

4 CEQA Checklist

This CEQA Checklist provides a summary of the potential environmental impacts that may result from adoption and implementation of the Proposed Project. The analysis in this CEQA Checklist also summarizes the impacts and findings of Program EIRs that covered, specifically or as part of the cumulative analyses; the environmental effects of the Proposed Project and that are still applicable to the Proposed Project. As previously indicated, the Program EIRs include the 1998 LUTE EIR, 2011 Renewal Plan EIR, and the 2010 General Plan Housing Element Update EIR. Given the timespan between the preparations of these EIRs, there are variations in the specific environmental topics addressed and significance criteria, however, as discussed above in Chapter 1 and throughout this Checklist, the overall environmental effects identified in each are largely the same and any significant differences are noted.

This CEQA Checklist hereby incorporates by reference the discussion and analysis in the Program EIRs for all potential environmental impact topics; however, only those environmental topics that could have a potential project-level environmental impact are included herein. The EIR significance criteria have been consolidated and abbreviated in this CEQA Checklist for administrative purposes; a complete list of the significance criteria can be found in the Program EIRs.[16]

This CEQA Checklist provides a determination of whether the Proposed Project would result in:

- Equal or Less Severity of Impact Previously Identified in Program EIRs
- Substantial Increase in Severity of Previously Identified Significant Impact in Program EIRs
- New Significant Impact

Where the severity of the impacts of the Proposed Project would be the same as or less than the severity of the impacts described in the Program EIRs, the checkbox for Equal or Less Severity of Impact Previously Identified in Program EIRs is checked. The checkboxes for Substantial Increase in Severity of Previously Identified Significant Impact in Program EIRs or New Significant Impact are checked if there are significant impacts that are:

- Peculiar to project or project site (per CEQA Guidelines Sections 15183 or 15183.3)
- Not identified in the previous EIR (Program EIRs) (per CEQA Guidelines Sections 15183 or 15183.3), including off-site and cumulative impacts (per CEQA Guidelines Section 15183)
- Due to substantial changes in the project (per CEQA Guidelines Section 15162 and 15168)
- Due to substantial changes in circumstances under which the project will be undertaken (per CEQA Guidelines Section 15162)
- Due to substantial new information not known at the time the Program EIRs was certified (per CEQA Guidelines Sections 15162, 15183, or 15183.3)

[16] This Checklist address potential impacts per the City's current CEQA Thresholds of Significance. City of Oakland, 2016. CEQA Thresholds of Significance Guidelines. October 17.

The Proposed Project is required to comply with applicable mitigation measures identified in the Program EIRs as modified, and in some cases wholly replaced, to reflect the City's current standard language and requirements of its SCAs and with City of Oakland SCAs.[17] The project sponsor has agreed to incorporate and/or implement the SCAs as part of the Proposed Project. This CEQA Checklist includes references to the applicable SCAs, a list of the SCAs is included in Attachment A, and this list is incorporated by reference into the CEQA Checklist. If the CEQA Checklist (including Attachment A) inaccurately identifies or fails to list an SCA, the applicability of that SCA to the Proposed Project is not affected. If the language describing an SCA included in the CEQA Checklist (including Attachment A) is inaccurately transcribed, the language set forth in the Program EIRs or City of Oakland SCAs shall control.

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

[17] These are development standards that are incorporated into projects as SCAs, regardless of a project's environmental determination, pursuant, in part, to CEQA Guidelines Section 15183. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, substantially mitigate environmental effects. In reviewing project applications, the City determines which of the SCAs are applied, based on the zoning district, community plan, and the type(s) of permit(s)/approvals(s) required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCA applies to each project.

4.1 Aesthetics, Shadow, and Wind

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Have a substantial adverse effect on a public scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, located within a state or locally designated scenic highway; substantially degrade the existing visual character or quality of the site and its surroundings; or create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area;	■	□	□
b. Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code Sections 25980 through 25986); or cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors;	■	□	□
c. Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space; or, cast shadow on an historical resource, as defined by CEQA Guidelines Section 15064.5(a), such that the shadow would materially impair the resource's historic significance;	■	□	□
d. Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses; or	■	□	□
e. Create winds that exceed 36 mph for more than one hour during daylight hours during the year.	■	□	□

Program EIR Findings

Scenic vistas, scenic resources, visual character, light and glare, and shadow were analyzed in the Program EIRs, which found that the effects to these topics would be less than significant. The 2011 Renewal Plan EIR, the 2010 Housing Element EIR, and the 2014 Addendum cited applicable SCAs that would ensure less-than-significant visual quality effects. The 2011 Renewal Plan EIR concluded that development facilitated by the proposed amendments would not adversely affect scenic resources or views, due to the densely built urban environment of the Downtown area.

The 1998 LUTE EIR identified a less-than-significant impact related to scenic resources in areas identified for change and transition, which would include the project site. The 1998 LUTE EIR states that development in these areas of change would not cause significant impacts as they are already permitted by the current land use designation. The 1998 LUTE EIR identified mitigation measures that are functionally equivalent to the SCAs to reduce certain potential aesthetic effects to less-than-significant levels. The 1998 LUTE EIR also identified potentially significant and unavoidable impacts regarding wind hazards.

The CEQA statutes have been amended related to assessment of aesthetics impacts. Public Resources Code Section 21099(d) states, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."[18] Accordingly, aesthetics is no longer considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three of the following criteria:

a. The project is in a transit priority area[19]
b. The project is on an infill site[20]
c. The project is residential, mixed-use residential, or an employment center[21]

The Proposed Project meets all three criteria as follows: (1) it is located 0.5 mile from the 19th Street BART Station in a transit priority area; (2) the project site is an infill site within the urban area of the city of Oakland and is currently developed with commercial uses; and (3) the project is a mixed-use residential project. Thus, this CEQA Analysis does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA. Nonetheless, the City of Oakland recognizes that the public and decision makers may be interested in information pertaining to the aesthetic effects of a Proposed Project and may desire that such information be provided as part of the environmental review process. Because the Proposed Project meets these criteria as described above, the information below related to aesthetics is provided solely for informational purposes and is not used to determine the significance of the environmental impacts, pursuant to CEQA.

18 Public Resources Code Section 21099(d)(1).

19 Public Resources Code Section 21099(a)(7) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

20 Public Resources Code Section 21099(a)(4) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75% of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

21 Public Resources Code Section 21099(a)(1) defines an "employment center" as a project located on property zoned for commercial uses with a FAR of no less than 0.75 and located within a transit priority area.

Project Analysis

Scenic Vistas, Scenic Resources, Visual Character, and Light and Glare (Criterion 4.1.a)

Scenic resources in the project vicinity include Lake Merritt and the east bay hills. Scenic views of the east bay hills are intermittently visible from the project vicinity due to the flat topography and varied heights of buildings in the area, ranging from single-story to six-to eight-story mid-rise buildings. The Proposed Project would construct an eight-story, 90-foot-tall building that would taller than several of the other immediately surrounding buildings but would be similar in height to the building immediately to the south across 26th Street and would be consistent with the current development standards and height restrictions for the site. Furthermore, the height would be consistent with the heights of other buildings in downtown Oakland. The Proposed Project would not have additional impacts to scenic vistas or scenic resources, beyond those identified in the Program EIRs. Therefore, similar to the findings of the Program EIRs, the Proposed Project would not significantly affect any scenic vistas or scenic resources.

The Proposed Project would be consistent with the Program EIRs and would not impair the visual character of the project site or the surrounding area. The 1998 LUTE describes the visual character and development in downtown Oakland as high-density. The Proposed Project and other future development that increases density would be consistent with the visual character of the area. The site is currently occupied by a single-story commercial building that is surrounded with surface parking with limited vegetation. The eight-story tower would continue the urban character along the street frontage on the block.

Given the relative height of the building compared to the varied building heights in downtown, the Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. Furthermore, as described in the Proposed Project, new exterior lighting fixtures would be shielded and therefore would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the Proposed Project would be consistent with the Program EIRs and would not have an adverse effect on the visual character of downtown Oakland.

The Proposed Project would be required to comply with the City's SCAs related to aesthetics prior to approval of construction-related permits, including SCA-AES-1: Trash and Blight Removal (#16), SCA-AES-2: Graffiti Control (#17), SCA-AES-3: Landscape Plan (#18), SCA-AES-4: Lighting (#19), and SCA-UTIL-1: Underground Utilities (#82).

Shadow (Criteria 4.1.b through 4.1.d)

As required by the City's *CEQA* Thresholds of Significance Guidelines, a shadow forecast prepared for the Proposed Project (see Attachment D) shows the shadows that would be cast by the Proposed Project at 9:00 a.m., 12:00 p.m., and 3:00 p.m. for the spring/fall equinoxes, summer solstice (June 21), and winter solstice (December 21).[22] The greatest shading from the Proposed Project during these times would be cast to the northwest and north across Telegraph Avenue and 27th Street, respectively.

There are no public parks or open spaces in the immediate project vicinity and the Proposed Project would not cast shadow on such spaces. Neither are there any solar receptors in the immediate vicinity and no impacts to shading of such facilities would occur.

The Proposed Project would cast limited shadow on a portion of 2633 Telegraph Avenue building's east-facing façade during part of the morning, particularly during the winter through the spring/fall equinoxes. As described

[22] City of Oakland, 2016. CEQA Thresholds of Significance Guidelines. October 17.

Chapter 4.4, Cultural Resources, the 2633 Telegraph Avenue property is considered a historical resource under CEQA and is an excellent example of Art Deco architecture (NRHP Criterion C). As such, in order to convey its significance, the building needs to retain its physical features, including the decorative Art Deco-style brickwork patterns and prominent tower, described in the Historic Resource Evaluation prepared for this project (Attachment F). Shading of the 2633 Telegraph Avenue property from the Proposed Project would not adversely affect the building's architecture including these features, and thus, it would not materially impair the resource's historic significance. Overall, the Proposed Project would have a less-than-significant shadow impact.

Wind (Criterion 4.1.e)

The Proposed Project would have a height of 90 feet as measured to the top of the parapet wall. While the Proposed Project would be located within downtown Oakland, it would not exceed 100 feet in height. Therefore, a wind analysis is not required per the City of Oakland's CEQA Thresholds of Significance Guidelines.

The LUTE EIR found potential occurrence of winds of greater than 36 mile per hour in 14 locations along 11th, 12th, and Jefferson Streets, at approximately 0.7 mile southwest of the project site. The EIR did not identify potential occurrence of winds of greater than 36 mile per hour near the project site. In summary, the Proposed Project would not result in any significant impacts related to wind consistent with the findings of the Program EIRs.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of significant aesthetic impacts identified in the Program EIRs, nor would it result in new significant impacts related to aesthetics, shadow, or wind that were not identified in the Program EIRs. The Proposed Project would be required to implement City of Oakland SCAs related to landscaping, landscape maintenance, public right-of-way improvements, and lighting plans, as identified in Attachment A. For reference, these are: SCA-AES-1: Trash and Blight Removal (#16), SCA-AES-2: Graffiti Control (#17), SCA AES 3: Landscape Plan (#18), SCA-AES-4: Lighting (#19), and SCA-UTIL-2: Underground Utilities (#82).

4.2 Air Quality

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. During project construction result in average daily emissions of 54 pounds per day of ROG [reactive organic gas], NOX [oxides of nitrogen], or PM2.5 [particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less] or 82 pounds per day of PM10 [particulate matter with an aerodynamic resistance diameter of 10 micrometers or less]; during project operation result in average daily emissions of 54 pounds per day of ROG, NOX, or PM2.5, or 82 pounds per day of PM10; result in maximum annual emissions of 10 tons per year of ROG, NOX, or PM2.5, or 15 tons per year of PM10; or	■	□	□
b. For new sources of Toxic Air Contaminants (TACs), during either project construction or project operation expose sensitive receptors to substantial levels of TACs under project conditions resulting in (a) an increase in cancer risk level greater than 10-in-1-million, (b) a noncancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM2.5 of greater than 0.3 microgram per cubic meter; or, under cumulative conditions, resulting in (a) a cancer risk level greater than 100-in-1 million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM2.5 of greater than 0.8 microgram per cubic meter; or expose new sensitive receptors to substantial ambient levels of TACs resulting in (a) a cancer risk level greater than 100-in-1-million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM2.5 of greater than 0.8 microgram per cubic meter.	■	□	□

Program EIR Findings

Air quality was analyzed in the Program EIRs. The 1998 LUTE EIR found that the implementation of the Plan would not be consistent with population and vehicle miles traveled (VMT) assumptions used in air planning and would result in significant and unavoidable impacts on regional emissions of criteria air pollutants. Furthermore, the 1998 LUTE found that cumulative development would result in long-term traffic increases and associated air pollutant emissions, resulting in significant and unavoidable impacts on air quality. It identified mitigation measures to reduce the impact of criteria pollutant emissions from construction equipment and stationary sources to a less-than-significant level; however, the 1998 LUTE EIR found that increased criteria pollutant emissions from increased traffic, including reduced emissions after implementation of identified mitigation measures, would result in a significant and unavoidable impact.

The 2010 Housing Element Update EIR identified significant impacts related to area and mobile sources of air pollutants and diesel particulate matter. Impacts related to cumulative health risks from toxic air contaminants (TACs) were determined to be significant and unavoidable. No mitigation measures were identified that could reduce these impacts.

The 2011 Renewal Plan EIR identified effective SCAs to address less-than-significant effects regarding dust/PM_{10}, odors, and consistency with the applicable Bay Area Clean Air Plan. The 2011 Renewal Plan EIR identified significant and unavoidable impacts regarding cumulative health risks after the consideration of SCAs.

Project Analysis

The Proposed Project is located in the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). While the BAAQMD has initiated an update to their CEQA Air Quality Guidelines, the timeline for their release is unknown. Therefore, the BAAQMD CEQA Air Quality Guidelines (May 2017) remain as the applicable guidelines for the Proposed Project.[23,24] The BAAQMD significance thresholds have been adopted by the City of Oakland and are incorporated into the City's CEQA Thresholds of Significance Guidelines.

According to the BAAQMD, these thresholds, which address reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter with an aerodynamic resistance diameter of 10 micrometers or less (PM_{10}), and particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less ($PM_{2.5}$), are intended to maintain ambient air quality concentrations of these criteria air pollutants below state and federal standards and to prevent a cumulatively considerable contribution to regional nonattainment with ambient air quality standards. The City of Oakland has also adopted the BAAQMD TAC thresholds (cancer and noncancer risks). These criteria air pollutant and TAC thresholds are supported by substantial evidence presented in the BAAQMD's Revised Draft Options and Justification Report.[25]

Criteria Air Pollutants (Criterion 4.2.a)

Emissions from construction and operation of the Proposed Project and operation of the existing land uses to be demolished were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. See Attachment E for details regarding assumptions and methodology.

Construction Air Emissions Analysis

Project construction is expected to occur over approximately 26 months, with construction scheduled to commence in the first or second quarter of 2021 and completion in the second or third quarter of 2023. Average daily construction emissions were computed by dividing the total construction emissions by the number of active construction days, which were then compared to the City's construction thresholds of significance. Table 2 shows

[23] BAAQMD (Bay Area Air Quality Management District). 2017. *California Environmental Quality Act Air Quality Guidelines.* Updated May 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

[24] The 2017 BAAQMD guidelines use the same thresholds of significance adopted in 2010 by the BAAQMD for criteria air pollutants, TACs, and GHGs to assist lead agencies in the evaluation and mitigation of air quality impacts under CEQA. The updated guidelines also address the December 2015 Supreme Court's opinion (California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369).

[25] BAAQMD, 2009. *Revised Draft Options and Justification Report - California Environmental Quality Act Thresholds of Significance*. October 2009. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/revised-draft-ceqa-thresholds-justification-report-oct-2009.pdf?la=en

average daily construction emissions of O_3 precursors (ROG and NO_x), PM_{10} exhaust, and $PM_{2.5}$ exhaust during project construction.

Table 2. Average Daily Unmitigated Construction Criteria Air Pollutant Emissions

Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
	Pounds per Day			
2021-2023 Construction	7.1	10.9	0.4	0.4
City of Oakland Construction Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	No	No	No	No

Source: Dudek, 2020. (See Attachment E)
Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter
The values shown are average daily emissions based on total overall tons of construction emissions, converted to pounds, and divided by active workdays (566 days).

As shown in Table 2, construction of the Proposed Project would not exceed the City's significance thresholds for criteria air pollutants. Additionally, the Proposed Project would be required to implement SCA-AIR-1: Dust Controls – Construction Related (#20), including the enhanced dust controls required for projects with more than 10,000 cubic yards of soils import and export. The Proposed Project would also be required to implement SCA-AIR-2: Criteria Air Pollutant Controls – Construction Related (#21), which would control fugitive dust and further reduce construction criteria air pollutant emissions. Based on the emissions presented in Table 2, the enhanced controls described in SCA-AIR-2 would not be required for the project. Therefore, criteria air pollutant impacts associated with project construction would be less than significant. Construction of the Proposed Project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to criteria pollutant emissions that were not identified in the Program EIRs.

Operational Air Emissions Analysis

Project operation would generate criteria pollutant (including ROG, NO_x, PM_{10}, and $PM_{2.5}$) emissions from mobile sources (vehicular traffic), area sources (consumer products, architectural coatings, and landscaping equipment), energy sources (natural gas consumption), and from the periodic testing of an emergency generator. Table 3 summarizes the net increase in operational emissions of criteria pollutants that would be generated by the Proposed Project.

As indicated in Table 3, the incremental increase in operational emissions of ROG, NO_x, PM_{10}, and $PM_{2.5}$ resulting from the Proposed Project would not exceed the City's adopted significance thresholds. Therefore, the project would have a less-than-significant impact on regional operational emissions. As a result, operation of the Proposed Project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to criteria pollutant emissions during construction that were not identified in the Program EIRs.

Table 3. Operational Criteria Air Pollutant Emissions

Source	ROG	NO_x	PM_{10}	$PM_{2.5}$	ROG	NO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day[1]				*Tons per Year*			
Existing Land Uses								
Area	0.49	<0.01	<0.01	<0.01	0.09	<0.01	0.00	0.00
Energy	0.09	0.81	0.06	0.06	0.02	0.15	0.01	0.01
Mobile	1.85	8.96	2.63	0.74	0.24	1.34	0.38	0.11
Total	**2.43**	**9.77**	**2.69**	**0.80**	**0.35**	**1.49**	**0.39**	**0.12**
Proposed Project								
Area	6.65	1.78	0.23	0.23	1.13	0.02	0.01	0.01
Energy	0.06	0.53	0.04	0.04	0.01	0.10	0.01	0.01
Mobile	1.13	6.26	3.77	1.03	0.17	1.07	0.63	0.17
Emergency Generator	0.22	0.61	0.03	0.03	0.02	0.06	<0.01	<0.01
Total	**8.06**	**9.18**	**4.07**	**1.33**	**1.33**	**1.25**	**0.65**	**0.19**
Net Increase (Project minus Existing)	**5.63**	**(0.59)**	**1.38**	**0.53**	**0.98**	**(0.24)**	**0.26**	**0.07**
City of Oakland Operational Thresholds	*54*	*54*	*82*	*54*	*10*	*10*	*15*	*10*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**

Source: Dudek, 2020. (See Attachment E)
Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter
Numbers in parentheses represent negative numbers (i.e., a reduction in emissions for the project as compared to the existing land uses). Totals may not sum due to rounding.
1 The daily values shown are the maximum summer or winter emissions results from CalEEMod.

Toxic Air Contaminants (Criterion 4.2.b)

TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or future hazard to human health. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. In addition, some TACs have non-carcinogenic effects. Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Children, pregnant women, older adults, and people with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses where sensitive-receptor population groups are likely to be located are hospitals, medical clinics, schools, playgrounds, childcare centers, residences, and retirement homes.[26] The closest existing sensitive receptors include multi-family residential uses adjacent to the project site's eastern boundary.

TAC Emissions during Construction

Incremental cancer risk is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard California Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.[27] During project construction, diesel particulate matter (DPM) and $PM_{2.5}$ emissions would be the primary TAC of concern,

26 BAAQMD. 2017. *California Environmental Quality Act Air Quality Guidelines.* Updated May 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.
27 OEHHA (Office of Environmental Health Hazard Assessment), 2015. Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments. February 2015.

which would be emitted from diesel-fueled construction equipment and heavy-duty trucks. Based on the age of the existing building (1964), there is the possibility that asbestos, which is also a TAC, could be encountered during demolition. Emissions of TACs would be temporary, lasting for the duration of project construction. According to the OEHHA, HRAs should be calculated for a 30-year exposure duration based on typical residency period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (approximately 26 months) would only constitute a small percentage (7 percent) of the total long-term exposure period and would not result in exposure of proximate sensitive receptors to substantial TACs.

Additionally, during construction, the project would be required to implement the following SCAs as described above, which would reduce TACs: SCA-AIR-1: Dust Controls – Construction Related (#20) and SCA-AIR-2: Criteria Air Pollutant Controls – Construction Related (#21). In addition, the Proposed Project would be required to implement SCA-AIR-3: Diesel Particulate Matter Controls – Construction Related (#22) and SCA-AIR-4: Asbestos in Structures (#26). SCA-AIR-3 requires incorporation of identified DPM reduction measures or a health risk assessment that demonstrates that health risk from DPM during construction would be reduced to acceptable levels. SCA-AIR-4 requires compliance with all applicable laws and regulations regarding demolition and renovation of asbestos containing materials. Implementation of SCA-AIR-1, SCA-AIR-2, SCA-AIR-3, and SCA-AIR-4 would ensure that potential exposure to TACs and $PM_{2.5}$ during construction would be minimized, with resultant exposure below the City's applicable significance thresholds for cancer and non-cancer risk, as well as $PM_{2.5}$ concentrations. Construction of the Proposed Project would result in equal or less severity of impacts as identified in the Program EIRs.

TAC Emissions during Operations

The Proposed Project includes the development of an eight-story mixed-use residential and commercial building. Project operations could result in TAC emissions during maintenance testing of the emergency generator. The emergency generator would result in TAC emissions such as acetaldehyde, benzene, and formaldehyde. However, stationary sources, such as the emergency generator, would be required to comply with the BAAQMD permitting process, which would ensure that potential health risk would be less than significant before issuing a permit to operate. In addition, there would be one loading dock within the ground-level parking structure, which is not a stationary source, but could result in a concentration of emissions, including DPM, during truck idling. Truck idling would be subject to CARB's idling-related Air Toxic Control Measures, which limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than 5 minutes at a given time to limit DPM emissions. Project operations are not anticipated to result in sources of substantial TACs or the creation of a significant health risk at nearby off-site sensitive receptors.

The project site is located within 1,000 feet of I-980. As such, future residents of the project site could be exposed to existing and reasonably foreseeable future sources of TAC emissions. The project would be required to implement SCA-AIR-5: Exposure to Air Pollution – Toxic Air Contaminants (#23), which includes incorporation of identified health risk reduction measures or a health risk assessment demonstrating that the health risk would be less than significant. Operation of the Proposed Project would thus result in equal or less severity of impacts as identified in the Program EIRs.

Cumulative TAC Emissions

In addition to a project's individual TAC emissions during construction and operation, the potential cumulative health risks to sensitive receptors from existing and reasonably foreseeable future sources of TACs was evaluated

and is summarized in Table 4. For the cumulative assessment, the risks from all sources within 1,000 feet of project sensitive receptors are summed and compared to a cumulative significance threshold.

For the Proposed Project, the onsite emergency generator and other sources of TACs such as diesel traffic from the Proposed Project would be negligible as described above. In addition, because the closest sensitive receptor is adjacent to the project site, the cumulative maximally exposed individual resident is assumed at the eastern boundary of the project site.

The BAAQMD method for determining health risk requires the review of health risk from permitted sources, railroads, and major streets in the vicinity of a project site (i.e., within 1,000 feet of the project site). The project's operational sources are then added to determine whether the cumulative health risk thresholds are exceeded. The 1,000-foot radius from the project site is used because TACs produced at distant locations from a particular project site do not readily combine to create concentrations that result in health risks at or near that site.

BAAQMD has developed a geo-referenced database of permitted emissions sources throughout San Francisco Bay Area for estimating health risks to sensitive receptors from existing permitted sources. Risk associated with the following five stationary sources within 1,000 feet of the Proposed Project was provided by BAAQMD—Johnson Plating Works Inc., an emergency generator at Fire Station 15, Royal Coffee Company, Alta Bates Summit Medical Center, and Uptown Body and Fender.[28]

The potential health risk of Interstate 580, Broadway, and BART rail operations was also provided by the BAAQMD, and it incorporates the annual average daily traffic for major highways using Emission Factor (EMFAC) 2014 data for the fleet mix and uses OEHHA's risk-assessment methodology.[29]

In addition to the existing stationary and mobile sources within 1,000 feet of the project site, the cumulative analysis includes reasonably foreseeable future projects based on the best available information including development applications and project descriptions. There are 12 proposed developments within 1,000 feet of the project site; all developments are residential and/or commercial land uses.[30] The available information for each of these cumulative projects was reviewed to identify if any stationary sources of TACs are proposed. According to the City's SCAs and California Building Code, emergency and standby power shall be provided in high-rise and Institutional Group I-2 buildings having occupied floors located more than 70 feet above the lowest level of fire department vehicle access. Of the twelve proposed developments within 1,000 feet of the project site, eight maybe required to include a backup emergency generator.

The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). Accordingly, if no source of TAC emissions was specifically identified for the cumulative projects, no TACs or associated health risk was assumed. Any DPM emissions and associated health risks from future projects would dissipate rapidly from the highest concentrations of emissions. Furthermore, any future stationary source would be subject to BAAQMD permit requirements, which

[28] BAAQMD, 2020. Permitted Sources Risk and Hazards Map. https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65.

[29] BAAQMD, 2020. BAAQMD Raster Files - Cancer Risk and Diesel Particulate Matter for all Highways, Freeways, Roadways, and Railways.

[30] Cumulative projects within 1,000 feet of the project site include the following: 2538 Telegraph Avenue (Residential), 451 28th Street (Residential), 424 28th Street (Residential), 550 27th Street (Residential), 401 29th Street (Residential), 2401 Broadway (Residential and Retail/Commercial), 325 27th Street/2640 Broadway (Residential and Retail), 2500 Webster Street (Residential and Retail), 2800, 2820, and 2855 Broadway Residential and Retail), 2424 Webster Street (Office and Retail), 2415 Valdez Street (Residential and Retail), and 2400 Valdez Street/2450 Valdez Street (Residential and Retail).

would ensure that stationary sources that do not exceed a cancer risk greater than 10-in-1-million or a chronic hazard index greater than 1.0 at the source of emissions. In addition, reductions in TAC emissions from existing and future regulated stationary sources would be expected due to implementation of Regulation 11, Rule 18, Reduction of Risk from Air Toxic Emissions at Existing Facilities.[31]

Table 4. Cumulative Health Impacts

Source	Distance from Project Site (feet)	Cancer Risk (persons per million)	Chronic Impact	$PM_{2.5}$ Concentration ($\mu g/m^3$)
Existing Stationary Sources				
Alta Bates Summit Medical Center	780	2.41	0.004	0.066
City of Oakland – Fire Station 15 Generator	164	6.76	0.010	0.018
Johnson Plating Works Inc.	744	0.001	0.00	0.00
Royal Coffee Company	830	0.019	0.0001	0.034
Uptown Body and Fender	321	0.00	0.002	0.00
Existing Mobile Source				
Interstate 580	696	25.86	0.00	0.55
Broadway	767	3.42	0.00	0.04
BART Rail	808	3.98	0.00	0.00
Total		**42.45**	**0.016**	**0.708**
City of Oakland Cumulative Thresholds		*100*	*10.0*	*0.8*
Exceed Threshold?		**No**	**No**	**No**

Source: BAAQMD, 2020.
Note: DPM = diesel particulate matter; N/A = Not Applicable; $PM_{2.5}$ = fine particulate matter; $\mu g/m^3$ = micrograms per cubic meter
As described previously, the sources of TACs for the Proposed Project from operations would be negligible and are not included in this table. Furthermore, potential stationary sources and associated health risks from future projects would be speculative.

As shown in Table 4, the cumulative cancer risk from all sources within 1,000 feet of the proposed project on nearby sensitive receptors would be approximately 42.45-in-1 million, which would be below the City's cumulative threshold of 100-in-1 million and would be less than significant. The cumulative hazard index from all such sources would be approximately 0.016, which is well below the significance threshold of 10 and would be less than significant. The cumulative $PM_{2.5}$ concentration would be approximately 0.708 $\mu g/m^3$, which would be below the significance threshold of 0.8 $\mu g/m^3$. Therefore, cumulative impacts would thus result in equal or less severity of impacts as identified in the Program EIRs.

Conclusion

Based on the analysis and the findings and conclusions of the Program EIRs, implementation of the Proposed Project would result in equal or less severity of impacts as identified in the Program EIRs. No mitigation measures are required. The Proposed Project would be required to implement City of Oakland SCAs related to air quality as identified in Attachment A, including SCA-AIR-1: Dust Controls – Construction Related (#20), SCA-AIR-2: Criteria Air Pollutant Controls – Construction Related (#21), SCA-AIR-3: Diesel Particulate Matter Controls – Construction

[31] BAAQMD. 2017. Regulation 11, Rule 18: Reduction of Risk from Air Toxic Emissions at Existing Facilities. https://www.baaqmd.gov/rules-and-compliance/rules/regulation-11-rule-18-reduction-of-risk-from-air-toxic-emissions-at-existing-facilities.

Related (#22), SCA-AIR-4: Asbestos in Structures (#26), and SCA-AIR-5: Exposure to Air Pollution – Toxic Air Contaminants (#23).

4.3 Biological Resources

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; Have a substantial adverse effect on federally protected wetlands or state protected wetlands, through direct removal, filling, hydrological interruption, or other means; Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;	■	□	□
b. Fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code [OMC] Chapter 12.36) by removal of protected trees under certain circumstances; or Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources.	■	□	□

Program EIR Findings

Special-status species, wildlife corridors, riparian and sensitive habitat, wetlands, and tree and creek restoration were analyzed in each of the Program EIRs, which found that effects to these resources would be less than significant. The 2011 Renewal Plan EIR, the 2010 Housing Element EIR, and the 2014 Addendum cited applicable SCAs that would ensure less-than-significant biological resource effects. The 1998 LUTE EIR did not identify any significant biological impacts and no mitigation measures were needed.

Project Analysis

Special-Status Species, Wildlife Corridors, Riparian and Sensitive Habitat, Wetlands, Tree and Creek Protection (Criteria 4.3.a and 4.3.b)

The project site is developed with a commercial building and is entirely covered with impervious surfaces. There is no vegetation on the project site. Two street trees are located on the sidewalk along Telegraph Avenue and two other trees are located along 27th Street. These trees are not connected to other nearby natural habitats and would not constitute a wildlife corridor. In addition, there are no natural sensitive communities in the area.

As part of the sidewalk and streetscape improvements, the two trees along Telegraph Avenue would be removed and replaced with three trees. Along 27th Street, one of the two existing trees would be removed and replaced with two trees. The Proposed Project would be subject to SCA-BIO-1: Tree Removal During Bird Breeding Season (#29), which requires tree removal outside of the bird breeding season of February 1 to August 15, and SCA BIO 2: Tree Permit (#30). As described in Chapter 4.9, Hydrology and Water Quality, stormwater would be treated consistent with C.3 requirements.

Conclusion

Consistent with the findings of the Program EIRs, the Proposed Project would not result in any significant impacts related to biological resources. Further, based on an examination of the analysis, findings, and conclusions of the Program EIRs considered in this analysis, implementation of the Proposed Project would not substantially increase the severity of impacts identified in the Program EIRs, nor would the Proposed Project result in new significant impacts related to biological resources that were not identified in other Program EIRs. The Program EIRs did not identify any mitigation measures related to biological resources, and none would be needed for the implementation of the project. The Proposed Project would be required to implement City of Oakland SCAs related to biological resources as identified in Attachment A, SCA-BIO-1: Tree Removal During Bird Breeding Season (#29) and SCA BIO 2: Tree Permit (#30).

4.4 Cultural Resources

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to CEQA Guidelines Section 15064.5;	■	□	□
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;	■	□	□
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	■	□	□
d. Disturb any human remains, including those interred outside of formal cemeteries.	■	□	□

Program EIR Findings

Cultural resources, including historic, archaeological, and paleontological resources, were analyzed in the Program EIRs. The 2011 Renewal Plan EIR, which addresses much of the oldest part of downtown, identified two significant and unavoidable historic cumulative impacts related to city-wide development and cited applicable SCAs and mitigation measures that would minimize the effects; however, they would not be reduced to a less-than-significant level. The 2010 Housing Element EIR and its 2014 Addendum found that all impacts related to historic resources, paleontological and archaeological resources, and human remains would be less than significant and no mitigation measures would be required. The 1998 LUTE EIR identified impacts related to paleontological and archaeological remains, and demolition, however with the implementation of mitigation measures that are functionally equivalent to current SCAs, these potential impacts were found to be less than significant.

Project Analysis

Historical Resources (Criterion 4.4.a)

A Historical Resources Evaluation (HRE) was prepared to evaluate the Proposed Project's potential to impact buildings and structures listed in or eligible for listing in the NRHP, CRHR, or Oakland Local Register of Historical Resources as defined in Policy 3.8 of the Historic Preservation Element of the Oakland General Plan (see Attachment F). The HRE examined the built environment within an Area of Potential Effect (APE) that included nine parcels as well as the project site. These parcels are immediately adjacent to the project site or immediately across Telegraph Avenue or 27th Street from the site (see Figure 2 in Attachment F). The APE is identified as the maximum possible area where direct impacts could result from the Proposed Project, including proposed demolition and construction activities at the project site. It also includes parcels directly adjacent to the Proposed Project area that contain buildings that could be subject to indirect effects, including alteration of setting, noise, and construction-related vibration.

The project site is not within an Area of Primary Importance. However, the Hutchinson Nursery and Upper Telegraph Avenue Areas of Secondary Importance are immediately to the southeast and west/south of the site, respectively.

In 1930, Sears, Roebuck and Company built a large store at 2633 Telegraph Avenue, across Telegraph Avenue from the project site. Responding to the increased popularity of the automobile and the prevalence of automotive businesses along nearby Auto Row, Sears then built a Sears Automotive Service Center at 2600 Telegraph Avenue (on the project site). Subsequently, in 1964, the building on the project site was demolished and the existing building (2600–2630 Telegraph Avenue) was constructed as part of a major expansion and rehabilitation of the Sears store.

The building originally had a series of repair bays with sectional garage doors and a showroom-like area with a tall expanse of fixed glass windows wrapping around the corner from the main façade to the side. Freestanding individual letter signage graced the edge of the cantilevered overhangs on the main façade. In 1994, the property sold to a restaurateur and property developer who filed an application for a major conditional use permit to change the property use to a night club, dance hall, and billiard room. The building was altered to serve multiple commercial businesses, and then leased to a Korean barbeque restaurant and a billiards club.

The HRE found that the building at the project site (2600–2630 Telegraph Avenue) is not eligible for listing under any criteria in the NRHP, CRHR, or Local Register. Additionally, the subject property is altered beyond recognition and does not retain the requisite integrity for listing. The Proposed Project would demolish the building at the project site. Because the building is not a historic resource under CEQA, the demolition of the building would not result in direct significant historical resource impacts.

The HRE identified only one property within the APE as a historical resource under CEQA—2633 Telegraph Avenue (Sears, Roebuck and Company). In 2002, the property was extensively rehabilitated when it was converted from a retail store to a mixed-use property, with retail and commercial spaces at ground level and residential lofts on the upper stories. Due to this rehabilitation, the HRE found that the property is eligible for listing in the NRHP, CRHR, and Local Register as an excellent example of the Art Deco architectural style. As such, the property is considered a historical resource under CEQA.

The Proposed Project would include new construction within approximately 100 feet of this historic resource (2633 Telegraph Avenue). The Proposed Project would not modify or materially impair this property. Therefore, it would not result in direct impacts to a historical resource. Although the Proposed Project would change the setting of the historic building in the APE by developing the project site with an eight-story building, the integrity of the setting of the historical resource is already diminished due to the neighborhood-wide transition from mostly one- to three-story buildings to newer buildings up to eight stories tall. Development of the Proposed Project would slightly alter the building's setting; however, it would not detract from its ability to convey historic significance. Furthermore, views of the historic property from the public right-of-way would remain largely unchanged. Thus, project implementation would not demolish, relocate, or cause any direct or indirect change to the historical resource located at 2633 Telegraph Avenue. Therefore, the Proposed Project would result in a less-than-significant impact to CEQA historical resources.

Archaeological and Paleontological Resources and Human Remains (Criteria 4.4.b, 4.4.c, and 4.4.d)

The Proposed Project would entail excavation to a depth of approximately 10 feet below grade. The Proposed Project site appears to be underlain by a fill layer that extends approximately between 7 and 8 feet below existing grade, according

to the preliminary geotechnical investigation prepared for the project site.[32] Soils generally below the fill layer may have potential for unknown archaeological or paleontological resources. The Cultural Resources Inventory completed for the Downtown Oakland Specific Plan did not identify any previously recorded cultural resources within the project site or area.[33]

The City's SCAs related to archaeological and paleontological resources and human remains would apply to the Proposed Project and reduce any potential impacts to a less-than-significant level. The Proposed Project would be required to implement the following SCAs related to the discovery of archaeological and paleontological resources during construction and the discovery of human remains during construction as identified in Attachment A: SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#32) and SCA-CUL-2: Human Remains – Discovery During Construction (#34).

Conclusion

Based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of significant cultural impacts identified in the Program EIRs, nor would it result in new significant impacts related to historical, archaeological, and paleontological resources that were not identified in the Program EIRs. The Proposed Project would be required to implement the City's SCAs related to archaeological and paleontological resources and human remains as identified in Attachment A. For reference, these are SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#32), and SCA-CUL-2: Human Remains – Discovery During Construction (#34).

[32] Rockridge Geotechnical, 2019. Preliminary Geotechnical Investigation to Support Due Diligence Evaluation. Proposed Mixed-Use Building 2600 Telegraph Avenue, Oakland, California, March 12.

[33] PaleoWest Archeology, 2019. Archaeological Desktop Review in Support of the Downtown Oakland Specific Plan Project, Alameda County, California. February 28.

4.5 Energy

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	■	□	□
b. Conflict or obstruct a state or local plan for renewable energy or energy efficiency	■	□	□

Program EIR Findings

Although energy was not analyzed under its own CEQA topic in the Program EIRs, the EIRs did consider energy use in other resource sections as summarized below. The 1998 LUTE EIR found that transit-oriented higher density development, such as the Proposed Project, would consume less energy than lower-density development. The LUTE EIR noted that although energy consumption during construction and operation would increase, the plan's elements would perpetuate the existing pattern of Oakland residents driving to suburban communities for work and shopping. The LUTE EIR concluded that the anticipated marginal increase in energy consumption would be less than significant.

The 2011 Renewal Plan EIR indicated that projects facilitated by the Renewal Plan Amendments would have to comply with all standards of Title 24 of the California Code of Regulations, which requires construction projects to incorporate energy-conserving design measures into projects. The 2011 Renewal Plan EIR concluded that impacts to energy services would be less than significant.

Project Analysis

Wasteful Consumption of Energy or Conflict with Plan (Criteria 4.5.a and 4.5.b)

Energy use during project construction would include fuel for off-road construction equipment and on-road trips of construction workers, hauling trucks, and material delivery. As discussed in Chapter 4.7, Greenhouse Gas Emissions below, the Proposed Project would comply with the 2017 Climate Change Scoping Plan Update of the California Air Resources Board (CARB), which requires the increased use of electric and renewable fuel-powered construction equipment. The temporary increase in energy use during construction of the Proposed Project would not result in significant increase in energy demand or result in wasteful use of energy.

The Proposed Project would be subject to the City of Oakland's SCAs including SCA-UTIL-4: Green Building Requirements (#84), which would require compliance with California Green Building Standards (CALGreen) mandatory measures. The Proposed Project would meet the requirements of the California Green Building Standards Code, Title 24, Part 11. The project design and construction would incorporate sustainable measures associated with energy efficiency. Required compliance with the California Green Building Standards Code would ensure that the building energy use associated with the Proposed Project would not be wasteful, inefficient, or unnecessary. In addition, electricity would be supplied to the

project by PG&E, which is subject to the state's Renewables Portfolio Standard that requires increasing usage of eligible renewable energy. The project site is located in downtown Oakland and served by multiple transit agency routes, which would further energy conservation-related policies.

Conclusion

Construction and operation of the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with applicable renewable or energy efficient plans. Therefore, a less-than-significant impact would occur. The Proposed Project would be subject to SCA-UTIL-4: Green Building Requirements (#84). Further, based on an examination of the analysis and although energy impacts were not required to be analyzed under a separate CEQA topic in the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of impacts identified in the Program EIRs. Nor would it result in new significant impacts related to energy that were not previously identified in the Program EIRs.

4.6 Geology, Soils, and Geohazards

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Expose people or structures to substantial risk of loss, injury, or death involving: • Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; • Strong seismic ground shaking; • Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or • Landslides;	■	□	□
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property; result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways	■	□	□

Program EIR Findings

Geology, soil erosion, and seismic geohazards were analyzed in the Program EIRs and impacts were found to be less than significant, and no mitigation measures were required.

Project Analysis

Exposure to Substantial Risk of Loss, Injury, or Death Involving Fault Rupture, Seismic-Related Shaking, Liquefaction, Lateral Spreading, Subsidence, or Collapse, or Landslides (Criterion 4.6.a)

The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone.[34] Therefore, the Proposed Project would not result in significant impacts with respect to rupture of a known earthquake fault. Furthermore, the project site is not within an earthquake-induced landslide hazard zone, as designated on a map prepared by the California Geological Survey.[35]

The project site is in a seismically active region, and the nearest active fault is the Hayward Fault, which is located approximately 2.9 miles east of the Proposed Project site.[36] Other major active faults close to the site are San Andreas and Calaveras faults located at 14.9 to the west and 14.2 miles to the east, respectively. During a major earthquake on a segment of one of the nearby faults, strong to very strong ground shaking is expected to occur at the project site.[37] The project site is identified on the California Geologic Hazards Map within a moderate liquefaction hazard Zone.[38] The California Geological Survey map depicts the project site within the boundaries of the liquefaction zone identified for historical occurrence of liquefaction, or local geological, geotechnical and groundwater conditions that indicate a potential for permanent ground displacements.

A preliminary geotechnical investigation was performed using data collected from the project site, vicinity, and cone penetration tests to evaluate the potential for earthquake-induced geologic hazards, including liquefaction and liquefaction induced ground failure, and cyclic densification (also referred to as differential compaction).[39] The findings of the preliminary geotechnical investigation are summarized below.

The project site is blanketed by heterogeneous alluvium consisting primarily of interbedded deposits of medium dense to dense sand with clay and clayey sand with varying gravel content and medium stiff to very stiff clay with varying sand content that extend to the maximum depth explored of 50 feet bgs. Strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults. The risk of fault offset at the site from a known active fault is very low. In addition, the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low.

The results of liquefaction analysis indicate there are several layers of potentially liquefiable soil varying from about 0.5 to 6 feet in thickness, the majority of which are located below a depth of about 9 to 14 feet bgs. Based on the preliminary geotechnical investigation prepared for the project site, there is potential for up to two inches of liquefaction-induced ground settlement following a major earthquake.

Because native soil encountered above the groundwater table was found to be sufficiently dense or cohesive and therefore not susceptible to cyclic densification, the potential for cyclic densification at the site is very low.

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34 California Department of Conservation, 1982. Special Studies Zones, Oakland West, January 1.

35 California Geological Survey (CGS), 2003. State of California Seismic Hazard Zones, Oakland West Quadrangle Official Map, February 14.

36 U.S. Geological Survey (USGS). 2020. Earthquake Hazard Program. Quaternary Faults, Google Earth File. Accessed: January 14, 2020. https://earthquake.usgs.gov/education/geologicmaps/qfaults.php.

37 Rockridge Geotechnical, 2019. Preliminary Geotechnical Investigation to Support Due Diligence Evaluation. Proposed Mixed-Use Building 2600 Telegraph Avenue, Oakland, California, March 12.

38 California Geological Hazards Map. https://www.arcgis.com/home/webmap/viewer.html?webmap=46e3bbed549b4111934ecdd470059cdd. Accessed January 21, 2020.

39 Rockridge Geotechnical, 2019. Preliminary Geotechnical Investigation to Support Due Diligence Evaluation. Proposed Mixed-Use Building 2600 Telegraph Avenue, Oakland, California, March 12.

The preliminary geotechnical investigation concluded that there are no major geotechnical or geological issues that would preclude development of the Proposed Project. The primary geotechnical issues affecting the proposed development include: 1) the presence of poorly compacted, undocumented fills associated with the removal of former underground storage tank; and 2) the potential for up to two inches of liquefaction-induced ground settlement following a major earthquake. The preliminary geotechnical investigation recommended that a final geotechnical report be prepared prior to final design, which may require a supplemental field investigation.

The Proposed Project would be required to comply with the City's SCAs related to geology and soils prior to approval of construction-related permits. This includes SCA-GEO-1: Construction-Related Permit(s) (#36) which would require the Proposed Project to comply with all standards, requirements, and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction. Compliance with SCA-GEO-2: Soils Report (#37) would require the Proposed Project to implement the recommendations of a soils report prepared by a registered geotechnical engineer. The soils report must contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The Proposed Project would also comply with SCA-GEO-3: Seismic Hazards Zone (Landslide/Liquefaction) (#39), which requires the preparation of a site-specific geotechnical report and the implementation of the recommendations identified in the report.

Compliance with the SCAs discussed above would ensure that the Proposed Project would be designed and constructed to withstand seismic and geologic hazards such that people and structures would not be exposed to substantial risk of loss, injury, or death during a large regional earthquake. Therefore, the Proposed Project would not result in significant impacts with respect to ground shaking and seismic-related ground failure.

Expansive Soil, Erosion or Loss of Topsoil, Creating Substantial Risks to Life, Property, or Creeks/Waterways. (Criterion 4.6.b)

Expansive soils have high clay content, and the preliminary geotechnical investigation indicated that the project site is underlain by medium dense to dense sand with clay and clayey sand with varying gravel content and medium stiff to very stiff clay with varying sand content. Therefore, based on the preliminary geotechnical investigation, expansive soils are not anticipated to be a potential geologic hazard for the project site. However, if the site-specific soil investigation and soils report (as required by SCA-GEO-2) identify expansive soils beneath the project site, implementation of the geotechnical recommendations in the soils report would ensure that potential hazards associated with expansive soils would be reduced to a less-than-significant level through appropriate foundation design.

The Proposed Project would require excavation of approximately 6,220 cubic yards of soil to accommodate the proposed basement level. Projects within the City that propose to excavate more than 500 cubic yards of soil are required to obtain a grading permit. Because the Proposed Project would require a grading permit, the project would be required to comply with SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48), which requires the implementation of an Erosion and Sedimentation Control Plan to minimize erosion and loss of topsoil during construction. Following the completion of construction, there would be no exposed soil on the project site which could be subject to erosion. Therefore, the Proposed Project would not result in significant impacts with respect to substantial soil erosion or loss of topsoil.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not result in any new or more severe significant impacts related to geology, soils, and geohazards than those identified in the Program EIRs. SCAs related to soils, construction, grading, and erosion and sedimentation control would apply to the project, as identified in Attachment A at the end of the CEQA Checklist. For reference these are: SCA-GEO-1: Construction-Related Permit[s] (#36), SCA-GEO-2: Soils Report (#37), SCA-GEO-3: Seismic Hazards Zone (Landslide/Liquefaction) (#39), and SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48).

4.7 Greenhouse Gas and Climate Change

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: • For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO_2e annually. • For a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO_2e annually AND more than 4.6 metric tons of CO_2e per service population annually. The service population includes both the residents and the employees of the project. The project's impact would be considered significant if the emissions exceed BOTH the 1,100 metric tons threshold and the 4.6 metric tons threshold. Accordingly, the impact would be considered less than significant if the project's emissions are below EITHER of these thresholds.	■	□	□
b. Fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.	■	□	□

Program EIR Findings

Climate change and GHG emissions were not expressly addressed in the 1998 LUTE EIR. Since information on climate change and GHG emissions was known, or could have been known, when the Program EIR was certified, it is not actually new information as specifically defined under CEQA. This is consistent with the First District Court of Appeal's ruling in Concerned Dublin Citizens v. City of Dublin, 214 Cal.App.4th 1301 (2013). The 2011 Renewal

Plan EIR identified less-than-significant GHG impacts with the incorporation of applicable City of Oakland's SCAs. No mitigation measures were necessary.

The Proposed Project under the 1998 LUTE EIR and the 2011 Renewal Plan EIR is required to evaluate impacts related to GHG emissions from construction and operation. The CEQA Guidelines by the BAAQMD also require project-level GHG emissions to be quantified and disclosed for the purpose of providing more information to the lead agency and the public. The Proposed Project would be subject to the City of Oakland's SCAs.

Project Analysis

The BAAQMD considers GHG impacts to be exclusively cumulative impacts; therefore, assessment of significance is based on a determination of whether the GHG emissions from a project represents a cumulatively considerable contribution to the global setting.[40]

The City of Oakland's current adopted threshold relies on the BAAQMD significance thresholds for GHGs. However, the quantifiable thresholds developed by BAAQMD were formulated based on GHG reduction targets for 2020. Because the Proposed Project will be built out past 2020, the City of Oakland uses an efficiency metric threshold to determine the significance of project-generated GHG emissions based on City of Oakland's adopted GHG reduction target of 56% reduction from 2005 levels by 2030. These reduction targets are more aggressive than the State's adopted 2030 reduction target of 40% below 1990 levels (per AB 32). Therefore, reductions below the City of Oakland's efficiency metric also meet the State's adopted 2030 goals.

The City of Oakland uses an efficiency metric threshold to determine significance of project-generated GHG emissions, which is expressed as metric tons of carbon dioxide equivalent (MT CO_2e) per service population per year. A project's "service population" refers to a project's residents plus employees that would be generated by the project. An efficiency metric is calculated by dividing the allowable GHG emissions inventory in a selected calendar year by the service population (residents plus employees), which then leads to the identification of a quantity of emissions that can be emitted on a per service population basis without significantly impacting the environment. This approach is appropriate for the Proposed Project because it measures the Proposed Project's emissions on a per service population basis to determine its overall GHG efficiency relative to regulatory GHG reduction goals.

The efficiency metric threshold of 0.61 MT CO2e per service population represents a 56% reduction in GHG emissions from 2005 levels across all non-transportation sectors. Applying the citywide reduction targets to an individual project results in a conservative efficiency metric, because the citywide target assumes that less GHG reduction will be needed from new land uses than from other measures such as efficiency upgrades in existing buildings, grid decarbonization, and mode shift. Consistent with SB 743, transportation GHG emissions are evaluated separately based on the VMT analysis for the Proposed Project.

Greenhouse Gas Emissions Generation (Criteria 4.7.a)

The BAAQMD recommends using the most current version of CalEEMod (version 2016.3.2) to estimate construction and operation emissions for a land use project. CalEEMod uses widely accepted models for emission estimates combined with appropriate default data for a variety of land use projects that can be used if site-specific information is not available. The default data (e.g., emission factors) are supported by substantial evidence provided by regulatory agencies and a combination of statewide and regional surveys of existing land uses and resources.

[40] BAAQMD. 2017. *California Environmental Quality Act Air Quality Guidelines.* Updated May 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

Additional project-specific information used to calculate GHG emissions in CalEEMod, including changes to default data, is detailed in Attachment E.

Construction of the Proposed Project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, vendor and haul trucks, and worker vehicles. In accordance with the City of Oakland's CEQA guidance for evaluating the GHG thresholds of significance, the construction CO_2e emissions were annualized over a period of 40 years and then added to the expected CO_2e emissions during operation. A detailed depiction of the construction schedule—including information regarding phasing, equipment utilized during each phase, trucks, and worker vehicles—is included in Attachment E. The estimated project-generated GHG emissions from construction activities are shown in Table 5.

As shown in Table 5, the estimated total GHG emissions during construction would be approximately 825 MT CO_2e over the construction period. Estimated project-generated construction emissions amortized over 40 years would be approximately 21 MT CO_2e per year. As with project-generated construction criteria air pollutant emissions, GHG emissions generated during construction of the Proposed Project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

Table 5. Estimated Annual Construction Greenhouse Gas Emissions

Construction Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
2021	309.62	0.04	0.00	310.59
2022	376.72	0.05	0.00	377.98
2023	136.33	0.02	0.00	136.75
Total	**822.67**	**0.11**	**0.00**	**825.32**
			Amortized construction emissions	**20.63**

Source: Dudek, 2020 (see Attachment E).
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
CO_2e emissions were amortized based on 40-year development life assumed for the project. Total emissions may not sum due to rounding.

Operation of the Proposed Project would generate GHG emissions through landscape maintenance equipment operation; energy use (natural gas and generation of electricity consumed by the project); solid waste disposal; generation of electricity associated with water supply, treatment and distribution, wastewater treatment, and testing of the emergency generator for maintenance. The estimated operational project-generated GHG emissions are shown in Table 6. The Proposed Project's mobile source GHG emissions from motor vehicles trips to and from the site are evaluated separately and are not included in Table 6.

Table 6. Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Existing Land Uses				
Area	<0.01	0.00	0.00	<0.01
Energy	292.43	0.01	<0.01	293.93
Solid Waste	22.23	1.31	0.00	55.06
Water Supply and Wastewater	8.51	0.01	<0.01	9.94
Total	**323.17**	**1.33**	**<0.01**	**358.93**

Table 6. Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Proposed Project				
Area	2.73	<0.01	0.00	2.80
Energy	378.39	0.01	<0.01	380.16
Solid Waste	13.88	0.82	0.00	34.40
Water Supply and Wastewater	19.48	0.02	0.01	22.74
Emergency Generator	10.21	<0.01	0.00	10.24
Total	**424.69**	**0.85**	**0.01**	**450.34**
Net Increase (Project minus Existing)				**91.41**

Source: Dudek, 2020. (See Attachment E)
Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent. These emissions reflect operational years 2019 for the existing land uses and 2024 for the Proposed Project.

Table 7. Summary of Average GHG Emissions

Emission Source	CO_2e (MT/Year)
Amortized Construction GHGs	20.63
Net Operations Increase (Project minus Existing Uses)	91.41
Total Project Emissions	**112.04**
Project Service Population GHG Efficiency (CO_2e/SP/year)	**0.23**
Efficiency Metric Threshold (Non-Transportation Emissions)	*0.61*
Exceeds Thresholds?	**No**

Source: Dudek, 2020. (See Attachment E)
Notes: CO_2e = carbon dioxide equivalent; MT = metric tons; SP = service population.
Service population for the project is estimated at 491 (473 residents + 18 employees) based on the Alameda County Transportation Commission Model.

As shown in Table 6, the net increased annual GHG emissions would be approximately 91 MT CO_2e per year as a result of project operations without transportation sources. Accounting for construction emissions, the total net increase in GHGs generated by the Proposed Project would be approximately 112 MT CO_2e per year as shown in Table 7. The service population for the Proposed Project is estimated at 491 (473 residents plus 18 employees) based on the Alameda County Transportation Commission Model. Therefore, the estimated annual GHG emissions of 112 MT CO_2e per year divided by a service population of 491 people is 0.23 MT CO_2e per service population per year. Total net increased total GHG emissions would not exceed the threshold of 0.61 MT CO_2e per service population per year and so the City has determined that the Proposed Project's GHG contribution from land use sources would be less than significant and would not be cumulatively considerable.

Regarding mobile source GHG emissions, as discussed in Section 4.14 Transportation, the Proposed Project was determined to result in a less than significant impact with respect to VMT. Specifically, the Proposed Project is located in TAZ 979. The 2020 and 2040 average daily VMT per capita and VMT per worker in the TAZ 979 is more than 15% below the regional averages. Therefore, the Proposed Project would not cause substantial additional VMT and mobile GHG emissions due to operations of the Proposed Project would be less than significant.

Overall, operations of the Proposed Project would not substantially increase the severity of significant impacts identified in the previous CEQA documents, nor would it result in new significant impacts related to GHG emissions that were not identified in the previous CEQA documents.

Greenhouse Gas Reduction Plan Consistency (Criteria 4.7.b)

In December 2012, the City adopted the Energy and Climate Action Plan (ECAP). The purpose of the ECAP is to identify and prioritize actions the City can take to reduce the City's energy consumption and GHG emissions. The ECAP recommends GHG reduction actions, and establishes a framework for coordinating implementation, as well as monitoring and reporting on progress. These measures support implementation of the green planning policies in the City of Oakland's General Plan by promoting energy efficiency and minimizing vehicle emissions. The ECAP was updated in March 2018 to reflect actions that have been completed or are fully underway, reprioritized actions, updated cost estimates, and the most recent GHG inventory. However, the overall goals remain the same as the

original document—to reduce GHG emissions 36% by 2020 and 83% by 2050.[41] In addition, in preparation of the 2030 ECAP, the City adopted an interim 2030 target of reducing GHG emissions by 56% from the 2005 baseline levels. Because the Proposed Project would be developed by 2023, the 56% reduction was considered in analysis presented above. As shown in Table 7, the Proposed Project's non-transportation GHG emissions would not exceed the efficiency threshold of 0.61 MT CO_2e per service population per year, which was established for the purpose of evaluating a project's GHG contribution from land use sources. In addition, the Proposed Project's mobile GHG emissions would be less than significant because the Proposed Project would not result in substantial additional VMT.

Furthermore, the Plan Bay Area 2040 is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks for the San Francisco Bay Area.[42] Within the Plan Bay Area 2040, the core strategy includes "focused growth" in existing communities along existing transportation networks. The development of the Proposed Project would support the overarching intent of the Plan Bay Area through developing residential and commercial land uses, which would help the region attain its adequate housing targets and reduce VMT.

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. The Scoping Plan recommends strategies at the statewide level to meet the goals of Assembly Bill 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. To the extent that these regulations are applicable, the Proposed Project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

The Proposed Project is consistent with, and would not hinder, the GHG reduction goals set forth in the ECAP and the green planning policies of the City's General Plan because the project building would be subject to the City's SCAs including SCA-UTIL-4: Green Building Requirements (#84), which would require compliance with California Green Building Standards (CALGreen) mandatory measures. The Proposed Project would meet the requirements of the California Green Building Standards Code, Title 24, Part 11 and is near multiple public transit routes. Overall, the Proposed Project would comply with the ECAP, and the green planning policies of the General Plan because it would promote land use patterns and densities that help improve regional air quality conditions, as demonstrated by its compliance with Plan Bay Area's preferred development scenario. The Proposed Project would also be required to comply with the City's Green Building Ordinance, which supports the goals, policies, and actions of the ECAP and General Plan and other local, regional and statewide plans, policies and regulations that are related to

41 City of Oakland. 2012. City of Oakland Energy and Climate Action Plan. December 4, 2012. Administrative update in March 2018. https://cao-94612.s3.amazonaws.com/documents/oak069942.pdf

42 ABAG and MTC (Association of Bay Area Governments and Metropolitan Transportation Commission). 2017. Plan Bay Area: Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2017–2040. Adopted July 26, 2017. Accessed August 2018. http://2040.planbayarea.org/cdn/farfuture/u_7TKELkH2s3AAiOhCyh9Q9QlWEZIdYcJzi2QDCZuIs/1510696833/sites/default/files/2017-11/Final_Plan_Bay_Area_2040.pdf.

the reduction of GHG emissions and relevant to the project, and this impact would be less than significant. The Proposed Project would thus result in equal or less severity of impacts as identified in the Program EIRs.

Conclusion

Based on the analysis and the findings and conclusions of the Program EIRs, implementation of the Proposed Project would result in equal or less severity of impacts as identified in the Program EIRs. No mitigation measures are required and the Proposed Project would be subject to the following SCAs that would further reduce GHG emissions: SCA-AIR-1: Dust Controls – Construction Related (#20), SCA-AIR-2: Criteria Air Pollutant Controls – Construction Related (#21), SCA-AIR-3: Diesel Particulate Matter Controls – Construction Related (#22), SCA-UTIL-4: Green Building Requirements (#84), and SCA-TRANS-1: Plug-in Electric Vehicle (PEV) Charging Infrastructure (#80).

4.8 Hazards and Hazardous Materials

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors; Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., the Cortese List) and, as a result, would create a significant hazard to the public or the environment;	■	□	□
b. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school;	■	□	□
c. Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions; or Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	■	□	□
d. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	■	□	□

Program EIR Findings

Hazards and hazardous materials were analyzed in the Program EIRS, which found that effects to these topics would be less than significant, based on compliance with applicable regulatory requirements and City programs and policies, which would minimize hazards to workers, visitors, the public, and the environment from hazardous materials.

The 2010 Housing Element EIR and 2014 Addendum identified less-than-significant impacts and therefore no mitigation measures or SCAs were required for hazards and hazardous materials.

The 2011 Renewal Plan EIR identified applicable City of Oakland SCAs addressing hazardous materials used during construction, hazardous building materials that could be disturbed by demolition, and hazardous materials that could be present in soil and groundwater. The 2011 Renewal Plan EIR also found that development facilitated by the 2011 Renewal Plan would not impede an emergency access route and would continue to maintain the existing city grid system.

The 1998 LUTE EIR identified one significant impact related to hazardous waste exposure and cited Mitigation Measure M.5, which requires the preparation and implementation of site-specific health and safety plans, as recommended by the Occupational Safety and Health Administration and is functionally equivalent to current SCAs in order to reduce certain potential hazardous materials effects to less-than-significant levels.

Project Analysis

Hazardous Materials Use, Storage and Disposal and Hazardous Building Materials (Criterion 4.8.a[1])

Construction of the Proposed Project would involve demolition of the existing building on the project site which may contain hazardous building materials including lead-based paint, asbestos-containing materials (ACMs), and polychlorinated biphenyls (PCBs) containing materials and equipment. If not appropriately removed and disposed of, these hazardous materials could be released into the environment which may adversely affect construction workers, the public, and/or the environment.

Per SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#43), a Hazardous Building Materials Assessment will be performed to identify potential hazardous materials in the existing building, including any lead-based paint, ACMs, lead-based paint, PCBs containing light ballasts, and mercury containing fluorescent lights. The assessment will be submitted to the City for review. If hazardous materials are identified in the existing building, the project applicant will submit specifications signed by a qualified environmental professional for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant will implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.

As described in the 2011 Renewal Plan EIR, California Health and Safety Code Section 19827.5 allows local agencies to issue demolition or alteration permits only after the applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants including asbestos. The Proposed Project would be required to comply with SCA-AIR-4: Asbestos in Structures (#26), which requires the project applicant to comply with all applicable laws and regulations regarding demolition and renovation of ACMs, including but not limited to California Code of Regulations Title 8; California Business and Professions Code Division 3; California Health and Safety Code Sections 25915-25919.7; and BAAQMD Regulation 11, Rule 2, as may be amended. Evidence of compliance must be submitted to the City upon request. In addition, the Proposed Project would be required to comply with SCA-HAZ-2: Hazardous Materials Related to Construction (# 42), which requires implementation of lead-safe work practices and compliance with all local, regional, state, and federal requirements concerning lead.

In addition, consistent with the findings of the Program EIRs, the Proposed Project would be required to properly handle and dispose of electrical equipment, lighting ballasts and other building materials that may be identified to contain PCBs in accordance with the Toxic Substances Control Act and other federal and state regulations.

Construction of the Proposed Project would involve the use and transport of hazardous materials. These materials could include fuels, oils, paints and other chemicals used during construction activities. Handling and transportation of hazardous materials could result in accidental releases or spills and associated health risks to workers, the public, and environment. As described above, the Proposed Project would be required to comply with SCA-HAZ-2: Hazardous Materials Related to Construction (#42), which requires that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health which could occur as a result of hazardous materials handling and storage.

Exposure to Hazardous Materials in the Subsurface (Criterion 4.8.a[2])

A full-service Sears Automotive Center, including gasoline concession and automobile repair center, was constructed on the site in 1964. Around 1994, the site was changed to commercial businesses and the original building was altered to accommodate this change in use.

Five 1,000-gallon motor oil underground storage tanks (USTs) and one 2,000-gallon motor oil UST installed in 1960s were located on the northeast side of the project site. One 1,000-gallon waste oil UST and two 10,000-gallon gasoline USTs installed at the same time were located on the northwest portion of the project site. The project site is not included on the list of hazardous materials release sites compiled pursuant to Government Code Section 65962.5 (i.e., the Cortese List). All USTs and associated piping were removed from the project site in September 1990 and a site closure report was submitted to the Alameda County Environmental Health (ACEH) on September 19, 2009.[43] Because no soil samples were collected and analyzed for polyaromatic hydrocarbons (PAHs) from depth below 5 feet bgs at the former location of waste oil UST, ACEH determined that there is a low potential for direct contact exposure with the current land use and the site pavement. However, due to residual contamination, the site closure indicates that ACEH must be notified in compliance with Government Code 65850.2.2, if there is a change in land use to any residential or any redevelopment. Based on the site closure, ACEH would need to re-evaluate the site based on the proposed redevelopment.[44] Excavation and construction activities in areas of residual contamination would require planning and implementation of appropriate health and safety procedures prior to and during excavation and construction activities. On May 7, 2019, the project applicant and ACEH signed a voluntary remedial action agreement under which ACEH will provide supervision of assessments and remedial actions at the site.

The Proposed Project would be required to comply with SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#43), which would replace the requirement for implementation of 1998 LUTE EIR Mitigation Measure M.5, and requires the project applicant to implement recommended remedial actions and required clearances by the applicable local, state, or federal regulatory agency. The project applicant would be required to submit a Health and Safety Plan for the review and approval by the City and implement the approved plan to protect project construction workers from risks associated with hazardous materials. In addition, the project applicant would be required to ensure that BMPs are implemented by the contractor during construction to minimize potential hazards related to contaminated soil and groundwater. Implementation with these SCAs and compliance with ACEH and other applicable local, state, and federal regulations would reduce potential impacts associated with the residual contamination at the project site to a less-than-significant level.

[43] Environ Phase Consulting Co., 2012. Environmental Site Assessment (Phase I), 2600-2630 Telegraph Avenue, Oakland, CA 94612. June 15.

[44] Alameda County Environmental Health (ACEH), 2016. Case Closure for Fuel Leak Case No. RO0000480 and Geotracker Global IDT06019793739, Sears Auto Center, 2600 Telegraph Avenue, Oakland, CA 94612. April 11.

Hazardous Materials within a ¼-Mile of a School (Criterion 4.8.b)

Emiliano Zapata Street Academy School at 417 29th Street is approximately 1,000 feet northeast of the project site. No other schools are located within a ¼-mile of the project site.[45] The Proposed Project would not involve the handling of acutely hazardous materials. Consistent with the findings of the 2011 Renewal Plan EIR, compliance with SCAs described above that address potential emissions of hazardous materials during construction, would reduce potential impacts from the Proposed Project related to hazardous emissions or the handling of hazardous materials, substances, or waste within ¼-mile of a school to a less-than-significant level.

Emergency Access Routes (Criteria 4.8.c)

The Safety Element of the City of Oakland General Plan[46] indicates that the emergency evacuation routes in the vicinity of the project site include Telegraph Avenue, 27th Street, Grand Avenue, and Broadway. Construction activity would be temporary and would not change the existing traffic circulation network in the project vicinity; road closures during construction are unlikely. Traffic control requirements imposed by the City as part of construction permitting would ensure that appropriate emergency access is maintained at all times during construction activities. The Proposed Project would be subject to SCA-TRANS-2: Construction Activity in the Public Right-of-Way (#74), which requires preparation of a Traffic Control Plan, in the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks. Therefore, consistent with the findings of the 2011 Renewal Plan EIR and the 1998 LUTE EIR, the Proposed Project would not alter roadways in the area, and therefore would not impact the emergency access routes or impair implementation of an emergency response plan or emergency evacuation plan and this impact would be less than significant.

Wildfire (Criteria 4.8.d)

The project site is located in a highly urbanized area at more than two miles from the nearest City of Oakland's designated Very High Fire Hazard Severity Zone (VHFHSZ).[47] Areas designated as VHFHSZ are typically in the Oakland Hills close to a large amount of vegetation. The period for the highest risk of fire in the Oakland Hills starts in September and ends in November. The Oakland Fire Department has drafted a Vegetation Management Plan[48] to reduce fire hazard in the City of Oakland's designated VHFHSZ. The purpose of the Vegetation Management Plan is to reduce the likelihood of ignitions and extreme fire behavior, avoid or minimize impacts to natural resources, and contribute to regional efforts to reduce wildfire hazard in the Oakland Hills. Given the distance of the project site from the VHFHSZ, impact of the Proposed Project related to wildfires would be less than significant.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the Program EIRs, and the review of recent reports regarding hazardous materials conditions at the project site, implementation of the Proposed Project would not increase the severity of potentially significant impacts identified in the Program EIRs, nor would it result in new potentially significant impacts related to hazards and hazardous materials that were not identified in the Program EIRs. The Proposed Project would comply with the applicable regulations and SCAs related to contaminated soil

45 Oakland School Finder, 2020. Accessed January 20. https://oaklandfinder.schoolmint.net/school-finder/home

46 City of Oakland, 2004. General Plan, Safety Element, Figure 7.2. Amended 2012. http://www2.oaklandnet.com/government/o/PBN/OurServices/GeneralPlan/DOWD009020, accessed January, 20,2020.

47 City of Oakland, Oakland Fire Department, 2020. High Fire Severity Zone Map. http://www2.oaklandnet.com/government/o/OFD/s/WildfireDistrict/index.htm. Accessed February 14.

48 City of Oakland, Oakland Fire Department, 2019. Revised Draft. City of Oakland, California, Vegetation Management Plan. November.

and groundwater, hazardous materials handling, and removal of hazardous building materials prior to demolition, as identified in Attachment A at the end of the CEQA Checklist. For reference, these SCAs are: SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#43), SCA-HAZ-2: Hazardous Materials Related to Construction (#42), SCA-AIR-4: Asbestos in Structures (#26), and SCA-TRANS-2: Construction Activity in the Public Right-of-Way (#74).

4.9 Hydrology and Water Quality

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Violate any water quality standards or waste discharge requirements; Result in substantial erosion or siltation on or off site that would affect the quality of receiving waters; Create or contribute substantial runoff which would be an additional source of polluted runoff; Otherwise substantially degrade water quality; Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources.	■	□	□
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or proposed uses for which permits have been granted);	■	□	□
c. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems; Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding, both on or off site.	■	□	□

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
d. Result in substantial flooding on or off site; Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows; Place within a 100-year flood hazard area structures which would impede or redirect flood flows; or Expose people or structures to a substantial risk of loss, injury, or death involving flooding.	■	□	□

Program EIR Findings

The Program EIRs found impacts associated with hydrology and water quality to be less than significant and no mitigation measures were required. The 2011 Renewal Plan EIR cited applicable SCAs that would ensure less-than-significant effects to hydrology and water quality. The 2010 Housing Element EIR and 2014 Addendum identified less-than-significant hydrology or water quality impacts and therefore no mitigation measures or equivalent SCAs were cited.

Project Analysis

Water Quality and Creek Protection (Criterion 4.9.a)

The Proposed Project is located within a highly urbanized environment and there are no lakes, creeks or other surface waters in the immediate proximity. Lake Merritt, which is the nearest surface water body, is approximately 2,400 feet to the southeast of the project site. Stormwater runoff from the project site is conveyed to Lake Merritt via underground storm drains and culverts that run along 26th Street.

Construction of the Proposed Project, including demolition and grading, could result in pollution of stormwater runoff, erosion and/or sedimentation, and adverse effects on downstream receiving waters. Additionally, direct discharge of contaminated dewatering effluent during construction of below-ground facilities could result in impacts to the environment from the discharge of sediment and chemical compounds to receiving waters. As discussed under Chapter 4.8, Hazards and Hazardous Materials, the Proposed Project would be required to comply with SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#43) and SCA-HAZ-2: Hazardous Materials Related to Construction (#42) which require BMPs to be implemented during construction to minimize potential negative effects on groundwater and receiving waters which could result from inappropriate handling of construction related hazardous materials (e.g., fuels, oils, and paints) and contaminated soil and groundwater during construction.

Any groundwater dewatering would be subject to permits from East Bay Municipal Utility District (EBMUD) or the Regional Water Quality Control Board (RWQCB), depending if the discharge were to the sanitary or storm sewer

system. If the water is not suitable for discharge to the storm drain (receiving water), dewatering effluent may be discharged to EBMUD's sanitary sewer system if special discharge criteria are met. These include, but are not limited to, application of treatment technologies or BMPs, which would result in achieving compliance with the wastewater discharge limits. Discharges to EBMUD's facilities must occur under a Special Discharge Permit. In addition, per the EBMUD Wastewater Ordinance, "all dischargers, other than residential, whose wastewater requires special regulation or contains industrial wastes requiring source control shall secure a wastewater discharge permit" (Title IV, Section 1). EBMUD also operates its wastewater treatment facilities in accordance with Waste Discharge Requirements issued by the RWQCB, which require rigorous monitoring of effluent to ensure discharges do not adversely impact receiving water quality.

The Proposed Project would require a grading permit and therefore would be required to comply with SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48) which requires preparation and implementation of an Erosion and Sedimentation Control Plan to manage stormwater runoff and minimize erosion and sedimentation through measures such as barriers and devices to trap, store and filter runoff. In addition, because the Proposed Project would involve replacement of over 10,000 square feet of impervious surfaces it would be subject to SCA-HYD-2: National Pollutant Discharge Elimination System (NPDES) C.3 Stormwater Requirements for Regulated Projects (#53), which requires compliance with Provision C.3 of the NPDES MRP,[49] and the preparation and implementation of a Post-Construction Stormwater Management Plan, which would include and identify stormwater control and treatment systems.[50] Compliance with SCA-HYD-2 also requires the project applicant to enter into a maintenance agreement with the City, to ensure adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures.

Groundwater Recharge (Criterion 4.9.b)

According to a preliminary geotechnical investigation prepared for the Proposed Project, excavation dewatering may be necessary during construction of the below-grade portion of the proposed building. Excavation during project construction would extend to a depth of approximately 10 feet. Based on groundwater levels measured in the vicinity of the project site, a groundwater depth of approximately 7 feet was selected as the design high groundwater level.[51] Dewatering during construction would be temporary and have only a localized and short-term effect on groundwater levels. Therefore, depletion of groundwater resources associated with construction-period dewatering would be less than significant. Operation of the Proposed Project would not involve dewatering or the use of groundwater as potable water is supplied to the project site by EBMUD.

Stormwater Drainage and Drainage Patterns (Criterion 4.9.c)

The project site is currently entirely covered with impervious surfaces, including building roof and parking lot, totaling 39,492square feet. Post construction, the project site would be divided into two drainage management areas comprising the northwest portion of the building and the courtyard in the center and the remaining portion of

[49] San Francisco Bay Regional Water Quality Control Board (RWQCB), 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

[50] Regulated projects are required to incorporate post-construction stormwater management measures to reduce stormwater pollution from all new and replaced impervious surfaces. The Proposed Project may be qualified for treatment reduction credits based on criteria designated in Provision C.3 of the MRP, which includes: proximity to an existing transit hub, the density achieved by the project (expressed as floor area ratio and dwelling units per acre), and minimized surface parking. The Proposed Project is located in an area that is exempt from hydromodification requirements of Provision C.3 of the MRP.
San Francisco Bay Regional Water Quality Control Board (RWQCB), 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

[51] Rockridge Geotechnical, 2019. Preliminary Geotechnical Investigation to Support Due Diligence Evaluation Proposed Mixed-Use Building 2600 Telegraph Avenue, Oakland, California, March 12.

the site. As described above, stormwater runoff from the project site is currently conveyed to Lake Merritt via underground storm drains and culverts. Stormwater from the project site would be conveyed through two points of connections to the storm drain along 26th Street. One connection would convey the stormwater from the northwest portion of the site and the courtyard to a planter at the building entrance on Telegraph Avenue. The second point of connection would convey stormwater from the remaining portion of the site into a filter vault along 26th Street. The Proposed Project would not add new impervious surfaces and would not increase runoff that could exceed the capacity of existing storm water drainage systems and would not substantially alter the existing drainage pattern of the site or increase the risk of flooding, erosion or sedimentation.

Flooding and Substantial Risks from Flooding (Criteria 4.9.d and 4.9.e)

Current floodplain mapping prepared by the Federal Emergency Management Agency indicates that the project site is located outside the 100-year flood hazard area.[52] Therefore, development of the Proposed Project would not be subject to significant impacts with respect to storm-related flooding.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not result in any new or more severe significant impacts related to hydrology and water quality than those identified in the Program EIRs. The Proposed Project would be required to comply with existing regulations and implement SCAs related to sedimentation, stormwater, drainages and drainage patterns, water quality, and groundwater dewatering and discharge, as identified in Attachment A at the end of the CEQA Checklist. For reference these SCAs are SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#43), SCA-HAZ-2: Hazardous Materials Related to Construction (#42), SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48), and SCA-HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects (#53).

4.10 Land Use, Plans, and Policies

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Physically divide an established community;	■	□	□
b. Result in a fundamental conflict between adjacent or nearby land uses; or	■	□	□
c. Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	■	□	□

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

Program EIR Findings

Land use, plans, and policies were analyzed in the Program EIRs, and impacts were found to be less than significant, and no mitigation measures were required. The 2011 Renewal Plan EIR, the 2010 Housing Element EIR, and the 2014 Addendum found all potential land use or policy impacts to be less than significant and therefore no mitigation measures or SCAs were required. The 1998 LUTE EIR cited a significant and unavoidable effect associated with policy inconsistencies with the Clean Air Plan (resulting from significant and unavoidable increases in criteria pollutants from increased traffic regionally). It identified mitigation measures, which largely align with current City of Oakland SCAs involving TDM and which apply to all projects within the City of Oakland.

Project Analysis

Division of Existing Community, Conflict with Land Uses, or Land Use Plans (Criteria 4.10.a through 4.10.c)

The Proposed Project is consistent with the General Plan designation for the project site—Community Commercial (CC) —which applies to land uses that include large shopping centers, specialty shopping centers, and other retail establishments that serve the community at large. Residential land uses may be appropriate in this district, particularly as part of a mixed-use development.

The project site is zoned Community Commercial 2 (CC-2). Permitted uses in this zone are a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas. The maximum building height allowed in the site area is less or equal to 90 feet. The Proposed Project would result in the development of an eight-story building that would include a mix of uses, including residential, commercial-retail, and parking, and have a building height of 90 feet. The Proposed Project would have up to 225 residential units composed of approximately 36 studio units, 113 one-bedroom units, 56 two-bedroom units, and 20 three-bedroom units. Residential uses would be constructed on levels two through eight. Commercial use would be on the ground level and would include a total of approximately 6,039 square feet.

Consistent with the findings of the Program EIRs, the Proposed Project would increase residential density and population in the downtown Oakland area, further enhancing the community integrity without physically dividing an established community. Furthermore, the proposed residential and commercial land uses on the project site are consistent and compatible with nearby commercial, office, and residential land uses. The Proposed Project is consistent with the General Plan land use designation as it will provide residential use as part of a mixed-use development with retail space at the ground level. The Proposed Project is also consistent with the CC-2 zoning development standards.

Conclusion

Consistent with the findings of the Program EIRs, the Proposed Project would not result in any significant impacts related to land use or planning policies, division of a community or conflicts with other uses. Furthermore, based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of impacts identified in the Program EIRs. The EIRs did not identify any mitigation measures related to land use, and no City SCAs have been identified for the implementation of the project.

4.11 Noise

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts. During the hours of 7:00 p.m. to 7:00 a.m. on weekdays and 8:00 p.m. to 9:00 a.m. on weekends and federal holidays, noise levels received by any land use from construction or demolition shall not exceed the applicable nighttime operational noise level standard; Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020) regarding persistent construction-related noise;	■	□	□
b. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise;	■	□	□
c. Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3-dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project);	■	□	□
d. Expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24);	■	□	□
e. Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (see Figure 1);	■	□	□

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
f. Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA]); or	■	□	□
g. During either project construction or project operation expose persons to or generate ground-borne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).	■	□	□

Program EIR Findings

Noise was analyzed in the Program EIRs. The 2011 Renewal Plan EIR, the 2010 Housing Element EIR, and the 2014 Addendum found noise impacts to be less than significant and no mitigation measures were required. The 1998 LUTE EIR identified significant and unavoidable impacts related to construction noise and vibration and cited applicable mitigation measures.

Project Analysis

Ambient Noise and Vibration Environment

The primary noise sources in the vicinity of the project site are traffic on I-980 and traffic along major roadways near the project site. Sources of noise from major roadways include: 1) two-way traffic on Telegraph Avenue, which runs north to south adjacent to the western border of the project site; 2) two-way traffic on 27th Street, which runs west to east adjacent to the northern border of the project site; and 3) two-way traffic on 26th Street, which runs west to east adjacent to the southern border of the project site. Based on the roadway noise contours for the year 2025 in the City of Oakland General Plan, traffic noise levels range from 65 to 70 A-weighted decibels of day-night average sound level (dBA L_{dn}) at the project site and its vicinity.[53,54]

In addition to noise from roadway traffic, an above-ground portion of the BART rail line exists approximately 800 feet to the west, within the median portion of the I-980 alignment. Based on the rail noise contours in the City of Oakland General Plan, the rail noise levels are less than 60 dBA L_{dn} at the project site and vicinity, and thus are lesser contributors to the noise environment compared to traffic noise.

53 City of Oakland, 2005. City of Oakland General Plan, Noise Element, March.

54 The City of Oakland General Plan notes that existing traffic noise levels are not expected to change substantially over the 20-year period between 2005 and 2025 (i.e., changes in noise levels would not be distinguishable) given the minor changes expected to occur in traffic levels. Therefore, noise levels at the project site and its vicinity from traffic along I-980 are assumed to be the same as what is indicated in the 2025 noise contours.

The local noise environment has been further characterized by noise measurements collected for the nearby Broadway Valdez District Specific Plan EIR, in the vicinity along Broadway east of the project site.[55] Due to the proximity to the project site, the results of the noise measurements for the EIR can also be used to characterize ambient noise levels in the Proposed Project area. The study indicated that long-term noise levels in the project vicinity range from approximately 57 to 68 dBA of equivalent continuous noise level (L_{eq}). These site-specific noise measurement results are similar to the General Plan noise estimates discussed above.

Local sources of ambient vibration at the project site or its vicinity consist of the adjacent local roadways. However, because vehicles traveling on roads are supported on flexible suspension systems and pneumatic tires, these vehicles are not an efficient source of ground vibration. Vehicles (especially heavy vehicles) can impart vibration into the ground when they roll over rough pavement.[56] Even so, such vibration is typically of a relatively low magnitude and dissipates rapidly through conventional soils. Additional sources of vibration would include the I-980 freeway and BART rail line. However, because these sources are located approximately 800 feet or further from the project site, the groundborne vibration from the freeway and rail line would be negligible.

Temporary Construction Noise Impact and Cumulative Construction Noise (Criterion 4.11.a)

An acoustical analysis was performed to evaluate potential noise impacts during construction of the Proposed Project. The findings of the acoustical analysis are summarized below, and details are included in Attachment G.

Construction is expected to occur over a period of approximately 26 months and would temporarily increase noise levels in the vicinity of the project site. Construction noise levels would vary from day to day, depending on the quantity and condition of the equipment being used, the types and duration of activity being performed, the distance between the noise source and the receptor, and the presence or absence of barriers, if any, between the noise source and receptor. Demolition, excavation/grading, and foundation work are typically the noisiest phases of construction and would occur during the first phases of construction. The later phases of construction include activities that are typically quieter and that occur within the building under construction, thereby providing a barrier for noise between the construction activity and any nearby receptors. Pile driving, which can generate extreme level of noise, is normally used to provide foundation support for buildings or other structures. However, pile driving is not proposed as part of this project. A matt slab foundation without deep piers or columns is anticipated to be used for the Proposed Project, as described in Chapter 2, Project Description.

The nearest sensitive receptor[57] to the project site is a single-family residential building located immediately adjacent to east of the project site. In addition, other noise-sensitive land uses include mixed-use (multi-family residential and retail) to the south and east of the project site.

Construction of the Proposed Project would result in temporary localized increases in noise levels from on-site construction equipment, as well as from off-site trucks hauling construction materials. Noise from the construction phase of the Proposed Project was estimated using the Federal Highway Administration Roadway Construction

55 ESA., 2013. Broadway Valdez District Specific Plan, Draft Environmental Impact Report, Oakland, CA. Table 4.10-2, Monitored Noise Environments within The Plan Area. September 2013.

56 California Department of Transportation (Caltrans). September, 2013. Transportation and Construction Vibration Guidance Manual. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office.

57 Legal residences, schools and childcare facilities, health care or nursing home, public open space, or similarly sensitive land uses are considered sensitive receptors.

Noise Model.[58] Construction noise levels were assessed at two distances for each project phase.[59] The first distance represents the anticipated construction noise that may be experienced at the closest possible sensitive receptor (the residence to the east of the project site) and the next-nearest sensitive receptors (the multi-family residences to the south of the project site) during the relatively brief periods in which construction work would take place immediately adjacent to the closest respective site boundaries. The second distance represents anticipated construction noise that may be experienced during the more frequent periods when construction would take place at locations all over the project site. Table 8 summarizes these estimated construction noise levels, with separate calculations provided for the different types of construction activities that would occur for the Proposed Project. The detailed Roadway Construction Noise Model input and output is provided in Attachment G.

Table 8. Construction Noise Model Results Summary

Construction Phase	Construction Noise at Representative Receiver Distances (L_{eq} (dBA))			
	Nearest Residence[1] (Work near eastern boundary)	*Nearest Residence[1] (Typical)*	*Next-nearest Residences[2] (Work near southern boundary)*	*Next-nearest Residences[2] (Typical)*
Demolition	104	90	91	83
Grading	104	90	91	83
Building Construction	95	84	82	78
Architectural Coatings	92	81	79	71

Source: Dudek, 2020. (See Attachment G)
Notes:
1 Single-family residence located at the eastern project property boundary.
2 Multi-family residences located south of the project site, south of 26th Street.

As shown in Table 8, exterior noise levels from construction activities is estimated to be as high as 104 dBA L_{eq} at the nearest existing residence during the relatively brief period of time when demolition and grading would take place at and near the eastern project boundary. At more typical distances, construction noise would range from approximately 81 to 90 dBA L_{eq}. At the residences located to the south (as well as at the associated commercial uses on the first floor of the same structure), construction noise levels are estimated to range from approximately 79 to 91 dBA L_{eq} during the relatively brief period of time when construction activities would be focused along the southern project boundary; more typical construction noise levels would range from approximately 71 to 83 dBA L_{eq}.

As described above, short-term construction noise levels at the nearest receptors would exceed 90 dBA. Additionally, exterior noise levels would exceed the 65-dBA long-term residential construction noise standard as well as the 70-dBA long-term commercial construction noise standard at the receptors to the south and at other

58 FHWA. 2008. Roadway Construction Noise Model (RCNM), Software Version 1.1. U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center, Environmental Measurement and Modeling Division. Washington, D.C. December 2008

59 Input variables for the Roadway Construction Noise Model consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. No topographical or structural shielding was assumed in the modeling of construction noise. Construction scenario assumptions, including phasing and equipment mix, were based on the CalEEMod default values developed for the air quality impacts analysis of the Proposed Project.

nearby commercial buildings to the west and north of the project site. However, it should be noted that a typical building façade with windows closed reduces noise by 25 dBA, and a typical exterior wall with one layer of gypsum board on the interior and wood siding or stucco on the exterior reduces noise by about 40 dBA.[60] Therefore, interior noise levels at nearby receptors would be substantially lower than exterior noise levels.

Also, it should be noted that the types and locations of heavy construction equipment would vary over time across the project site. Therefore, the duration and frequency that heavy construction equipment would operate at the closest location to an adjacent receptor would be limited on any given day and would not be expected to last more than a few days at a time. In addition, once the external structure has been erected, the noisiest phases of construction would be complete and noise from heavy construction equipment inside of the structure would be attenuated by the structure itself.

Without the implementation of the City of Oakland's SCAs, construction-generated noise could temporarily result in the exposure of the nearby receptors to noise levels in excess of the City's Noise Ordinance standards. However, with the implementation of the SCAs, including but not limited to a Construction Noise Management Plan with site-specific noise attenuation measures, the impacts of construction period noise would be reduced to less-than-significant levels, as described below.

- SCA-NOI-1: Construction Days/Hours (#61) provides limits on the days and hours of construction to avoid generating noise when it would be most objectionable to neighboring residences and commercial operations. These limitations, which specify that construction activities would be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday (among other restrictions), would prevent the disturbance of sleep for a majority of residents located close to the project site. This SCA also requires any extension of these work hours to be approved in advance by the City and requires property owners and occupants within 300 feet of the project site to be notified of such an extension.
- SCA-NOI-2: Construction Noise (#62) requires all construction projects to implement basic noise reduction measures during construction.
- SCA-NOI-3: Extreme Construction Noise (#63) requires the project applicant to prepare and implement a Construction Noise Management Plan that contains site-specific noise attenuation measures to reduce construction impacts associated with any anticipated extreme noise generating activities (i.e., activities generating noise levels greater than 90 dBA). Since the construction of the Proposed Project could generate noise levels greater than 90 dBA at the adjacent commercial buildings to the south and to the west, this measure would apply to the Proposed Project. The types of measures that would effectively reduce construction noise to less-than-significant levels that may be included in the Construction Noise Management Plan include the following:
- Temporary noise barriers will be placed between the proposed construction activities and nearby receptors. The noise barriers may be constructed from plywood and installed on top of a portable concrete K-Rail system to be able to move and/or adjust the wall location during construction activities. A sound blanket system hung on scaffolding, or other noise reduction materials that result in an equivalent or greater noise reduction than plywood, may also be used. The composition, location, height, and width of the barriers during different phases of construction will be determined by a qualified acoustical consultant and incorporated into the Construction Noise Management Plan for the project.
- Best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) will be used for project equipment

[60] Charles M. Salter Associates Inc., 1998. Acoustics – Architecture, Engineering, the Environment.

and trucks during construction wherever feasible. For example, exhaust mufflers on pneumatic tools can lower noise levels by up to about 10 dBA and external jackets can lower noise levels by up to about 5 dBA.

- Noise control blankets will be utilized on the building structure as the building is erected to reduce noise emission from the site. The use of noise control blankets will particularly be targeted to cover the levels of the building that have line of sight with the windows of nearby receptors;
- Construction equipment will be positioned as far away from noise-sensitive receptors as possible. The project site is surrounded by hard surfaces, and therefore, for every doubling of the distance between a given receptor and construction equipment, noise will be reduced by approximately 6 dBA.
- Monitoring the effectiveness of noise attenuation measures by taking noise measurements.
- Notify property owners and occupants located within 300 feet of the construction activities prior to commencing extreme noise generating activities.
- SCA-NOI-4: Project-Specific Construction Noise Reduction Measures (#64) requires the project applicant to submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on the nearby noise-sensitive receptors. The project applicant shall implement the approved Plan during construction.
- SCA-NOI-5: Construction Noise Complaints (#65) provides additional measures to respond to and track construction noise complaints during construction to allow sources of potentially disruptive construction noise to be quickly controlled or eliminated.

The proximity of the project site to sensitive receptors, and the types of construction equipment that would be used as part of the Proposed Project, are similar to other projects in downtown Oakland and other urban areas. Because the project site and its vicinity are part of an established, urbanized area, periodic exposure to construction-related noise and vibration are part of the existing conditions. Implementation of the City of Oakland's SCAs will lessen the impacts of noise generated by construction to receptors in the vicinity of the project site. Therefore, with the implementation of the required SCAs, the impact of construction-generated noise on nearby receptors would be reduced to a less-than-significant level.

Cumulative Construction Noise

One approved project that is not yet built is located within close proximity of the project site—451 28th Street, a proposed residential building.[61] Receptors located in close proximity to the project site and this other project could be exposed to noise from multiple construction sites. Because sound pressure levels are based on a logarithmic scale, they cannot be simply added or subtracted together. For instance, if one noise source emits a sound level of 90 dBA and a second source is placed beside the first and also emits a sound level of 90 dBA, the combined sound level is 93 dBA, not 180 dBA. When three sound sources emit a sound level of 90 dBA, the combined sound level is 95 dBA. Consequently, the exposure of a given receptor to noise from two or three construction sites could increase the construction noise they are exposed to by approximately 3 to 5 dBA.

As discussed above, demolition, excavation/grading, and foundation work are typically the noisiest phases of construction. The construction of the Proposed Project is anticipated to take about 26 months. The project at 451 28th Street has been approved but construction has not yet begun, and it is not known when it will begin. It is therefore possible that portions of the noisiest phases of construction could overlap with the Proposed Project.

[61] City of Oakland, 2019. Major Projects (map based on Major Projects List published April 2019, https://www.oaklandca.gov/documents/major-projects-list-as-of-2019-04-05). Confirmed by City of Oakland December 2029.

Because noise sensitive receptors are located adjacent to the 451 28th Street project, this cumulative project will be required to comply with SCA NOI-1 through SCA NOI-5, and therefore will be required to implement project specific noise reduction measures, as well as a Construction Noise Management Plan that contains site-specific noise attenuation measures to reduce construction impacts associated with extreme noise generating activities. These SCAs would reduce the potential exposure of nearby receptors from cumulative construction noise to a less-than-significant level. This is consistent with the findings of both the 2010 Housing Element EIR and in the 2011 Renewal Plan EIR, which found that construction noise impacts resulting from cumulative development would remain less than significant because all cumulative projects would be required to incorporate the appropriate SCAs regarding construction.

Operational Noise (Criterion 4.11.b)

The primary noise generated by the long-term operation of the Proposed Project would occur as a result of the use of HVAC systems and delivery trucks for the commercial space. Noise generated from HVAC systems would be subject to SCA-NOI-6: Operational Noise (#67) that requires all operational noise to comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. Noise from delivery trucks would not be a substantial new source of noise in the project area because the existing land uses include noise generated by similar delivery trucks to the project site and loading activities at nearby commercial land uses. Furthermore, the only loading space at the project site would be accessed from 26th Street and would be located within the parking structure on the ground floor; any noise generated within the parking structure would be shielded by the structure itself. For these reasons, the potential for noise generated by the HVAC systems and delivery trucks to violate the City of Oakland operational noise standards during the operational period of the Proposed Project would be less than significant.

Permanent Increase in Ambient Traffic Noise and Cumulative Noise Impact (Criterion 4.11.c)

A project would generate a significant increase in ambient traffic noise if it results in a 5-dBA permanent increase in noise levels in the project vicinity. A project is considered to contribute to a significant cumulative impact if (1) the cumulative increase results in a 5-dBA permanent increase in ambient noise levels in the project vicinity, and (2) 3 dBA of the cumulative increase is attributable to the project.

Based upon the traffic analysis presented in Section IV.N, Transportation, the Proposed Project is estimated to generate approximately 771 daily vehicle trips, compared to the existing land uses on the project site, which generate approximately 807 daily vehicle trips. Thus, the Proposed Project would generate approximately 36 fewer daily trips than current conditions.[62] Therefore, this impact would be less than significant.

Noise Exposure during Construction and Operation (Criterion 4.11.d)

Construction workers could be exposed to excessive noise from the heavy equipment used during construction of the Proposed Project. However, noise exposure of construction workers is regulated by the California Division of

[62] While there would be a relatively small net increase during the AM peak hour (35 trips), and a net decrease during the PM peak hour (12 trips), these hourly changes would be negligible relative to the large volumes of peak-hour traffic in the project area and would not result in noticeable increases noise levels. Specifically, as described in the Draft EIR for the Downtown Oakland Specific Plan (August 2019), 27th Street between Telegraph Avenue and Broadway carries approximately 818 peak-hour AM vehicle trips and approximately 1,155 PM vehicle trips, and Telegraph Avenue between Grand Avenue and 27th Street carries approximately 770 peak-hour AM trips and 983 PM trips. Overall, Telegraph Avenue currently carries approximately 12,880 average daily trips (ADT) and 27th Street carries approximately 10,938 ADT in the project vicinity. Thus, the minor AM and PM peak hourly differences due to the Proposed Project would not be noticeable in the context of the traffic volumes on the surrounding streets.

Occupational Safety and Health (Cal/OSHA. Title 8, Subchapter 7, Group 15, Article 105 of the California Code of Regulations (Control of Noise Exposure) sets noise exposure limits for workers, and requires employers who have workers that may be exposed to noise levels above these limits to establish a hearing conservation program, make hearing protectors available, and keep records of employee noise exposure measurements. The construction contractor for the Proposed Project would be subject to these regulations, and compliance with these Cal/OSHA regulations would ensure that the potential of construction workers to be exposed to excessive noise would be less than significant.

Occupants of the Proposed Project would be subject to ambient outdoor noise levels that range from 65 to 70 dBA L_{dn}.[63] This noise environment is regarded as "conditionally acceptable" community noise exposure levels for residential and business commercial. The City of Oakland General Plan indicates that development within a "conditionally acceptable" environment requires an analysis of noise-reduction requirements, and if necessary, noise-mitigation features in the design.

The implementation of SCA-NOI-7: Exposure to Community Noise (#66) would ensure compliance with the City of Oakland General Plan. This SCA requires noise reduction measures to be incorporated into building design based upon the recommendations of a qualified acoustical engineer. The noise reduction measures would be required to reduce interior noise levels to 45 dBA L_{dn} for residential units and 50 dBA L_{eq} for non-residential spaces (e.g., retail spaces and offices), in accordance with the 2016 California Building Standards Code. Sound Transmission Class (STC) rated windows, exterior doors (such as balcony doors), and exterior walls are commonly used to control interior noise from exterior sources. A STC rating roughly equals the decibel reduction in noise volume that a wall, window, or door can provide.[64] Given that the ambient noise environment at the project site currently ranges from about 65 to 70 dBA L_{dn}, the use of sound-rated windows, exterior doors, and exterior walls with STC ratings ranging from approximately STC 20 to 25 would need to be used in order to reduce interior noise levels from exterior sources to 45 dBA L_{dn} for residential units and 50 dBA L_{eq} for non-residential spaces, thereby satisfying the interior noise standards for both residential and non-residential spaces. The noise control measures are required to be submitted to the City of Oakland for review and approval prior to the issuance of a construction-related permit.

Construction and Operational Vibration and Cumulative Vibration (Criterion 4.11.e)

Construction activities can result in varying degrees of ground vibration, depending on the equipment, activity, and relative proximity to sensitive receptors. Typical vibration levels generated at a distance of 25 feet by construction equipment that could be used at the project site are summarized in Table 9. The potential construction-generated vibration levels at the nearest receptors, located within approximately 5 and 45 feet from the project site respectively, were calculated based on the reference levels at 25 feet. These estimated vibration levels are also summarized in Table 9. It should also be noted that the project site's proximity to sensitive receptors, and the types of construction equipment that would be used as part of the Proposed Project, are similar to other projects in downtown Oakland and other urban areas and are typical of urban infill projects.

Table 9. Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet (in/sec)	PPV at 5 Feet (in/sec)	PPV at 45 Feet (in/sec)	RMS at 25 Feet (VdB)	RMS at 5 Feet (VdB)	RMS at 45 Feet (VdB)
Large bulldozer	0.089	0.995	0.037	87	108	79

63 City of Oakland, 2005. City of Oakland General Plan, Noise Element, March.

64 U.S. Department of Housing and Urban Development, undated. Noise Notebook, Chapter 4 Supplement, Sound Transmission Class Guidance.

Caisson drilling	0.089	0.995	0.037	87	108	79
Small bulldozer	0.003	0.034	0.001	58	79	50

Source: FTA, 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06, May (for PPV and RMS vibration levels at 25 feet).
Notes: Based on vibration levels at 25 feet, the following propagation adjustment was applied to estimate PPV vibration levels at 10 feet, 60 feet, and 65 feet assuming:
$PPV2 = PPV1 \times (D1/D2)^{1.1}$
Where: PPV1 is the reference vibration level at a specified distance.
PPV2 is the calculated vibration level.
D1 is the reference distance (in this case 25 feet).
D2 is the distance from the equipment to the receiver.
(Source of the equation: Caltrans, 2013. Transportation and Construction Vibration Guidance Manual. September.)
Based on vibration levels at 25 feet, the following propagation adjustment was applied to estimate RMS vibration levels at 10 feet, 60 feet, and 65 feet assuming:
$RMS2 = RMS1 - 30 \log_{10} (D2/D1)$
Where: RMS1is the reference vibration level at a specified distance.
RMS2 is the calculated vibration level.
D1 is the reference distance (in this case 25 feet).
D2 is the distance from the equipment to the receiver.
RMS: Root Mean Square Amplitude (RMS) is the square root of the average of the squared values of the waveform.
PPV: Peak particle velocity
In/sec: Inch per second
VdB: Vibration velocity level

Tables 9 and 10 summarize the vibration criteria to prevent disturbance of occupants and to prevent damage to structures, respectively. In this analysis, the Occasional Events disturbance criterion is applied because the same kind of vibration events are not expected to occur over 70 times per day. This assumption is based on the variation in the types and locations of construction equipment used during construction over a typical workday (please also see footnote b in Table 10).

Table 10. Vibration Criteria to Prevent Disturbance – RMS (Vdb)

Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Residences and buildings where people normally sleep	72	75	80
Institutional land uses with primarily daytime use	75	78	83

Source: FTA, 2006. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06, May.
Notes:
[a] More than 70 vibration events of the same kind per day or vibration generated by a long freight train.
[b] Between 30 and 70 vibration events of the same kind per day.
[c] Fewer than 30 vibration events of the same kind per day.

Table 11. Vibration Criteria to Prevent Damage to Structures

Building Category	PPV (in/sec)	RMS (VdB)
Reinforced-concrete, steel or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA, 2006. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06, May.

As indicated in Table 9, construction-generated vibration levels could be up to 108 RMS VdB (Root Mean Square Amplitude of vibration velocity level) at the nearest adjacent residence to the east, which would exceed the 75 RMS VdB Occasional Events threshold of residences and buildings where people normally sleep. Vibration levels could be as high as 79 RMS VdB at the adjacent mixed-use (residential and commercial) buildings to the south of the project site. These vibration levels would exceed both the 75 RMS VdB Occasional Events threshold of residences and buildings where people normally sleep and the 78 RMS VdB Occasional Events threshold of daytime use disturbance at institutional buildings.[65] Beyond a distance of 50 feet (which is the case for other receptors such as those to the west and north of the project site), these thresholds would not be exceeded.

Although the nearest receptors surrounding the project site could be exposed to vibration levels above the 75 and 78 RMS VdB disturbance thresholds, the vibration would be temporary because the locations of grading, soil compaction, and other construction activities that would require the use of construction equipment with the potential to exceed the thresholds would vary over time across the site, and therefore the impacts of these activities on any given receptor would be of short duration. In addition, SCA-NOI-1: Construction Days/Hours (#61) would limit construction activities to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and would limit construction with the potential to generate extreme noise (which is often correlated with the potential to generate high vibration) to the hours between 8:00 a.m. and 4:00 p.m. This would restrict potential impacts to normal daytime hours, thereby reducing the likelihood of disturbing residents (i.e., through interfering with sleep). For these reasons, the potential for construction-generated vibration to disturb occupants of nearby buildings would be less than significant. Furthermore, construction vibration is exempt from the standard indicated in Chapter 17.120.060 of City of Oakland's Municipal Code, and therefore, the vibration generated by construction would not have the potential to exceed any regulatory standards.

The vibration level estimates in Table 9 indicate that the use of heavy construction equipment, such as bulldozers, would have the potential to generate vibration levels of up to 0.995 PPV in/sec (Peak particle velocity inch/second) at 5 feet, which exceeds the threshold of 0.12 PPV in/sec at which damage could occur to buildings that are extremely susceptible to vibration damage or the threshold of 0.20 PPV in/sec at which damage could occur for buildings of non-engineered timber or masonry (see Table 11).

Beyond a distance of 21 feet, the vibration threshold of 0.12 PPV in/sec would not be exceeded. Beyond a distance of 15 feet, the vibration threshold of 0.20 PPV in/sec would not be exceeded. The Proposed Project would be required to implement SCA-NOI-8: Vibration Impacts on Adjacent Structures or Vibration Sensitive Activities (#69), due to the proximity of construction activities to adjacent buildings. SCA-NOI-8 requires preparation of a Vibration Analysis to establish pre-construction baseline conditions and threshold levels of vibration, and identify design

[65] The disturbance threshold for institutional buildings is applied to surrounding commercial receptors, because commercial receptors have a primarily daytime use.

means and methods of construction that shall be utilized in order to not exceed the thresholds. The Vibration Analysis will specifically address the protection of the immediately adjacent structure 438440 26th Street.

Design considerations may include operating heavy-construction equipment as far away from vibration-sensitive sites as possible, using smaller, lighter pieces of construction equipment near the eastern project boundary, and not performing demolition, earth-moving, and other ground-impacting operations simultaneously. Implementation of the SCA-NOI-8 would reduce the potential of construction-generated vibration to cause damage to adjacent buildings to a less-than-significant level.

The Proposed Project does not include any sources that would generate vibration that would be perceptible to people during the operational period.

Cumulative Vibration

As discussed above under Cumulative Construction Noise, the construction of the 451 28th Street project could overlap with that of the Proposed Project. This discussion evaluates the potential for cumulative vibration impacts related to structural damage and disturbance to receptors.

As discussed under Project-specific vibration analysis above, the Proposed Project would not exceed the threshold of 0.12 PPV in/sec beyond a distance of 21 feet and 0.20 PPV in/sec beyond a distance of 15 feet. In addition, the Proposed Project would be required to implement SCA-NOI-8: Vibration Impacts on Adjacent Structures or Vibration Sensitive Activities (#69). Therefore, the Proposed Project's vibration impact related to structural damage would not be cumulatively considerable. Therefore, the cumulative construction-generated vibration damage impact to nearby buildings would be less than significant.

The vibration levels shown in Table 9 indicate that a receptor located within 45 feet of the Proposed Project and the 451 28th Street project could be exposed to cumulative vibration disturbance impacts. However, the exposure of a given receptor to disruptive levels of vibration would be limited to periods of time when construction equipment is simultaneously operating on multiple project sites within 45 feet of a given receptor. Due to the distance of the 451 28th Street project from the Proposed Project site (approximately 90 feet), cumulative construction-related vibration disruption impacts are not anticipated. This is consistent with the findings of both the 2010 Housing Element EIR and the 2011 Renewal Plan EIR, which found that construction vibration impacts resulting from cumulative development would be less than significant, because all cumulative projects would be required to incorporate the appropriate SCAs regarding construction.

Neither the Proposed Project nor the nearest cumulative project include any sources that would generate vibration that would be perceptible to people during the operational period.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not result in any new or more severe significant impacts related to noise and vibration than those identified in the Program EIRs. The Proposed Project would be required to implement City of Oakland's SCAs to reduce construction noise, minimize potential adverse vibration effects from project-related construction activities, require compliance with City of Oakland operational noise standards including for noise generated by the HVAC systems, and require the incorporation of noise reduction measures into the building's design, as identified in Attachment A at the end of the CEQA Checklist. For reference, these are: SCA-NOI-1: Construction Days/Hours (#61), SCA-NOI-2: Construction Noise (#62), SCA-NOI-3: Extreme Construction Noise (#63), SCA-NOI-4: Project-Specific Construction Noise Reduction Measures (#64); SCA-NOI-5: Construction Noise Complaints (#65), SCA-NOI-

6: Operational Noise (#67), SCA-NOI-7: Exposure to Community Noise (#66), and SCA-NOI-8: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#69).

4.12 Population and Housing

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extensions of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed;	■	□	□
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element; or Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element.	■	□	□

Program EIR Findings

Population, housing, and employment were analyzed in the Program EIRs. The 2011 Renewal Plan EIR, the 2010 Housing Element EIR, and the 2014 Addendum found all potential land use or policy impacts to be less than significant and therefore no mitigation measures or SCAs were required. The 1998 LUTE EIR cited a significant and unavoidable effect associated with increased employment in comparison to regional Association of Bay Area Governments projections, and thus, an increase in housing demand. It identified mitigation measures that would require the City to maintain a data base of underutilized parcels to identify potential areas of growth that could accommodate housing for the future workforce.

Project Analysis

Population Growth and Displacement of Housing and People (Criteria 4.12.a and 4.12.b)

The Proposed Project would demolish the existing building on the project site and construct a new mixed-use building with up to 225 residential units and approximately 6,039 square feet of commercial space. The Proposed

Project would not demolish or displace any existing housing units. The Proposed Project would result in an increase of approximately 473 new residents.[66]

Through infill growth and development, the Proposed Project would accommodate new residents or employees, as anticipated in the City's 2015-2023 Housing Element Update (2014), the 2011 Renewal Plan EIR, and the 1998 LUTE EIR. The Proposed Project aligns with the Oakland General Plan's policies that support additional housing opportunities in proximity to employment centers and alternative transportation options, like downtown Oakland.

Conclusion

Consistent with the findings of the Program EIRs, the Proposed Project would not result in any significant impacts related to population or housing. Further, based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of impacts identified in the Program EIRs. Nor would it result in new significant impacts related to population or housing that were not previously identified in the Program EIRs. The Program EIRs did not identify any mitigation measures or SCAs related to population and housing, and none would be required for the project.

4.13 Public Services, Parks, and Recreation Facilities

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: • Fire protection; • Police protection; • Schools; or • Other public facilities.	■	□	□
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.	■	□	□

[66] The population associated with the Proposed Project is based on the 2014 Alameda County Transportation Commission Model used in the transportation analysis, which assumes approximately 2.1 persons per residential unit, 3 persons per 1,000 square-feet of office, and 2.5 persons per 1,000 square-feet of retail.

Program EIR Findings

Public services, parks, and recreation were analyzed in the Program EIRs. The 2010 Housing Element EIR and its 2014 Addendum, and the 2011 Renewal EIR found all potential public services impacts to be less than significant and therefore no mitigation measures or SCAs were required. Furthermore, the 2011 Renewal Plan EIR cited mitigation measures to address open space, requiring residential development to provide open space to comply with City regulations. These mitigation measures were found to reduce any potential impacts to be less than significant. The 1998 LUTE EIR cited a significant and unavoidable effect associated with firefighting and evacuation constraints. It identified a mitigation measure, which would require the construction of a fire station in the North Oakland Hills to address the increase in population and housing.

Project Analysis

Public Services and Parks and Recreation (Criteria 4.13.a and 4.13.b)

The Proposed Project would create demands on public services typical of a mixed-use building containing 225 residential units with approximately 6,039 square feet of commercial space. However, the development would occur in an urban area already served by public services and recreation facilities. Program EIRs have consistently determined that the anticipated growth would not impose a burden on existing public services and would not create a significant impact. The Proposed Project would be subject to SCA-PS-1: Capital Improvement Impact Fee (#72), which require compliance with the requirements of the City of Oakland Capital Improvements Fee Ordinance (Chapter 15.74 of the Oakland Municipal Code).

The Proposed Project is within the development envelope analyzed in the Program EIRs and the increase in demand for public services is consistent with that analysis. Compliance with standard City practices would further ensure the Proposed Project would have no significant impacts related to services. In addition, adherence to the General Plan's Open Space, Conservation and Recreation Element Policy 3.1 would ensure that any potential impacts to recreational facilities are not significant.

The Proposed Project would increase student enrollment at local schools. Pursuant to Senate Bill 50, the project sponsor would be required to pay school impact fees, which are established to offset potential impacts from new development on school facilities. This would be deemed full and complete mitigation. The Proposed Project could also cause a minor increase in demand for police and fire protection services; however, it would not require the construction of new facilities or generate demand beyond that already anticipated by the Program EIRs. In addition, adherence to General Plan policies N.12.1, N.12.2, N.12.5, FI-1, and FI-2 would mitigate potential impacts to a less-than-significant level.

Conclusion

Consistent with the findings of the Program EIRs, the Proposed Project would not result in any significant impacts related to public services, parks, and recreation. The Proposed Project would be subject to SCA-PS-1: Capital Improvement Impact Fee (#72), which require compliance with the requirements of the City of Oakland Capital Improvements Fee Ordinance (Chapter 15.74 of the Oakland Municipal Code). Based on an examination of the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of impacts previously identified in the Program EIRs. Nor would it result in new significant impacts related to public services, parks, and recreation that were not previously identified in the Program EIRs.

4.14 Transportation

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle and pedestrian facilities (except for automobile level of service or other measures of vehicle delay); or	■	□	□
b. Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure); or	■	□	□
c. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network.	■	□	□

Program EIR Findings

Transportation and circulation were analyzed in the Program EIRs. The 2011 Renewal Plan EIR concluded that impacts relating to transportation and circulation would be less than significant after mitigation. The 1998 LUTE EIR and the 2010 Housing Element EIR and its 2014 Addendum identified significant and unavoidable impacts related to level of service (LOS) on several roadway segments.

Project Analysis

This section describes the potential impacts of the Proposed Project on the transportation system consistent with the City's Traffic Impact Review Guidelines.[67] A technical memorandum analyzing trip generation was prepared for the project (see Attachment H).

As shown Table 12, existing uses at the project site are estimated to generate approximately 807 daily trips and the Proposed Project would generate approximately 771 daily trips, resulting in a net reduction of 36 trips. The Proposed Project would result in 35 net new AM peak hour trips (9 inbound and 26 outbound), and a reduction of 12 net new PM peak hour trips (-13 inbound and 1 outbound). Figure 1 in Attachment H shows the project's trip distribution based on proposed driveways, existing travel pattern, location of surrounding land uses and roadway network in the vicinity of the project. Similar to current conditions, access to the project site would be through two driveways along 26th Street and 27th Street. The project would not change the existing travel pattern significantly

[67] On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the City of Oakland's CEQA Thresholds of Significance Guidelines related to transportation impacts consistent with Senate Bill 743. The revised thresholds remove automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. The recommendation aligns with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis with adopted plans and policies related to transportation, which promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

or assign more than 50 net new peak hour trips to any intersection adjacent to the project site. Therefore, based on the trip generation analysis, the project would not warrant further travel and transportation analysis such as Transportation Counts, Collision History and Analysis, Transportation Demand Management (TDM) Plan and Compliance, per the City's TIRG.

This section includes a discussion of significant/applicable topics under CEQA and planning related non-CEQA issues for transportation.

Table 12. Automobile Trip Generation Summary

Land Use	ITE Code	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	*Out*	*Total*	*In*	*Out*	*Total*
Proposed Uses										
Residential (MF-Mid-Rise)[1]	221	225	DU	1225	20	56	76	58	38	96
Commercial (Shopping Center)[2]	820	6.039	TSF	228	4	2	6	11	12	23
Subtotal				*1452*	*51*	*31*	*82*	*51*	*31*	*82*
Non-Auto Reduction (-46.9%)[3]				-681	-24	-15	-39	-24	-15	-39
Proposed Uses Subtotal				**771**	**27**	**16**	**43**	**12**	**31**	**43**
Existing Uses										
Restaurant[4] (Gogi Time)	931	7.500	TSF	629	3	3	6	39	19	59
Restaurant[4] (Blind Tiger)	931	9.800	TSF	822	4	4	8	51	25	76
Sam Won Billiards[5]	-	2.300	TSF	69	see note 6			4	2	6
Subtotal				*1,519*	*7*	*7*	*14*	*94*	*47*	*141*
Non-Auto Reduction (-46.9%)[3]				-713	-3	-3	-6	-44	-22	-66
Existing Uses Subtotal				*807*	*4*	*4*	*8*	*50*	*25*	*75*
Net New Project Trips (Proposed Uses Subtotal - Existing Uses Subtotal)				**-36**	**9**	**26**	**35**	**–13**	**1**	**-12**

Source: Dudek, 2019. (see Attachment H)
Notes: MF = Multi-Family; DU = Dwelling Unit; TSF = Thousand Square Feet

1 ITE Trip Generation (10th Edition) land use category 221 (Multi-Family Mid-Rise):
Daily: T = 5.45(X) - 1.75
AM Peak Hour: Ln(T) = 0.98Ln(X) - 0.98 (26% in, 74% out)
PM Peak Hour: Ln(T) = 0.96Ln(X) - 0.63 (61% in, 39% out)

2 ITE Trip Generation (10th Edition) land use category 820 (Shopping Center)
Daily: T = 37.75*X
AM Peak Hour: T = 0.94*X (62% in, 38% out)
PM Peak Hour: T= 3.81*X (48% in, 52% out)

3 Reduction of 46.9% assumed for non-auto modes (transit, bike, walk) based on City of Oakland Transportation Impact Review Guidelines, Land Use Development Projects, April 14, 2017, Table 2 Default of Oakland Trip Generation Adjustment Factors for urban environments within 0.5 miles of a BART station.

4 ITE Trip Generation (10th Edition) land use category 931 (Quality Restaurant)
Daily: T = 83.84*X
AM Peak Hour: T = 0.73*X (No split specified in ITE, therefore 50% in, 50% out was assumed)
PM Peak Hour: T= 7.80*X (67% in, 33% out)

5 The ITE Trip Generation rate does not have a specific trip rate for billiards use. In absence of adequate ITE trip rate data available for daily and adjacent street peak hour for similar recreational uses, the trip rate for Racquetball/ Health Club use from SANDAG's Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, was found to be most comparable to estimate the trip generation of the existing billiards establishment.
Daily: T = 30*X
AM Peak Hour: T = 4% of Daily Trips (60% in, 40% out)
PM Peak Hour: T= 9% of Daily Trips (60% in, 40% out)

6 The establishment operates between 3 PM to 1 AM, therefore no trips were assumed during the AM peak hour.

Consistency with Plan, Ordinances, or Policies addressing the Safety or Performance of the Circulation System (Criterion 4.14a)

The Proposed Project is consistent with applicable plans, ordinances, and policies, and would not cause a significant impact by conflicting with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay).

The LUTE, as well as the City's Public Transit and Alternative Mode and Complete Streets policies, state a strong preference for encouraging the use of non-automobile transportation modes, such as transit, bicycling, and walking. The Proposed Project would encourage the use of non-automobile transportation modes by providing residential and commercial uses in a dense, walkable urban environment that is well-served by local and regional transit.

The Proposed Project is consistent with both the City's Pedestrian Master Plan and Bicycle Master Plan as it would not make major modifications to existing pedestrian or bicycle facilities in the surrounding areas and would not adversely affect installation of future facilities. Furthermore, because the Proposed Project would not generate more than 50 peak hour trips, therefore, preparation and implementation of a TDM Plan is not required for the Proposed Project

Overall, the Proposed Project would not conflict with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, resulting in a less-than-significant impact. No mitigation measures would be required.

Vehicle Miles Travelled (Criteria 4.14.b and 4.14.c)

Many factors affect travel behavior, including density of development, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development that is located at a great distance from other land uses, in areas with poor access to non-single occupancy vehicle travel modes generate more automobile travel compared to development located in urban areas, where a higher density of development, a mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, most of Oakland has a lower VMT per capita and VMT per employee ratio than the nine-county San Francisco Bay Area. In addition, some neighborhoods of the city have lower VMT ratios than other areas of the city.

Estimating Vehicle Miles Travelled

Neighborhoods within Oakland are expressed geographically in transportation analysis zones (TAZs). The Metropolitan Transportation Commission (MTC) Travel Model includes 116 TAZs within Oakland that vary in size from a few city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in lower density areas in the hills. The project site is located within TAZ 979. TAZs are used in transportation planning models for transportation analysis and other planning purposes.

The MTC Travel Model is a model that assigns all predicted trips within, across, to, or from the nine-county San Francisco Bay Area onto the roadway network and the transit system, by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario.

The MTC Travel Model estimates travel behavior based on the following inputs:

- Socioeconomic data developed by the Association of Bay Area Governments
- Population data created using 2000 US Census and modified using the open source PopSyn software
- Zonal accessibility measurements for destinations of interest
- Travel characteristics and automobile ownership rates derived from the 2010 Bay Area Travel Survey
- Observed vehicle counts and transit boardings

The daily VMT output from the MTC Travel Model is provided per capita for residential uses and per worker for non-residential/office/commercial uses from a tour-based analysis. The tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from the project site. In this way, all of the VMT for an individual resident or employee is included; not just trips into and out of the person's home or workplace. The tour-based approach would add up the total amount driven and assign the daily VMT to this resident for the total number of miles driven on the entire tour.

Based on the MTC Travel Model, the regional average daily VMT per capita is 15 miles under 2020 conditions and 13.8 miles under 2040 conditions; the regional average daily VMT per worker is 21.8 miles under 2020 conditions and 20.3 miles under 2040 conditions (Table 13).

Thresholds of Significance for Vehicle Miles Travelled

The following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project would cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15%
- For office projects, a project would cause substantial additional VMT if it exceeds the existing regional VMT per employee minus 15%
- For retail projects, a project would cause substantial additional VMT if it results a net increase in total VMT

Screening Criteria

VMT impacts would be less than significant for a project if any of the identified screening criteria are met:

1. Small Projects: The project generates fewer than 100 vehicle trips per day
2. Low-VMT Areas: The project meets map-based[68] screening criteria by being located in an area that exhibits below threshold VMT, or 15% or more below the regional average
3. Near Transit Stations: The project is located in a Transit Priority Area or within a ½ mile of a Major Transit Corridor or Stop,[69] and satisfies the following:

- Has a Floor Area Ratio (FAR) of more than 0.75

[68] City of Oakland, 2020. Planning and Zoning Information Viewer, per capita and per employee VMT information for year 2020 and year 2040 for TAZs. Accessed at http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=3676148ea4924fc7b75e7350903c7224.

[69] Major transit stop is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

- Does not include more parking for use by residents, customers, or employees of the project than other typical nearby uses, or more than required by the City (if parking minimums pertain to the site) or allowed without a conditional use permit (if minimums and/or maximums pertain to the site)
- Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the MTC)

Impact Analysis

The section below describes how the Proposed Project would meet the VMT screening criteria.

- Criterion #1: Small Projects – As described above, although the Proposed Project would generate more than 100 trips per day (771 daily trips), compared with the daily trips (807 daily trips) generated by existing uses at the project site, the Proposed Project would result in a in a net reduction of 36 daily trips with 35 net new AM peak hour trips and reduction of 12 net new PM peak hour trips. Therefore, it is presumed that the Proposed Project meets criterion #1.
- Criterion #2: Low-VMT Area – Table 13 provides the 2020 and 2040 VMT for TAZ 979, the TAZ in which the project site is located, as well as applicable VMT thresholds of 15% below the regional average. As shown in Table 13, the 2020 and 2040 average daily VMT per capita and VMT per worker in the project TAZ is more than 15% below the regional averages. Therefore, the Proposed Project would not result in substantial additional VMT and project impacts with respect to VMT would be less than significant.

Table 13. Daily Vehicle Miles Traveled per Capita

	Bay Area				TAZ 979[3]	
	2020		*2040*			
Land Use	*Regional Average*	*Regional Average Minus 15%*	*Regional Average*	*Regional Average Minus 15%*	*2020*	*2040*
Residential (VMT per capita)[1]	15.0	12.8	13.8	11.7	5.3	4.9
Office and Commercial (VMT per worker)[2]	21.8	18.5	20.3	17.3	17.0	14.8

Source: Dudek, 2019.
Notes:
1 MTC Model results at analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerCapita and accessed in December 2019.
2 MTC Model results at analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerWorker and accessed in December 2019.
3 The project site is located in TAZ 979.

- Criterion #3: Near Transit Stations – The Proposed Project would be located within 0.5-mile from the 19th Street BART Station and within 0.5-mile of frequent bus transit routes including Alameda-Contra Costa County Transit District (AC Transit) Routes 51A, 851, and the Broadway Shuttle along Broadway and Routes 6 and 800 along Telegraph Avenue. The Proposed Project would satisfy Criterion #3 because it would also meet the following three conditions for this criterion:
    - The Proposed Project would have a floor area ratio (FAR) of 6.45, which is greater than 0.75.
    - The Proposed Project would include 166 parking spaces for the project residents and is requesting a waiver from the retail parking requirements as described further below (see Table 15). Therefore, the Proposed Project would not include more parking for residents, customers, or employees of the project than other typical nearby uses, or more than required by the City.

- The Proposed Project is located within the Downtown Priority Development Area (PDA) as defined by Plan Bay Area and is therefore consistent with the region's Sustainable Communities Strategy.

Vehicle Miles Travelled Screening Conclusion

The Proposed Project would meet the three criteria—Small Projects (#1), Low-VMT Area (#2), and the Near Transit Stations (#3)—and is therefore presumed to have a less–than-significant impact on VMT.

Planning-Related Non-CEQA Issues Discussion

This section discusses transportation-related topics that are not considerations under CEQA but are evaluated to inform decision makers and the public about these issues.

Project Access and Circulation

Proposed project's impacts to geometric design features and emergency access as well as access and circulation for various travel modes in and around the site are described below.

Vehicle Access and On-Site Circulation Impacts

Road closures during project construction are unlikely. Construction activity would be temporary and would not change the existing traffic circulation network in the project vicinity. The Proposed Project would be subject to SCA-TRANS-2: Construction Activity in the Public Right-of-Way (#74), which requires preparation of a Traffic Control Plan, in the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks.

The Proposed Project would include three-level parking stackers in the parking garage which would be accessed at the ground level through driveways on 26th and 27th Street, approximately 150 feet east of Telegraph Avenue. The garage would provide 166 parking spaces consisting of 160 spaces in mechanized stackers and six-at grade spaces. A gate at both of the access driveways on 26th and 27th Street would restrict access into and out of the garage. Both the driveways would allow for inbound and outbound vehicular movement from the garage. Since the building is offset by 30 feet on the project site, the inbound access driveway would provide queuing space for about one car before the queue would spill-back onto the sidewalk on 27th Street or 26th Street.

The Proposed Project driveway would provide adequate sight distance between exiting motorists and pedestrians on the adjacent sidewalk, because it would provide a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian 10 feet away on each side of the driveway. However, the project driveway may not provide adequate sight distance between exiting motorists and both automobiles and bicycles traveling on 26th and 27th Street.

Recommendation 1: While not required to address a CEQA impact, the following should be considered as part of the final design for the Proposed Project:

To ensure adequate sight distance for vehicles, prohibit on-street parking along project frontage on 26th and 27th Street for 20 feet on the east and west sides of the driveway.

Bicycle Access and Bicycle Parking

Chapter 17.117 of the Oakland Municipal Code requires long-term and short-term bicycle parking for new buildings. Long-term bicycle parking includes lockers or locked enclosures and is meant to accommodate residents, employees, and others expected to park more than two hours. Short-term bicycle parking includes bicycle racks

and is meant for visitors, customers, and others expected to park not more than two hours. The Code requires one long-term bicycle parking space for every four multi-family dwelling units and one short-term bicycle parking space for every 20 multi-family dwelling units (per 17.117.090, Required Bicycle Parking – Residential Activities). For commercial uses (assumed retail), the Code requires one space for each 12,000 square feet of floor area or a minimum of two parking spaces of long-term parking and one space for each 2,000 square feet of floor area or a minimum of two parking spaces of short-term parking.

Table 14 summarizes the bicycle parking requirement for the project. The Proposed Project is required to provide 58 long-term and 14 short-term parking spaces. As shown in Table 14, the project proposes to provide 57 long-term and 12 short-term bicycle parking spaces. Chapter 17.117.070 of the Oakland Municipal Code specifies location and design standards of required bicycle parking. Long-term bicycle parking must be on-site, or within 500-feet of the building entrance, and short-term parking must be within 50-feet of the building entrance. The bicycle parking areas should be well-lit and not impede pedestrian accessibility.

There is an existing bikeway along Telegraph Avenue which is protected in the southbound direction between 26thand 27th Street, and a Class 2 bicycle lane in the northbound direction along 27th Street adjacent to the project site.

Recommendation 2: While not required to address a CEQA impact, the following recommendation should be considered as part of the final design for the project (consistent with SCA-TRANS 3: Bicycle Parking (#75)

Provide one additional long-term and two additional short-term bicycle parking spaces, to provide a total of 58 long-term and 14 short-term bicycle parking spaces.

Table 14. Bicycle Parking Requirements

Land Use	Size[a]	Long-Term		Short-Term	
		Spaces per Unit[b]	*Spaces*	*Spaces per Unit[b]*	*Spaces*
Residential	225 DU	1:4 DU	56	1:20 DU	11
Commercial (Assumed Retail)	6.039 KSF	minimum	2	1:2 KSF	3
Total Required Bicycle Spaces			*58*		*14*
Total Bicycle Parking Provided			57		12
Bicycle Parking Deficit			**1**		**2**

Source: Dudek, 2019
Notes:
[a] DU = dwelling unit; KSF = 1,000 square feet.
[b] Based on Oakland Municipal Code Sections 17.117.090 and 17.117.110.

Pedestrian Access and On-Site Circulation Impacts

The residential uses would be accessible from an entrance lobby on Telegraph Avenue and retail uses would be accessible from individual entrance to the spaces from 27th and 26th Streets and Telegraph Avenue. Telegraph Avenue, 27th Street and 26th Street currently have a 15-foot-wide, a 12-foot-wide and a 9-foot-wide sidewalk, respectively, on the site frontage. The Proposed Project would not result in any changes to the sidewalk widths.

Currently, diagonal curb ramps are provided on all corners across all approaches to the intersections of Telegraph Avenue and 27th Street and Telegraph Avenue and 26th Street. Marked crosswalks along with count-down pedestrian signal heads in both directions of all four pedestrian crossings at the intersection of Telegraph Avenue

and 27th Street. At the intersection of Telegraph Avenue and 26th Street, marked crosswalks are currently provided across all approaches except along the west leg of 26th Street because 26th Street terminates at this intersection.

Recommendation 3: While not required to address a CEQA impact, the following should be considered as part of the final design for the Proposed Project:

Update all corners of the approaches to the project site from diagonal to directional curb ramps.

Transit Access Impacts

Transit service providers in the project vicinity include BART and Alameda Contra-Costa Transit District (AC Transit). As described above, the nearest BART stations to the project site are 19th Street BART Station, about 0.5-mile south of the project site and the MacArthur BART Station is approximately 1-mile northwest of the site. The Proposed Project would not modify access between the project site and the BART stations.

AC Transit is the primary bus service provider in the City of Oakland. AC Transit operates routes 51A, 851, and the Broadway Shuttle along Broadway. AC Transit also operates Routes 6 and 800 along Telegraph Avenue.

No changes to the bus routes operating in the vicinity of the Proposed Project are planned and the Proposed Project would not modify access between the project site and these bus stops.

Emergency Access Impacts

The Proposed Project is not expected to result in inadequate emergency access because it would not interfere with vehicle traffic and emergency access off of the public street. Therefore, the Proposed Project is not expected to cause a change to the emergency access points for the project site and surrounding parcels.

The Proposed Project's potential impacts related to pedestrian, bicycle, transit, emergency access, and design and incompatible use considerations would be less than significant. Overall, the Proposed Project would not increase hazards due to a geometric design feature or result in inadequate emergency access. The Proposed Project would have a less-than-significant impact related to access and circulation.

Automobile Parking

Although parking is not an environmental impact required for evaluation under CEQA, this section summarizes parking supply and demand for automobiles. The Proposed Project would provide 166 spaces consisting of 160 spaces in mechanized three-level parking stackers (16 of which would be electric vehicle stalls), and six at-grade spaces, of which five would be Americans with Disabilities Act accessible spaces and one would be an electric vehicle van space. The parking spaces would be unbundled for residential units, meaning it would be leased separately from the residential units.

Parking Requirements

Per the City of Oakland Municipal Code Sections 17.116.060 and 17.116.080, the Proposed Project, which is in the Community Commercial 2 (CC-2) zone is required to provide a minimum of 225 parking spaces (1 per residential unit) and all spaces must be unbundled. However, a parking exemption and reduction is allowed per Municipal Code Section 17.116.110.C1 for projects that are in a transit accessible area and provide demand management

measures. Because the Proposed Project would provide certain measures to meet this requirement, up to 30% reduction is anticipated for the Proposed Project (0.7 spaces per residential unit).

In addition, per Section 17.116.080, the general retail component of the Proposed Project would require one parking space per 600 square feet of ground floor retail.

Table 15 presents the off-street automobile parking requirements for the Proposed Project per City Code. The Proposed Project is required to provide 168 vehicular parking spaces; however, the project would provide 166 parking spaces. As part of the State Density Bonus waivers and incentives, the Proposed Project would request for a waiver of the retail parking and loading requirements.

In addition, the Proposed Project would be subject to SCA-TRANS-1: Plug-in Electric Vehicle (PEV) Charging Infrastructure (#80), which requires the developer to submit plans that show the location of parking spaces equipped with full electrical circuits and show sufficient electrical capacity to supply the required PEV-Ready parking spaces.

Table 15. Automobile Parking Code Requirements

Land Use	Size[a]	Parking Required
Residential[b]	225 DU	158[c]
Retail (Assumed Restaurant)[d]	6.039KSF	10
Total Required		*168*
Total Parking Provided for Project		*166*
Parking Deficit		**2**

Source: Dudek, 2019.

Notes:

[a] DU = dwelling unit; KSF = 1,000 square feet

[b] City of Oakland Municipal Code Section 17.116.060, the residential component of the Proposed Project would be required to provide one parking space per residential unit.

[d] City of Oakland Municipal Code Section 17.116.110.C1, for projects that provide demand management measures can utilize a parking reduction. A 30% reduction can be applied utilizing the Transit Accessible Areas criteria.

[d] City of Oakland Municipal Code Section 17.116.080, the general retail component of the Proposed Project would require one parking space per 600 square feet of ground floor retail.

Loading Requirements

City Municipal Code Section 17.116.120 requires off-street loading facilities for residential uses and City Municipal Code Section 17.116.140 requires off-street loading facilities for commercial uses. The requirement for residential facilities that have more than 50,000 square feet of floor area is one off-street loading dock. The City Municipal Code Section 17.116.30 requires no loading dock for office and retail uses less than 10,000 square feet. Based on City Code, the Proposed Project is required to provide one off-street loading dock for the residential component and no dock for the retail components. The Proposed Project would provide one off-street loading space at the ground level that would be accessed from 26th Street. The project site plan would accommodate a vehicle to maneuver and back into the loading space if needed.

Conclusion

Based on the analysis and the findings and conclusions of the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would

it result in new significant impacts related to transportation and circulation that were not identified in the Program EIRs. Additionally, independent of CEQA, the City will require implementation of SCA-TRANS-1: Plug-in Electric Vehicle (PEV) Charging Infrastructure (#80), SCA-TRANS-2: Construction Activity in the Public Right-of-Way (#74), SCA-TRANS-3: Bicycle Parking (#75), and SCA-TRANS-4: Transportation Impact Fee (#78), as identified in Attachment A. Implementation of these SCAs would further minimize the already less-than-significant transportation impacts.

4.15 Utilities and Service Systems

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board; Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects; Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	■	□	□
b. Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	■	□	□
c. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects; Violate applicable federal, state, and local statutes and regulations related to solid waste;	■	□	□

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
d. Violate applicable federal, state and local statutes and regulations relating to energy standards; or Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects.			

Program EIR Findings

Utilities and service systems were analyzed in the Program EIRs. The 2011 Renewal Plan EIR and the 2010 Housing Element EIR and its 2014 Addendum found all potential utilities and service system impacts to be less than significant and therefore no mitigation measures or SCAs were required. The 1998 LUTE EIR found potential impacts from heightened water demand, sewer flows, and drainage problems to be less than significant. The 1998 LUTE EIR also identified a significant and unavoidable impact associated with increased population in areas where firefighting and evacuation are constrained. Downtown Oakland was not an area identified as a constrained area.

Project Analysis

Water, Wastewater, Stormwater, Electrical Power, Natural Gas, and Telecommunication (Criteria 4.15.a and 4.15.b)

The Proposed Project is within the development envelope analyzed in the Program EIRs and the increase in demand for utilities and service systems is consistent with that analysis. The project design and construction would incorporate sustainable measures associated with energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. City SCAs that would address potential impacts on water, wastewater and stormwater include: SCA-UTIL-5: Sanitary Sewer System (#86) and SCA-UTIL-6: Storm Drain System (#87), SCA-UTIL-7: Water Efficient Landscape Ordinance (WELO) (#89), and SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48).

Wastewater generated by the Proposed Project would be subject to both primary and secondary treatment and would not violate the wastewater treatment requirements of the San Francisco Bay RWQCB. The Program EIRs determined that development would have less-than-significant impacts related to stormwater. Much of the analyzed area is composed of impervious surfaces and new development would likely decrease storm-drain runoff, because projects would be required to incorporate additional pervious areas through landscaping, in compliance with City of Oakland requirements. The Proposed Project would not add new impervious surfaces and would not increase runoff that could exceed the capacity of existing storm water drainage systems. In addition, as discussed in Section IV.I,

Hydrology and Water Resources, the Proposed Project would be subject to SCA-HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects (#53).

Development under the Proposed Project would result in less-than-significant impacts related to energy standards and use. The Proposed Project would comply with the standards of Title 24 of the California Code of Regulations. The implementation of SCA-UTIL-2: Underground Utilities (#82) requires all projects to relocate all new gas, electric, cable, and telephone facilities underground. SCA-UTIL-4: Green Building Requirements (#84) requires compliance with the green building ordinance.

Solid Waste Services (Criterion 4.15.c)

As described in the Program EIRs, impacts associated with solid waste would be less than significant. Nonhazardous solid waste in the analyzed area is ultimately hauled to the Altamont Landfill and Resource Facility. The landfill is able to accept unlimited tons for disposal from Alameda County and would have sufficient capacity to accept waste generated by development under the Proposed Project.[70] In addition, implementation of SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling (#81) and SCA-UTIL-3: Recycling Collection and Storage Space (#83), pertain to waste reduction and recycling collection. Implementation of these SCAs would ensure no significant impacts related to solid waste would occur.

Energy (Criterion 4.15.d)

Development of the Proposed Project would result in less-than-significant impacts related to energy standards and use as described above in Chapter 4.5, Energy. The Proposed Project would comply with Title 24 of the California Code of Regulations, SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling (#81), SCA-UTIL-3: Recycling Collection and Storage Space (#83), and SCA-UTIL-4: Green Building Requirements (#84) which would further reduce potential energy-related impacts.

Conclusion

Consistent with the findings of the Program EIRs, the Proposed Project would not result in any significant impacts related to utilities or service systems. Further, based on an examination of the analysis, findings, and conclusions of the Program EIRs, implementation of the Proposed Project would not substantially increase the severity of significant impacts identified in the Program EIRS. Nor would it result in new significant impacts related to utilities and service systems that were not identified in the Program EIRs. The Program EIRs did not identify any mitigation measures related to utilities and service systems, and none would be required for the project.

As identified in Attachment A, the Proposed Project would implement SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling (#81), SCA-UTIL-2: Underground Utilities (#82), SCA-UTIL-3: Recycling Collection and Storage Space (#83), SCA-UTIL-4: Green Building Requirements (#84), SCA-UTIL-5: Sanitary Sewer System (#86), SCA-UTIL-6: Storm Drain System (#87), and SCA-UTIL-7: Water Efficient Landscape Ordinance (WELO) (#89), as well as SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48) and SCA-HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects (#53), to ensure no significant CEQA impacts related to utilities occur. Implementation of these SCAs would further minimize the already less-than-significant utilities and service system impacts.

[70] Waste Management. 2020. Altamont Landfill. http://altamontlandfill.wm.com/index.jsp. Accessed April 15, 2020.

Attachment A

Standard Conditions of Approval and Reporting Program

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The City of Oakland's Uniformly Applied Development Standards adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs) were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code section 21083.3) and have been incrementally updated over time.[71] The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System [NPDES] permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/Landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects.

These SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project's environmental impacts. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project's environmental effects.

In reviewing project applications, the City determines which SCAs apply based upon the zoning district, community plan, and the type of permits/approvals required for the project. The City also will determine which SCAs apply to a specific project based on the specific project type and/or project site characteristics. Because these SCAs are mandatory City requirements imposed on a city-wide basis, environmental analyses assume these SCAs will be implemented by the project, and these SCAs are not imposed as mitigation measures under CEQA.

All SCAs identified in the CEQA Analysis—which is consistent with the measures and conditions presented in the City of Oakland General Plan, the 1998 Land Use and Transportation EIR, the 2010 Housing Element EIR and 2014 Addendum, and the 2011 Renewal Plan EIR —are included herein. To the extent that any SCA identified in the CEQA Analysis was inadvertently omitted, it is automatically incorporated herein by reference.

- The first column identifies the SCA applicable to that topic in the CEQA Analysis.
- The second column identifies the monitoring schedule or timing applicable to the project.
- The third column names the party responsible for monitoring the required action for the project.

In addition to the SCAs identified and discussed in the CEQA Analysis, other SCAs that are applicable to the project are included herein.

The project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific SCA, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCAs will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—i.e., **SCA-AIR-1**, **SCA-AIR-2**, etc. The SCA title are also provided—i.e., **SCA-AIR-1: Dust Controls – Construction Related (#20)**.

[71] SCAs were last revised January 24, 2020.

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
Aesthetics, Shadow and Wind			
SCA-AES-1 *Trash and Blight Removal* (#16). The project applicant and his/her successors shall maintain the property free of blight, as defined in Chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.	Ongoing	N/A	Bureau of Building
SCA-AES-2: *Graffiti Control* (#17). a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include: i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required.	Ongoing	N/A	Bureau of Building
SCA-AES-3: *Landscape Plan* (#18). a. *Landscape Plan Required* The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of Chapter 17.124 of the Planning	a. Prior to approval of construction-related permit b. Prior to building permit final c. Ongoing	a. Bureau of Planning b. Bureau of Planning c. N/A	a. N/A b. Bureau of Building c. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan. b. *Landscape Installation* The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid. c. *Landscape Maintenance* All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.			
SCA-AES-4: *Lighting* (#19). Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to building permit final	N/A	Bureau of Building
Air Quality			
SCA-AIR-1: *Dust Controls – Construction Related (#20).* The project applicant shall implement all of the following applicable dust control measures during construction of the project: a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Limit vehicle speeds on unpaved roads to 15 miles per hour. e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. h. Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). i. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. j. When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity. k. Post a publicly visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours. l. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.			
SCA-AIR-2: *Criteria Air Pollutant Controls – Construction Related (#21).* The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable: a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the	a-f. During Construction	a-f. N/A	a-f. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met. *[The additional measures g. criteria Air Pollutant Reduction Measures and h. Construction Emissions Minimization Plan do not apply to the Proposed Project.]*			
SCA-AIR-3: *Diesel Particulate Matter Controls – Construction Related (#22).* *a. Diesel Particulate Matter Reduction Measures.* The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to	a. Prior to issuance of construction related permit (i) During construction (ii)	a. Bureau of Planning b. Bureau of Planning	a. Bureau of Building b. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
diesel particulate matter (DPM) from construction emissions. The project applicant shall choose **one** of the following methods: *i.* The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction. ***-or-*** *ii.* All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract. *b. Construction Emissions Minimization Plan (if required by a above)* The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of	b. Prior to issuance of a construction related permit		

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
building permits. The Emissions Plan shall include the following: *i.* An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. *ii.* A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.			
SCA-AIR-4: *Asbestos in Structures* (#26). The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code Sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction
SCA-AIR-5: *Exposure to Air Pollution (#23).* *a. Health Risk Reduction Measures*. The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose **one** of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction	a. Prior to approval of construction related permit b. Ongoing	a. Bureau of Planning b. N/A	a. Bureau of Building b. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable. ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: • Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. • Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). • Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. • The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods. • Sensitive receptors shall be located on the upper floors of buildings, if feasible. • Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwood *(Sequoia sempervirens*).			

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
• Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible. • Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible. • Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: o Installing electrical hook-ups for diesel trucks at loading docks. o Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. o Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels. o Prohibiting trucks from idling for more than two minutes. Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented. *b. Maintenance of Health Risk Reduction Measures.* The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.			
SCA-AIR -6: Truck-Related Risk Reduction Measures (Toxic Air Contaminants)(#25)			
Biological Resources			
SCA-BIO-1: Tree Removal During Bird Breeding Season (#29). To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If	Prior to removal of trees	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.			
SCA-BIO-2: *Tree Permit (#30)* *a. Tree Permit Required* Pursuant to the City's Tree Protection Ordinance (OMC Chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit. *b. Tree Protection During Construction* Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist: i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No	a. Prior to approval of construction-related permit b. During construction c. Prior to building permit final	a. Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building b. Public Works Department, Tree Division c. Public Works Department, Tree Division	a. Bureau of Building b. Bureau of Building c. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.			
iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.			
iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.			
v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.			
vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.			
c. Tree Replacement Plantings			

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria: i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of			

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
planting shall be replanted at the project applicant's expense.			
Cultural Resources			
SCA-CUL-1: *Archaeological and Paleontological Resources – Discovery During Construction* (#32). Pursuant to CEQA Guidelines Section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the Proposed Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.			
SCA-CUL-2: *Human Remains – Discovery During Construction* (#34). Pursuant to CEQA Guidelines Section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.	During construction	N/A	Bureau of Building
Geology, Soils and Geohazards			
SCA-GEO-1: *Construction-Related Permit(s)* (#36). The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-GEO-2: *Soils Report* (#37). The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
SCA-GEO-3: *Seismic Hazards Zone (Landslide/Liquefaction)* (#39). The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction related permit	Bureau of Building	Bureau of Building
Hazards and Hazardous Materials			
SCA-HAZ-1: *Hazardous Building Materials and Site Contamination* (#43). *a. Hazardous Building Materials Assessment* Requirement: The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by state or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. *b. Environmental Site Assessment Required:* The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial	a. Prior to approval of demolition, grading, or building permits b. Prior to approval of construction-related permit c. Prior to approval of construction-related permit d. During construction	a. Bureau of Building b. Applicable regulatory agency with jurisdiction c. Bureau of Building d. N/A	a. Bureau of Building b. Applicable regulatory agency with jurisdiction c. Bureau of Building d. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
action and required clearances by the applicable local, state, or federal regulatory agency. c. *Health and Safety Plan Required:* The project applicant shall submit a Health and Safety Plan for review and approval by the City to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan. d. *Best Management Practices Required for Contaminated Sites:* The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following: i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.			
SCA-HAZ-2: *Hazardous Materials Related to Construction* (#42). The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals;	During Construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.			

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
Hydrology and Water Quality			
SCA-HYD-1: *Erosion and Sedimentation Control Plan for Construction (#48).* a. *Erosion and Sedimentation Control Plan Required* The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment. b. *Erosion and Sedimentation Control During Construction* The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.	a. Prior to approval of construction-related permit b. During construction	a. Bureau of Building b. N/A	a. N/A b. Bureau of Building
SCA-HYD-2: *NPDES C.3 Stormwater Requirements for Regulated Projects* (#53).	a. Prior to approval of construction-related permit	a. Bureau of Planning; Bureau of Building	a. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
a. *Post-Construction Stormwater Management Plan Required* The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. b. *Maintenance Agreement Required* The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following: i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; 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 maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.	b. Prior to building permit final	b. Bureau of Building	b. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
Noise			
SCA-NOI-1: *Construction Days/Hours* (#61). The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.	During construction	N/A	Bureau of Building
SCA-NOI-2: *Construction Noise* (#62). The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.			
SCA-NOI-3: *Extreme Construction Noise (#63).* a. *Construction Noise Management Plan Required* Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement quiet pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;	a. Prior to approval of construction-related permit b. During construction	a. Bureau of Building b. Bureau of Building	a. Bureau of Building b. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. *b. Public Notification Required* The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.			
SCA-NOI-4: *Project-Specific Construction Noise Reduction Measures (#64).* The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on **438–440 26th Street, 434 26th Street, and 2538 Telegraph Avenue**. The project applicant shall implement the approved Plan during construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-NOI-5: *Construction Noise Complaints (#65).* The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include: a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.			
SCA-NOI-6: *Operational Noise* (#67). Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing	N/A	Bureau of Building
SCA-NOI-7: *Exposure to Community Noise* (#66). The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following: a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA-NOI-8: *Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities* (#69). The project applicant shall submit a vibration analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located at **438–440 26th Street**. The vibration analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.	Prior to construction	Bureau of Building	Bureau of Building
Public Services			
SCA-PS-1: *Capital Improvements Impact Fee (#72).* The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (Chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
Transportation and Circulation			
SCA-TRANS-1: *Plug-In Electric Vehicle (PEV) Charging Infrastructure (#80).* a. *PEV-Ready Parking Spaces* The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e., "PEV-Ready) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces. b. *PEV-Capable Parking Spaces* The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.	a. Prior to Issuance of Building Permit b. Prior to Issuance of Building Permit	a. Bureau of Building b. Bureau of Building	a. Bureau of Building b. Bureau of Building
SCA-TRANS-2: *Construction* Activity *in the Public Right-of-Way* (#74). *a. Obstruction Permit Required* The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks. *b. Traffic Control Plan Required* In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities	a. Prior to Approval of Construction Related Permit b. N/A c. Prior to Building Permit Final	a.Department of Trans-portation b.Department of Trans-portation c. N/A	a.Department of Trans-portation b.Department of Trans-portation c. Department of Trans-portation

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
in Construction Zones. The project applicant shall implement the approved Plan during construction. *c. Repair City Streets* The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.			
SCA-TRANS-3: *Bicycle Parking* (#75)**.** The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (Chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA-TRANS-4: *Transportation Impact Fee* (#78). The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (Chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
Utilities and Service Systems			
SCA-UTIL-1: *Construction and Demolition Waste Reduction and Recycling* (#81). The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (Chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.	Prior to approval of construction-related permit	Public Works Department, Environ-mental Services Division	Public Works Department, Environ-mental Services Division
SCA-UTIL-2: *Underground Utilities* (#82). The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities,	During Construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.			
SCA-UTIL-3: *Recycling Collection and Storage Space* (#83). The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (Chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA-UTIL-4*: Green Building Requirements* (#84)*.* *a. Compliance with Green Building Requirements During Plan-Check* The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code). i. The following information shall be submitted to the City for review and approval with the application for a building permit: • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the	a. Prior to approval of construction-related permit b. During Construction c. Prior to final approval	a. Bureau of Building b. N/A c. Bureau of Planning	a. N/A b. Bureau of Building c. Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. ii. The set of plans in subsection (i) shall demonstrate compliance with the following: • CALGreen mandatory measures. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories. b. *Compliance with Green Buildings Requirements During Construction* The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. c. *Compliance with Green Building Requirements After Construction* Prior to the finaling the Building Permit, the Green Building Certifier shall submit the appropriate			

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
documentation to City staff and attain the minimum required point level.			
SCA-UTIL-5: *Sanitary Sewer System (#86).* The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.	Prior to approval of construction-related permit	Public Works Department, Department of Engineering and Construction	N/A
SCA-UTIL-6: *Storm Drain System (#87).* The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-UTIL-7: *Water Efficient Landscape Ordinance (WELO) (#89).* The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link below: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%2 0-%200fficial%20CCR%20pages.pdf. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less, the project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. *Prescriptive Measures:* Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see page 38.14(g) in the link above). *Performance Measures:* Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	*Initial Approval*	*Monitoring/ Inspection*
a. Project Information: i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, viii. Project contacts, and ix. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." *b.* Water Efficient Landscape Worksheet i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use *c.* Soil Management Report *d.* Landscape Design Plan *e.* Irrigation Design Plan, and *f.* Grading Plan Upon installation of the landscaping and irrigation systems, and prior to the final of a construction- related permit, the Project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee.			

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Attachment B

Project Consistency with Community Plan or Zoning, Per CEQA Guidelines Section 15183

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Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "…projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

Proposed Project

The Proposed Project would be located in a formerly developed site in urban downtown Oakland. It would demolish an existing one-story commercial building and construct a new approximately 255,199-gross-square-foot mixed-use residential building. The Proposed Project includes up to 225 residential units and approximately 6,039 square feet of commercial space. The building would be eight stories and approximately 90-foot-tall.

Project Consistency

The City of Oakland completed an update of the General Plan LUTE in March 1998. The LUTE includes the City's current Land Use and Transportation Diagram as well as strategies, policies, and priorities for Oakland's development and enhancement during a two-decade period. The EIR certified for the LUTE is used to simplify the task of preparing environmental documents on later projects that occur as a result of LUTE implementation.

Section 15183(a) of the CEQA Guidelines states that "…projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

As discussed in detail in Chapter 1 of this document, the analysis in the 1998 LUTE EIR and the 2010 Housing Element EIR and 2014 Addendum, are considered the qualified planning level CEQA documents for this assessment, pursuant to CEQA Guidelines Section 15183.

1998 General Plan Land Use and Transportation Element and EIR

As determined by the City of Oakland Bureau of Planning, the proposed land uses are permitted in the zoning district in which the Proposed Project is located, making the project consistent with the bulk, density, and land uses envisioned for the project site, as outlined below.

- The General Plan land use designation for the site is Community Commercial. This classification applies to land uses that include large shopping centers, specialty shopping centers, and other retail establishments that serve the community at large. Residential land uses may be appropriate in this district, particularly as part of a mixed-use development. The Proposed Project would provide residential use as part of a mixed-use development with retail space at the ground level.
- The site is zoned Community Commercial-2 (CC-2). The Proposed Project would be consistent with the purposes of this district, which generally intends to create a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas. The project building would include 6,039 square feet of commercial space on the ground floor that would be accessible to pedestrians along 26th and 27th Street as well as from Telegraph Avenue.

- The proposed building would have a height of 90 feet, consistent with the height permitted in the project area. Stair and elevator core would extend approximately 10 feet above the roof as allowed by code. The Proposed Project may also include solar panels on the roof which would extend approximately 5 feet above the roof.
- The maximum dwelling unit density allowed by zoning is one unit per 225 square feet of lot area and a maximum non-residential FAR of 4.5. Based on the size of the project site (39,492 square feet), up to 176 residential units and up to 177,714 square feet of non-residential uses are allowed. The Proposed Project is eligible for the California State Density bonus and would provide 8%—equivalent of 15 units—of the residential units to very-low income households. This would allow for a density bonus of 27.5%, for a total of 225 residential units. The Proposed Project is eligible for waivers and incentives, which would be requested for setbacks, open spaces requirements, non-residential parking and loading, and exclusion of the non-residential square footage from the residential density determination.

The City of Oakland's 2015-2023 Housing Element

The City of Oakland's 2015-2023 Housing Element indicates that there are as many as 10,400 new housing units that are allowable within the downtown under current zoning designations, with a likely number of 4,310 housing units to be developed within the Downtown without rezoning or further General Plan Amendments, through opportunity sites and with projects either built, under construction, approved or in predevelopment. The project site meets the Housing Element's criteria of sites suitable for new housing development, including:

- It is an underutilized site with one-story building and surface parking.
- It is within downtown, which accounts for the largest number of potential housing units, as the densities of permitted development are higher than most other areas.
- It is located along a major commercial corridor and provides ground floor commercial space with housing above, as encouraged by zoning and development guidelines to maximize residents' access to services including retail opportunities, transportation alternatives and civic activities, while reducing the need for automobiles, thus increasing the sustainability of such development.
- As demonstrated above, the Proposed Project is consistent with the development density established by existing zoning and General Plan policies for the site, and there are no peculiar aspects, other than those evaluated herein, that would increase the severity of any of the previously identified significant cumulative effects in the 1998 LUTE EIR.

Therefore, the Proposed Project is eligible for consideration of an exemption under California Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines.

Attachment C

Infill Performance Standards, Per CEQA Guidelines Section 15183.3

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California Environmental Quality Act (CEQA) Guidelines Section 15183.3(b) and CEQA Guidelines Appendix M establish eligibility requirements for projects to qualify as infill projects. Table C-1, on the pages following, shows how the Proposed Project satisfies each of the applicable requirements.

Table C-1. Project Infill Eligibility

CEQA Eligibility Criteria		Eligible?/Notes for Proposed Project
1.	Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site's perimeter. For the purpose of this subdivision, adjoin means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved right-of-way. (CEQA Guidelines Section 15183.3[b][1])	Yes The project site has been previously developed with commercial uses and adjoins existing urban uses, as described in Chapter 2, Project Description, above.
2.	Satisfy the performance Standards provided in Appendix M (CEQA Guidelines Section 15183.3[b][2]) as presented in 2a and 2b below:	—
	2a. *Performance Standards Related to Project Design.* All projects must implement **all** of the following:	—
	Renewable Energy. *Non-Residential Projects.* All nonresidential projects shall include on-site renewable power generation, such as solar photovoltaic, solar thermal, and wind power generation, or clean back-up power supplies, where feasible. *Residential Projects.* Residential projects are also encouraged to include such on-site renewable power generation.	Yes According to Section IV (G) of CEQA Appendix M, for mixed-use projects "…the performance standards in this section that apply to the predominant use shall govern the entire project." Because the predominant use is residential, the Proposed Project is not required to include on-site renewable power generation. However, the project may include solar panels on the roof.
	Soil and Water Remediation. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, the project shall document how it has remediated the site, if remediation is completed. Alternatively, the project shall implement the recommendations provided in a preliminary endangerment assessment or comparable document that identifies remediation appropriate for the site.	Yes As stated in Chapter 4.8, Hazards and Hazardous Materials, of the CEQA Checklist, a review of available environmental databases was conducted for the project. The project site has been the subject of environmental investigations in association with the former presence of five 1,000-gallon motor oil underground storage tanks (USTs) and one 2,000-gallon motor oil UST installed in 1960s were located on the northeast side of the project site. One 1,000-gallon waste oil UST and two 10,000-gallon gasoline USTs. The project site is not included on the list of hazardous materials release sites compiled pursuant to Government Code Section 65962.5 (i.e., the Cortese List). All USTs and associated piping were removed from the project site in September 1990 and a site closure report was submitted to the Alameda County Environmental Health (ACEH) on September 19, 2009.[1]

[1] Environ Phase Consulting Co. 2012. Environmental Site Assessment (Phase I). 2600-2630 Telegraph Avenue, Oakland, CA 94612. June 15.

Table C-1. Project Infill Eligibility

CEQA Eligibility Criteria		Eligible?/Notes for Proposed Project
		Because no soil samples were collected and analyzed for polyaromatic hydrocarbons (PAHs) from depths greater than 5 feet below ground surface at the former location of waste oil UST, ACEH determined that there is a low potential for direct contact exposure with the current land use and the site pavement. However, due to residual contamination, the site closure indicates that ACEH must be notified in compliance with Government Code 65850.2.2, if there is a change in land use to any residential, or conservative land use, or any redevelopment. Based on the site closure, ACEH would need to re-evaluate the site based on the proposed redevelopment.[2] Excavation and construction activities in areas of residual contamination would require planning and implementation of appropriate health and safety procedures prior to and during excavation and construction activities. On May 7, 2019, the project applicant and ACEH signed a voluntary remedial action agreement under which ACEH will provide supervision of assessments and remedial actions at the site. Consistent with SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#43), the project applicant shall implement recommended remedial actions and required clearances by the applicable local, state, or federal regulatory agency. The project applicant would be required to submit a Health and Safety Plan for the review and approval by the City and implement the approved plan to protect project construction workers from risks associated with hazardous materials. In addition, the project applicant would be required to ensure that BMPs are implemented by the contractor during construction to minimize potential hazards related to contaminated soil and groundwater.
	Residential Units Near High-Volume Roadways and Stationary Sources. If a project includes residential units located within 500 feet, or other distance determined to be appropriate by the local agency or air district based on local conditions, of a high volume roadway or other significant sources of air pollution, the project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code, or community risk reduction plan for the protection of public health from such sources of air pollution. If the local government has not adopted such plans or policies, the project shall include measures, such as enhanced air filtration and project design, that	Yes For projects that include residential units, the BAAQMD recommends evaluating the cumulative health risks to the residents from mobile and stationary sources of TAC emissions within 1,000 feet of the project. Based on the air quality analysis, the Proposed Project would be required to implement the health risk reduction measures under SCA-AIR-1: Dust Controls – Construction Related (#20), SCA-AIR-2: Criteria Air Pollutant Controls – Construction Related (#21), SCA-AIR-3: Diesel Particulate Matter Controls – Construction Related (#22), SCA-AIR-4: Asbestos in Structures (#26), and SCA-AIR-5: Exposure to Air Pollution – Toxic Air Contaminants (#23) These SCAs are included in Attachment A. See the discussion in Chapter 4.2 on Air Quality in this CEQA Analysis.

[2] ACEH. 2016. Case Closure for Fuel Leak Case No. RO0000480 and Geotracker Global IDT06019793739, Sears Auto Center, 2600 Telegraph Avenue, Oakland, CA 94612. April 11.

Table C-1. Project Infill Eligibility

CEQA Eligibility Criteria		Eligible?/Notes for Proposed Project
	the lead agency finds, based on substantial evidence, will promote the protection of public health from sources of air pollution. Those measures may include, among others, the recommendations of the California Air Resources Board, air districts, and the California Air Pollution Control Officers Association.	
	2b. *Additional Performance Standards by Project Type.* In addition to implementing all the features described in criterion 2a above, the project must meet eligibility requirements provided below by project type.[a]	
	Residential. A residential project must meet **one** of the following: A. *Projects achieving below average regional per capita vehicle miles traveled.* A residential project is eligible if it is located in a low vehicle travel area within the region; B. *Projects located within ½-mile of an Existing Major Transit Stop or High-Quality Transit Corridor.* A residential project is eligible if it is located within ½-mile of an existing major transit stop or an existing stop along a high-quality transit corridor; **or** C. *Low – Income Housing.* A residential or mixed-use project consisting of 300 or fewer residential units all of which are affordable to low income households is eligible if the developer of the development project provides sufficient legal commitments to the lead agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.	Yes The Proposed Project is eligible under Section (B). The project site is well-served by multiple transit providers, including numerous Alameda-Contra Costa Transit District (AC Transit) routes. The Proposed Project would be located within 0.5-mile from the 19th Street BART Station and within 0.5-mile of frequent bus service transit routes including Alameda-Contra Costa County Transit District (AC Transit) Routes 51A, 851, and the Broadway Shuttle along Broadway and Routes 6 and 800 along Telegraph Avenue.
	Commercial/Retail. A commercial/retail project must meet **one** of the following: A. *Regional Location.* A commercial project with no single-building floor-plate greater than 50,000 square feet is eligible if it locates in a low vehicle travel area; **or** B. *Proximity to Households.* A project with no single-building floor-plate greater than 50,000 square feet located within ½-mile of 1,800 households is eligible.	Not Applicable According to Section IV (G) of CEQA Appendix M, for mixed-use projects "…the performance standards in this Section that apply to the predominant use shall govern the entire project." Because the predominant use is residential, the requirements for commercial/retail projects do not apply.

Table C-1. Project Infill Eligibility

CEQA Eligibility Criteria		Eligible?/Notes for Proposed Project
	Office Building. An office building project must meeting **one** of the following: A. *Regional Location.* Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area; **or** B. *Proximity to a Major Transit Stop.* Office buildings, both commercial and public, within ½-mile of an existing major transit stop, or ¼-mile of an existing stop along a high quality transit corridor, are eligible.	Not Applicable
	Schools. Elementary schools within 1 mile of 50 percent of the projected student population are eligible. Middle schools and high schools within 2 miles of 50 percent of the projected student population are eligible. Alternatively, any school within ½-mile of an existing major transit stop or an existing stop along a high quality transit corridor is eligible. Additionally, to be eligible, all schools shall provide parking and storage for bicycles and scooters, and shall comply with the requirements of Sections 17213, 17213.1, and 17213.2 of the California Education Code.	Not Applicable
	Transit. Transit stations, as defined in Section 15183.3(e)(1), are eligible.	Not Applicable
	Small Walkable Community Projects. Small walkable community projects, as defined in Section 15183.3, subdivisions (e)(6), that implement the project features in 2a above are eligible.	Not Applicable
3.	Be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, **except** as provided in CEQA Guidelines Sections 15183.3(b)(3)(A) or (b)(3)(B) below: (b)(3)(A). Only where an infill project is proposed within the boundaries of a metropolitan planning organization for which a sustainable communities strategy or an alternative planning strategy will be, but is not yet in effect, a residential infill project must have a density of at least 20 units per acre, and a retail or commercial infill project must have a floor area ratio of at least 0.75; **or** (b)(3)(B). Where an infill project is proposed outside of the boundaries of a metropolitan planning organization, the infill project must meet the definition of a "small walkable community project" in CEQA Guidelines §15183.3(f)(5).	Yes (see explanation below table)

Table C-1. Project Infill Eligibility

CEQA Eligibility Criteria		Eligible?/Notes for Proposed Project
	(CEQA Guidelines Section 15183.3[b][3])	

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

Explanation for Eligibility Criteria 3 – The adopted Plan Bay Area (2018)[3] serves as the Sustainable Communities' Strategy for the Bay Area, per Senate Bill 375. As defined by the Plan, Priority Development Areas (PDAs) are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. The Proposed Project is consistent with the land use designation, density, and building intensity specified in the General Plan as described in Chapter 4.10, Land Use, Plans, and Policies, of this document and summarized below.

The General Plan land use designation for the site is Community Commercial. This classification applies to land uses that include large shopping centers, specialty shopping centers, and other retail establishments that serve the community at large. Residential land uses may be appropriate in this district, particularly as part of a mixed-use development. The Proposed Project would provide residential use as part of a mixed-use development with retail space at the ground level. Therefore, the proposed mixed-use project would be consistent with this designation.

The project site is zoned Community Commercial 2 (CC-2). Permitted uses in this zone are a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas. The maximum building height allowed in the site area is less or equal to 90 feet.

The Proposed Project would result in the development of an eight-story building that would include a mix of uses, including residential, commercial-retail, and parking. The proposed building would have a height of 90 feet, consistent with the allowed the height permitted in the project area. Also consistent with code, the stair and elevator core would extend approximately 10 feet above the roof and may include solar panels on the roof which would extend approximately 5 feet above the roof.

Furthermore, the maximum dwelling unit density allowed by zoning is one unit per 225 square feet of lot area and the maximum FAR is 6.45; based on the project site size (39,492 square feet), up to 176 residential units and up to 177,714 square feet of non-residential uses are allowed. The Proposed Project is eligible for the California State Density bonus and would provide 8%—equivalent of 15 units—of the residential units to very-low income households. This would provide the project a bonus of 27.5%, result in 225 total residential units.

As such, the Proposed Project would be consistent with the General Plan, zoning code, and density and intensity requirements and is eligible for consideration of an exemption under California Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines.

[3] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2018. Plan Bay Area Projections 2040, A Companion to Plan Bay Area 2040, November.

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Attachment D

Shadow Diagram from Project Architect

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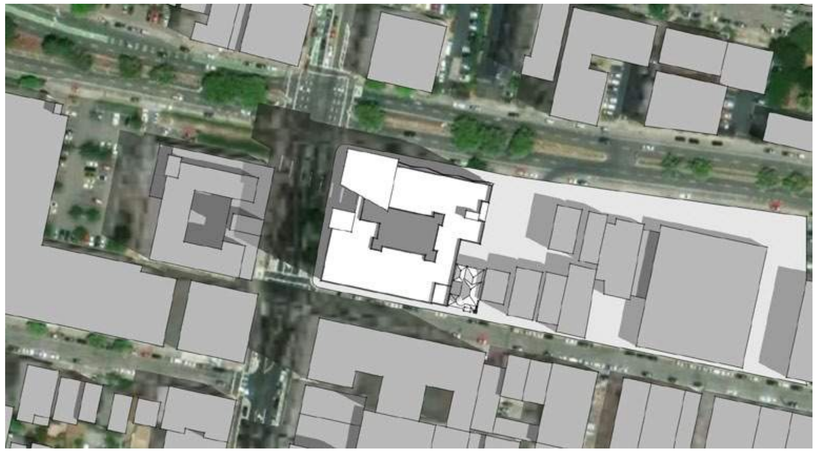


Spring / Fall 9AM

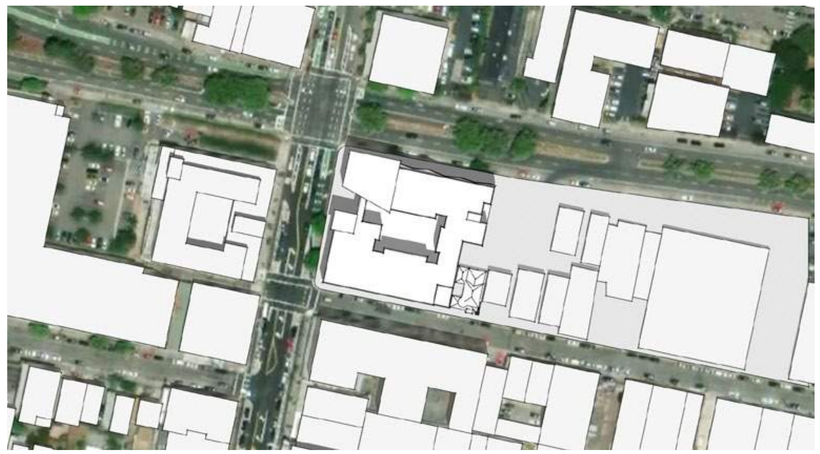
March 21 / September 21

Spring / Fall Noon

Spring / Fall 3PM

Summer 9AM

June 21



Summer Noon

Summer 3PM

Winter 9AM

December 21

Winter Noon

Winter 3PM

2600 Telegraph Ave.
Oakland, CA

MODIFIED MASSING - SUN / SHADOW STUDY

DATE: 11.07.2019 | PROJECT NO.: 19015 | BAR architects | A1

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Attachment E

Air Quality and Greenhouse Gas Emissions Estimates (Inputs and Outputs for CalEEMod)

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Criteria Air Pollutant and Greenhouse Gas Emissions Approach and Methodology

Emissions from construction and operation of the proposed project and existing site operations were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2.

Construction Analysis – Assumptions and Methodology

Emissions estimate accounted for project construction scenario including phasing, type of equipment, and vehicle trips. The analysis relied on CalEEMod default values when project-specific information were not available.

Project construction is expected to occur over approximately 26 months, with construction scheduled to commence in the first or second quarter of 2021 and completion in the second or third quarter of 2023. Emission analysis assumes construction would include the following phases and respective approximate duration:

- Demolition: 1 month
- Grading: 3 months
- Building Construction: 22 months
- Application of Architectural Coatings: 3 months (concurrent with Building Construction)

The primary pollutant emissions of concern during project construction would be ROG, NOx, PM_{10}, and $PM_{2.5}$ from the exhaust of off-road construction equipment and on-road vehicles related to worker vehicles, vendor trucks, and haul trucks. In addition, fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be generated by soil disturbance and demolition activities and fugitive ROG emissions would result from the application of architectural coatings and paving. Trip estimates of construction workers and vendor trucks by construction phase, presented in Table 1, were based on CalEEMod default values. Haul truck trips during the demolition phase were calculated based on an estimated 1,661 tons of debris from the demolition of the 19,600 square feet existing building and 59-space surface parking lot. Grading is estimated to involve a total of up to 3,960 cubic yards of soil import to fill the existing basement and 6,220 cubic yards of soil export as a result of foundation excavation.

Construction of the proposed project would result in greenhouse gas (GHG) emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

The construction equipment mix and vehicle trips used for estimating the project-generated construction emissions are shown in Table 1. The analysis assumed that heavy construction equipment would be operating at the site 5 days per week (22 days per month) during project construction.

CalEEMod default trip length values were used for the distances of on-road construction vehicle trips. Fugitive dust generated during truck loading is included in CalEEMod as an on-site source of fugitive dust emissions and is calculated based on estimated throughput of loaded and unloaded material.

Table 1
Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	*Average Daily Vendor Truck Trips*	*Total Haul Truck Trips*	*Equipment Type*	*Quantity*	*Usage Hours per Day*
Demolition	10	0	164	Concrete/Industrial Saws	1	8
				Rubber Tired Dozers	1	1
				Tractors/Loaders/Backhoes	2	6
Grading	10	0	1,273	Concrete/Industrial Saws	1	8
				Rubber Tired Dozers	1	1
				Tractors/Loaders/Backhoes	2	6
Building Construction	175	29	0	Cranes	1	4
				Forklifts	2	6
				Tractors/loaders/backhoes	2	8
Architectural Coating	35	0	0	Air compressors	1	6

Source: TAC 2600 Telegraph, LLC, 2019.

Operations Analysis – Assumptions and Methodology

Year 2019 was assumed for the existing site operations and year 2024 was assumed as the first full year of project operations after completion of construction.

Area Sources. CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating, water heating, and stoves are calculated in the building energy use module of CalEEMod, as described below. Area sources of GHGs include operation of gasoline-powered landscape maintenance equipment.

Energy Sources. As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for GHGs in CalEEMod, since criteria pollutant emissions occur at the site of the power plant, which is typically off site. For the existing land uses to be demolished, the historical (i.e., pre-2005) energy use factors were assumed. For the proposed project, CalEEMod default values for energy consumption for each land use were applied, which incorporate 2016 Title 24 standards for energy efficiency. Since the project would be required to comply with 2019 Title 24 standards, which require greater efficiency (i.e., reduced energy consumption) as compared to the 2016 Title 24 standards, the estimated emissions from energy sources presented herein are conservative.

Pacific Gas and Electric (PG&E) would be the energy source provider for the proposed project. Senate Bill (SB) X1 2 established a target of 33 percent from renewable energy sources for all electricity providers in California by 2020. The GHG emissions intensity factors for utility energy use in CalEEMod were adjusted consistent with this 33 percent renewable requirement.

Mobile Sources. Mobile sources associated with the proposed project's operation would primarily be motor vehicles (automobiles and light-duty trucks) traveling to and from the project site. Motor vehicles may be fueled with gasoline, diesel, or alternative fuels. The anticipated trip generation for the project, as well as existing site operations, are based on the specified land uses. Based on the Trip Generation Analysis Memorandum prepared for this project, non-auto modes in Oakland contribute to 46.9 percent in trip reduction. Therefore, existing uses at the project site are estimated to generate approximately 807 daily trips and the proposed project would generate approximately 771 daily trips, for a net reduction of 36 trips. CalEEMod default data, including temperature, trip characteristics, variable start information, and emissions factors, were conservatively used for the model inputs to estimate daily emissions from proposed vehicular sources. Traffic was assumed to include a mixture of vehicles in accordance with the CalEEMod defaults.

Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that the California Air Resources Board (CARB) establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the U.S. Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the emission factors for motor vehicles in year 2019 (for existing uses) and year 2024 (for the proposed project) to the extent they were captured in CalEEMod.

Solid Waste. The project would generate solid waste, and therefore, result in carbon dioxide equivalent (CO_2e) emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater. Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment. Indoor water consumption for the existing and proposed project land uses were based on CalEEMod default values. However, since the project would be required to comply with the mandatory measures of the CALGreen Code, a 20 percent indoor water reduction was applied. For outdoor water, usage was zeroed out for the existing uses based on the limited landscaping. For the proposed project, outdoor water was adjusted to match the Estimated Total Water Use for the proposed project. Wastewater was assumed to be treated 100 percent aerobically (i.e., no septic tanks or facultative lagoons).

Stationary Sources. The project would include a 200-kilowatt (kW) emergency generator. The generator was assumed to run for testing and maintenance approximately 0.5 hours per day

and a maximum of 100 hours per year in accordance with BAAQMD's Policy for Calculating Potential to Emit for Emergency Backup Power Generators. Emissions were estimated based on a 75% average engine load and were estimated using CalEEMod.

2600 Telegraph Project
Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	165.00	Space	0.49	21,160.00	0
Health Club	4.73	1000sqft	0.11	4,726.00	0
Apartments Mid Rise	225.00	Dwelling Unit	0.17	223,274.00	473
Regional Shopping Center	6.04	1000sqft	0.14	6,039.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted GHG intensity based on PG&E's reported renewables for 2017

Land Use - Proposed: 225 mid rise residential units; 6.039 ksf retail; 165 space parking garage; 4.726 ksf fitness/club room/lobby/office (assumed health club use)

Construction Phase - Adjusted construction phases and duration based on applicant info

Off-road Equipment - Default equipment

Trips and VMT - Construction trips based on model defaults

Demolition - Tons of debris based on total building demolition of 21,800 SF and parking lot demolition of 29,692 SF

Grading - Soil import = 3,960 CY; export = 6,220 CY

Architectural Coating - Default

Vehicle Trips - Adjusted weekday trip generation rate to match traffic report. Adjusted Saturday and Sunday trip generation proportionally to weekday change

Woodstoves - No woodstoves or fireplaces

Energy Use - Default

Water And Wastewater - Default indoor water use, adjusted outdoor water based on Estimated Total Water Use for landscaping. Aerobic adjusted to 100%

Solid Waste - Default

Construction Off-road Equipment Mitigation - Water exposed areas 2x/day; limit vehicle speed on unpaved areas to 15 mph

Energy Mitigation - None

Water Mitigation - 20% indoor water reduction assumed per CALGreen

Waste Mitigation - 50% waste diversion consistent with Assembly Bill 939

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	61.00
tblConstructionPhase	NumDays	100.00	491.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	55.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	33.75	0.00
tblFireplaces	NumberNoFireplace	9.00	225.00
tblFireplaces	NumberWood	38.25	0.00
tblGrading	AcresOfGrading	0.00	1.00
tblGrading	MaterialExported	0.00	6,220.00
tblGrading	MaterialImported	0.00	3,960.00
tblLandUse	LandUseSquareFeet	66,000.00	21,160.00
tblLandUse	LandUseSquareFeet	4,730.00	4,726.00
tblLandUse	LandUseSquareFeet	225,000.00	223,274.00
tblLandUse	LandUseSquareFeet	6,040.00	6,039.00
tblLandUse	LotAcreage	1.48	0.49
tblLandUse	LotAcreage	5.92	0.17

tblLandUse	Population	644.00	473.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	641.35	499.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	6.39	2.78
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	ST_TR	49.97	23.45
tblVehicleTrips	SU_TR	5.86	2.55
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	SU_TR	25.24	11.84
tblVehicleTrips	WD_TR	6.65	2.89
tblVehicleTrips	WD_TR	32.93	0.00
tblVehicleTrips	WD_TR	42.70	20.04
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	9,241,956.90	40,595.00
tblWater	OutdoorWaterUseRate	171,457.88	0.00
tblWater	OutdoorWaterUseRate	274,211.70	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	4.50	0.00
tblWoodstoves	NumberNoncatalytic	4.50	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.4539	13.3965	12.4327	0.0336	2.0029	0.4632	2.4175	0.5519	0.4264	0.9592	0.0000	3,361.6127	3,361.6127	0.4343	0.0000	3,372.4706
2022	1.3168	10.2600	11.9093	0.0330	1.6341	0.3865	2.0206	0.4379	0.3558	0.7937	0.0000	3,302.6430	3,302.6430	0.4292	0.0000	3,313.3717
2023	55.0131	10.3253	14.0227	0.0378	1.9216	0.4041	2.3257	0.5142	0.3775	0.8917	0.0000	3,770.2838	3,770.2838	0.4401	0.0000	3,781.2856
Maximum	**55.0131**	**13.3965**	**14.0227**	**0.0378**	**2.0029**	**0.4632**	**2.4175**	**0.5519**	**0.4264**	**0.9592**	**0.0000**	**3,770.2838**	**3,770.2838**	**0.4401**	**0.0000**	**3,781.2856**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.4539	13.3965	12.4327	0.0336	1.6341	0.4632	2.0973	0.4379	0.4264	0.8643	0.0000	3,361.6127	3,361.6127	0.4343	0.0000	3,372.4706
2022	1.3168	10.2600	11.9093	0.0330	1.6341	0.3865	2.0206	0.4379	0.3558	0.7937	0.0000	3,302.6430	3,302.6430	0.4292	0.0000	3,313.3717
2023	55.0131	10.3253	14.0227	0.0378	1.9216	0.4041	2.3257	0.5142	0.3775	0.8917	0.0000	3,770.2838	3,770.2838	0.4401	0.0000	3,781.2856
Maximum	**55.0131**	**13.3965**	**14.0227**	**0.0378**	**1.9216**	**0.4632**	**2.3257**	**0.5142**	**0.4264**	**0.8917**	**0.0000**	**3,770.2838**	**3,770.2838**	**0.4401**	**0.0000**	**3,781.2856**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**6.64**	**0.00**	**4.73**	**7.58**	**0.00**	**3.59**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4699	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029	0.0000	33.4627	33.4627	0.0322	0.0000	34.2670
Energy	0.0623	0.5349	0.2437	3.4000e-003		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.0130	0.0125	683.8446
Mobile	1.1311	6.0614	10.9410	0.0465	3.7334	0.0356	3.7690	1.0001	0.0333	1.0334		4,735.1113	4,735.1113	0.1729		4,739.4325
Total	**7.6633**	**6.8102**	**29.7576**	**0.0509**	**3.7334**	**0.1815**	**3.9149**	**1.0001**	**0.1792**	**1.1794**	**0.0000**	**5,448.3789**	**5,448.3789**	**0.2181**	**0.0125**	**5,457.5441**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4699	0.214	18.5729	9.80E-04		0.1029	0.1029		0.1029	0.1029	0	33.4627	33.4627	0.0322	0	34.267
Energy	0.0623	0.5349	0.2437	3.40E-03		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.013	0.0125	683.8446
Mobile	1.1311	6.0614	10.941	0.0465	3.7334	0.0356	3.769	1.0001	0.0333	1.0334		4,735.11	4,735.11	0.1729		4,739.43
Total	**7.6633**	**6.8102**	**29.7576**	**0.0509**	**3.7334**	**0.1815**	**3.9149**	**1.0001**	**0.1792**	**1.1794**	**0**	**5,448.38**	**5,448.38**	**0.2181**	**0.0125**	**5,457.54**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2021	3/26/2021	5	20	
2	Grading	Grading	3/27/2021	6/11/2021	5	55	
3	Building Construction	Building Construction	6/12/2021	5/1/2023	5	491	
4	Architectural Coating	Architectural Coating	2/5/2023	5/1/2023	5	61	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1

Acres of Paving: 0.49

Residential Indoor: 452,130; Residential Outdoor: 150,710; Non-Residential Indoor: 16,148; Non-Residential Outdoor: 5,383; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	164.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Grading	4	10.00	0.00	1,273.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	175.00	29.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7772	0.0000	1.7772	0.2691	0.0000	0.2691			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**1.7772**	**0.4073**	**2.1845**	**0.2691**	**0.3886**	**0.6577**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0649	2.1694	0.3959	6.4800e-003	0.1436	6.7100e-003	0.1503	0.0394	6.4200e-003	0.0458		688.7396	688.7396	0.0328		689.5606
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0201	0.2605	8.1000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.6378	80.6378	1.9200e-003		80.6856

Total	**0.0987**	**2.1895**	**0.6564**	**7.2900e-003**	**0.2257**	**7.2400e-003**	**0.2330**	**0.0612**	**6.9100e-003**	**0.0681**		**769.3774**	**769.3774**	**0.0348**		**770.2463**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7997	0.0000	0.7997	0.1211	0.0000	0.1211			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7997**	**0.4073**	**1.2071**	**0.1211**	**0.3886**	**0.5097**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0649	2.1694	0.3959	6.4800e-003	0.1436	6.7100e-003	0.1503	0.0394	6.4200e-003	0.0458		688.7396	688.7396	0.0328		689.5606
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0201	0.2605	8.1000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.6378	80.6378	1.9200e-003		80.6856
Total	**0.0987**	**2.1895**	**0.6564**	**7.2900e-003**	**0.2257**	**7.2400e-003**	**0.2330**	**0.0612**	**6.9100e-003**	**0.0681**		**769.3774**	**769.3774**	**0.0348**		**770.2463**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7930	0.0000	0.7930	0.4190	0.0000	0.4190			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7930**	**0.4073**	**1.2003**	**0.4190**	**0.3886**	**0.8076**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1833	6.1234	1.1175	0.0183	0.4052	0.0190	0.4242	0.1111	0.0181	0.1292		1,944.0477	1,944.0477	0.0927		1,946.3651
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0201	0.2605	8.1000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.6378	80.6378	1.9200e-003		80.6856
Total	**0.2171**	**6.1434**	**1.3780**	**0.0191**	**0.4874**	**0.0195**	**0.5068**	**0.1329**	**0.0186**	**0.1515**		**2,024.6855**	**2,024.6855**	**0.0946**		**2,027.0508**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3568	0.0000	0.3568	0.1886	0.0000	0.1886			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3568**	**0.4073**	**0.7642**	**0.1886**	**0.3886**	**0.5772**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1833	6.1234	1.1175	0.0183	0.4052	0.0190	0.4242	0.1111	0.0181	0.1292		1,944.0477	1,944.0477	0.0927		1,946.3651
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0201	0.2605	8.1000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.6378	80.6378	1.9200e-003		80.6856
Total	**0.2171**	**6.1434**	**1.3780**	**0.0191**	**0.4874**	**0.0195**	**0.5068**	**0.1329**	**0.0186**	**0.1515**		**2,024.6855**	**2,024.6855**	**0.0946**		**2,027.0508**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0877	3.0717	0.6104	8.0200e-003	0.1965	6.3800e-003	0.2029	0.0566	6.1100e-003	0.0627		847.2362	847.2362	0.0440		848.3363
Worker	0.5912	0.3515	4.5587	0.0142	1.4376	9.3000e-003	1.4469	0.3813	8.5700e-003	0.3899		1,411.1607	1,411.1607	0.0335		1,411.9985
Total	**0.6789**	**3.4231**	**5.1691**	**0.0222**	**1.6341**	**0.0157**	**1.6498**	**0.4379**	**0.0147**	**0.4526**		**2,258.3969**	**2,258.3969**	**0.0775**		**2,260.3348**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0877	3.0717	0.6104	8.0200e-003	0.1965	6.3800e-003	0.2029	0.0566	6.1100e-003	0.0627		847.2362	847.2362	0.0440		848.3363

Worker	0.5912	0.3515	4.5587	0.0142	1.4376	9.3000e-003	1.4469	0.3813	8.5700e-003	0.3899		1,411.1607	1,411.1607	0.0335		1,411.9985
Total	**0.6789**	**3.4231**	**5.1691**	**0.0222**	**1.6341**	**0.0157**	**1.6498**	**0.4379**	**0.0147**	**0.4526**		**2,258.3969**	**2,258.3969**	**0.0775**		**2,260.3348**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0820	2.9195	0.5719	7.9400e-003	0.1965	5.5200e-003	0.2020	0.0566	5.2800e-003	0.0619		839.0049	839.0049	0.0421		840.0563
Worker	0.5486	0.3147	4.1847	0.0136	1.4376	9.0600e-003	1.4466	0.3813	8.3500e-003	0.3897		1,359.6988	1,359.6988	0.0301		1,360.4501
Total	**0.6305**	**3.2342**	**4.7566**	**0.0216**	**1.6341**	**0.0146**	**1.6487**	**0.4379**	**0.0136**	**0.4515**		**2,198.7037**	**2,198.7037**	**0.0721**		**2,200.5064**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0820	2.9195	0.5719	7.9400e-003	0.1965	5.5200e-003	0.2020	0.0566	5.2800e-003	0.0619		839.0049	839.0049	0.0421		840.0563
Worker	0.5486	0.3147	4.1847	0.0136	1.4376	9.0600e-003	1.4466	0.3813	8.3500e-003	0.3897		1,359.6988	1,359.6988	0.0301		1,360.4501
Total	**0.6305**	**3.2342**	**4.7566**	**0.0216**	**1.6341**	**0.0146**	**1.6487**	**0.4379**	**0.0136**	**0.4515**		**2,198.7037**	**2,198.7037**	**0.0721**		**2,200.5064**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402

Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0600	2.2648	0.5035	7.7100e-003	0.1965	2.3800e-003	0.1989	0.0566	2.2800e-003	0.0589		815.0347	815.0347	0.0337		815.8763
Worker	0.5102	0.2825	3.8426	0.0131	1.4376	8.8500e-003	1.4464	0.3813	8.1500e-003	0.3895		1,307.6602	1,307.6602	0.0269		1,308.3334
Total	**0.5702**	**2.5472**	**4.3461**	**0.0208**	**1.6341**	**0.0112**	**1.6453**	**0.4379**	**0.0104**	**0.4483**		**2,122.6949**	**2,122.6949**	**0.0606**		**2,124.2097**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0600	2.2648	0.5035	7.7100e-003	0.1965	2.3800e-003	0.1989	0.0566	2.2800e-003	0.0589		815.0347	815.0347	0.0337		815.8763
Worker	0.5102	0.2825	3.8426	0.0131	1.4376	8.8500e-003	1.4464	0.3813	8.1500e-003	0.3895		1,307.6602	1,307.6602	0.0269		1,308.3334
Total	**0.5702**	**2.5472**	**4.3461**	**0.0208**	**1.6341**	**0.0112**	**1.6453**	**0.4379**	**0.0104**	**0.4483**		**2,122.6949**	**2,122.6949**	**0.0606**		**2,124.2097**

3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.5170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**53.7086**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1020	0.0565	0.7685	2.6200e-003	0.2875	1.7700e-003	0.2893	0.0763	1.6300e-003	0.0779		261.5320	261.5320	5.3900e-003		261.6667
Total	**0.1020**	**0.0565**	**0.7685**	**2.6200e-003**	**0.2875**	**1.7700e-003**	**0.2893**	**0.0763**	**1.6300e-003**	**0.0779**		**261.5320**	**261.5320**	**5.3900e-003**		**261.6667**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.5170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**53.7086**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1020	0.0565	0.7685	2.6200e-003	0.2875	1.7700e-003	0.2893	0.0763	1.6300e-003	0.0779		261.5320	261.5320	5.3900e-003		261.6667
Total	**0.1020**	**0.0565**	**0.7685**	**2.6200e-003**	**0.2875**	**1.7700e-003**	**0.2893**	**0.0763**	**1.6300e-003**	**0.0779**		**261.5320**	**261.5320**	**5.3900e-003**		**261.6667**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1311	6.0614	10.9410	0.0465	3.7334	0.0356	3.7690	1.0001	0.0333	1.0334		4,735.1113	4,735.1113	0.1729		4,739.4325
Unmitigated	1.1311	6.0614	10.9410	0.0465	3.7334	0.0356	3.7690	1.0001	0.0333	1.0334		4,735.1113	4,735.1113	0.1729		4,739.4325

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	650.25	625.50	573.75	1,468,415	1,468,415
Enclosed Parking with Elevator	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
Regional Shopping Center	121.04	141.64	71.51	204,976	204,976
Total	771.29	767.14	645.26	1,673,392	1,673,392

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Health Club	9.50	7.30	7.30	16.90	64.10	19.00	52	39	9
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690

Enclosed Parking with Elevator	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690
Health Club	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690
Regional Shopping Center	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0623	0.5349	0.2437	3.4000e-003		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.0130	0.0125	683.8446
NaturalGas Unmitigated	0.0623	0.5349	0.2437	3.4000e-003		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.0130	0.0125	683.8446

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5381.77	0.0580	0.4960	0.2111	3.1700e-003		0.0401	0.0401		0.0401	0.0401		633.1496	633.1496	0.0121	0.0116	636.9121
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	320.462	3.4600e-003	0.0314	0.0264	1.9000e-004		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003		37.7014	37.7014	7.2000e-004	6.9000e-004	37.9254

Regional Shopping Center	76.1079	8.2000e-004	7.4600e-003	6.2700e-003	4.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004		8.9539	8.9539	1.7000e-004	1.6000e-004	9.0071
Total		**0.0623**	**0.5349**	**0.2437**	**3.4000e-003**		**0.0431**	**0.0431**		**0.0431**	**0.0431**		**679.8049**	**679.8049**	**0.0130**	**0.0125**	**683.8446**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5.38177	0.0580	0.4960	0.2111	3.1700e-003		0.0401	0.0401		0.0401	0.0401		633.1496	633.1496	0.0121	0.0116	636.9121
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	0.320462	3.4600e-003	0.0314	0.0264	1.9000e-004		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003		37.7014	37.7014	7.2000e-004	6.9000e-004	37.9254
Regional Shopping Center	0.0761079	8.2000e-004	7.4600e-003	6.2700e-003	4.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004		8.9539	8.9539	1.7000e-004	1.6000e-004	9.0071
Total		**0.0623**	**0.5349**	**0.2437**	**3.4000e-003**		**0.0431**	**0.0431**		**0.0431**	**0.0431**		**679.8049**	**679.8049**	**0.0130**	**0.0125**	**683.8446**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.4699	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029	0.0000	33.4627	33.4627	0.0322	0.0000	34.2670
Unmitigated	6.4699	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029	0.0000	33.4627	33.4627	0.0322	0.0000	34.2670

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8944					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5596	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029		33.4627	33.4627	0.0322		34.2670
Total	**6.4699**	**0.2140**	**18.5729**	**9.8000e-004**		**0.1029**	**0.1029**		**0.1029**	**0.1029**	**0.0000**	**33.4627**	**33.4627**	**0.0322**	**0.0000**	**34.2670**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8944					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5596	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029		33.4627	33.4627	0.0322		34.2670
Total	**6.4699**	**0.2140**	**18.5729**	**9.8000e-004**		**0.1029**	**0.1029**		**0.1029**	**0.1029**	**0.0000**	**33.4627**	**33.4627**	**0.0322**	**0.0000**	**34.2670**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2600 Telegraph Project
Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	165.00	Space	0.49	21,160.00	0
Health Club	4.73	1000sqft	0.11	4,726.00	0
Apartments Mid Rise	225.00	Dwelling Unit	0.17	223,274.00	473
Regional Shopping Center	6.04	1000sqft	0.14	6,039.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted GHG intensity based on PG&E's reported renewables for 2017

Land Use - Proposed: 225 mid rise residential units; 6.039 ksf retail; 165 space parking garage; 4.726 ksf fitness/club room/lobby/office (assumed health club use)

Construction Phase - Adjusted construction phases and duration based on applicant info

Off-road Equipment - Default equipment

Trips and VMT - Construction trips based on model defaults

Demolition - Tons of debris based on total building demolition of 21,800 SF and parking lot demolition of 29,692 SF

Grading - Soil import = 3,960 CY; export = 6,220 CY

Architectural Coating - Default

Vehicle Trips - Adjusted weekday trip generation rate to match traffic report. Adjusted Saturday and Sunday trip generation proportionally to weekday change

Woodstoves - No woodstoves or fireplaces

Energy Use - Default

Water And Wastewater - Default indoor water use, adjusted outdoor water based on Estimated Total Water Use for landscaping. Aerobic adjusted to 100%

Solid Waste - Default

Construction Off-road Equipment Mitigation - Water exposed areas 2x/day; limit vehicle speed on unpaved areas to 15 mph

Energy Mitigation - None

Water Mitigation - 20% indoor water reduction assumed per CALGreen

Waste Mitigation - 50% waste diversion consistent with Assembly Bill 939

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	61.00
tblConstructionPhase	NumDays	100.00	491.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	55.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	33.75	0.00
tblFireplaces	NumberNoFireplace	9.00	225.00
tblFireplaces	NumberWood	38.25	0.00
tblGrading	AcresOfGrading	0.00	1.00
tblGrading	MaterialExported	0.00	6,220.00
tblGrading	MaterialImported	0.00	3,960.00
tblLandUse	LandUseSquareFeet	66,000.00	21,160.00
tblLandUse	LandUseSquareFeet	4,730.00	4,726.00
tblLandUse	LandUseSquareFeet	225,000.00	223,274.00
tblLandUse	LandUseSquareFeet	6,040.00	6,039.00
tblLandUse	LotAcreage	1.48	0.49
tblLandUse	LotAcreage	5.92	0.17

tblLandUse	Population	644.00	473.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	641.35	499.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	6.39	2.78
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	ST_TR	49.97	23.45
tblVehicleTrips	SU_TR	5.86	2.55
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	SU_TR	25.24	11.84
tblVehicleTrips	WD_TR	6.65	2.89
tblVehicleTrips	WD_TR	32.93	0.00
tblVehicleTrips	WD_TR	42.70	20.04
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	9,241,956.90	40,595.00
tblWater	OutdoorWaterUseRate	171,457.88	0.00
tblWater	OutdoorWaterUseRate	274,211.70	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	4.50	0.00
tblWoodstoves	NumberNoncatalytic	4.50	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.4845	13.5382	12.2633	0.0322	2.0029	0.4634	2.4176	0.5519	0.4266	0.9594	0.0000	3,225.7156	3,225.7156	0.4367	0.0000	3,236.6325
2022	1.3462	10.3550	11.7395	0.0317	1.6341	0.3867	2.0208	0.4379	0.3560	0.7939	0.0000	3,170.9872	3,170.9872	0.4315	0.0000	3,181.7734
2023	55.0456	10.4167	13.7862	0.0364	1.9216	0.4042	2.3258	0.5142	0.3776	0.8917	0.0000	3,622.8644	3,622.8644	0.4410	0.0000	3,633.8897
Maximum	**55.0456**	**13.5382**	**13.7862**	**0.0364**	**2.0029**	**0.4634**	**2.4176**	**0.5519**	**0.4266**	**0.9594**	**0.0000**	**3,622.8644**	**3,622.8644**	**0.4410**	**0.0000**	**3,633.8897**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.4845	13.5382	12.2633	0.0322	1.6341	0.4634	2.0975	0.4379	0.4266	0.8645	0.0000	3,225.7156	3,225.7156	0.4367	0.0000	3,236.6325
2022	1.3462	10.3550	11.7395	0.0317	1.6341	0.3867	2.0208	0.4379	0.3560	0.7939	0.0000	3,170.9872	3,170.9872	0.4315	0.0000	3,181.7734
2023	55.0456	10.4167	13.7862	0.0364	1.9216	0.4042	2.3258	0.5142	0.3776	0.8917	0.0000	3,622.8644	3,622.8644	0.4410	0.0000	3,633.8897
Maximum	**55.0456**	**13.5382**	**13.7862**	**0.0364**	**1.9216**	**0.4634**	**2.3258**	**0.5142**	**0.4266**	**0.8917**	**0.0000**	**3,622.8644**	**3,622.8644**	**0.4410**	**0.0000**	**3,633.8897**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**6.64**	**0.00**	**4.73**	**7.58**	**0.00**	**3.59**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4699	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029	0.0000	33.4627	33.4627	0.0322	0.0000	34.2670
Energy	0.0623	0.5349	0.2437	3.4000e-003		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.0130	0.0125	683.8446
Mobile	0.9642	6.2552	11.1117	0.0437	3.7334	0.0357	3.7691	1.0001	0.0335	1.0336		4,445.4457	4,445.4457	0.1804		4,449.9564
Total	**7.4964**	**7.0040**	**29.9284**	**0.0480**	**3.7334**	**0.1817**	**3.9151**	**1.0001**	**0.1794**	**1.1795**	**0.0000**	**5,158.7133**	**5,158.7133**	**0.2256**	**0.0125**	**5,168.0681**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4699	0.214	18.5729	9.80E-04		0.1029	0.1029		0.1029	0.1029	0	33.4627	33.4627	0.0322	0	34.267
Energy	0.0623	0.5349	0.2437	3.40E-03		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.013	0.0125	683.8446
Mobile	0.9642	6.2552	11.1117	0.0437	3.7334	0.0357	3.7691	1.0001	0.0335	1.0336		4,445.45	4,445.45	0.1804		4,449.96
Total	**7.4964**	**7.004**	**29.9284**	**0.048**	**3.7334**	**0.1817**	**3.9151**	**1.0001**	**0.1794**	**1.1795**	**0**	**5,158.71**	**5,158.71**	**0.2256**	**0.0125**	**5,168.07**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2021	3/26/2021	5	20	
2	Grading	Grading	3/27/2021	6/11/2021	5	55	
3	Building Construction	Building Construction	6/12/2021	5/1/2023	5	491	
4	Architectural Coating	Architectural Coating	2/5/2023	5/1/2023	5	61	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1

Acres of Paving: 0.49

Residential Indoor: 452,130; Residential Outdoor: 150,710; Non-Residential Indoor: 16,148; Non-Residential Outdoor: 5,383; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	164.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Grading	4	10.00	0.00	1,273.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	175.00	29.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7772	0.0000	1.7772	0.2691	0.0000	0.2691			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**1.7772**	**0.4073**	**2.1845**	**0.2691**	**0.3886**	**0.6577**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0667	2.2179	0.4302	6.3600e-003	0.1436	6.8200e-003	0.1504	0.0394	6.5200e-003	0.0459		675.9837	675.9837	0.0353		676.8649
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0352	0.0250	0.2451	7.4000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		74.2042	74.2042	1.7900e-003		74.2489

Total	**0.1020**	**2.2429**	**0.6753**	**7.1000e-003**	**0.2257**	**7.3500e-003**	**0.2331**	**0.0612**	**7.0100e-003**	**0.0682**		**750.1879**	**750.1879**	**0.0370**		**751.1138**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7997	0.0000	0.7997	0.1211	0.0000	0.1211			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7997**	**0.4073**	**1.2071**	**0.1211**	**0.3886**	**0.5097**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0667	2.2179	0.4302	6.3600e-003	0.1436	6.8200e-003	0.1504	0.0394	6.5200e-003	0.0459		675.9837	675.9837	0.0353		676.8649
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0352	0.0250	0.2451	7.4000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		74.2042	74.2042	1.7900e-003		74.2489
Total	**0.1020**	**2.2429**	**0.6753**	**7.1000e-003**	**0.2257**	**7.3500e-003**	**0.2331**	**0.0612**	**7.0100e-003**	**0.0682**		**750.1879**	**750.1879**	**0.0370**		**751.1138**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7930	0.0000	0.7930	0.4190	0.0000	0.4190			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7930**	**0.4073**	**1.2003**	**0.4190**	**0.3886**	**0.8076**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1884	6.2602	1.2143	0.0180	0.4052	0.0193	0.4245	0.1111	0.0184	0.1295		1,908.0426	1,908.0426	0.0995		1,910.5298
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0352	0.0250	0.2451	7.4000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		74.2042	74.2042	1.7900e-003		74.2489
Total	**0.2236**	**6.2852**	**1.4594**	**0.0187**	**0.4874**	**0.0198**	**0.5072**	**0.1329**	**0.0189**	**0.1518**		**1,982.2468**	**1,982.2468**	**0.1013**		**1,984.7788**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3568	0.0000	0.3568	0.1886	0.0000	0.1886			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3568**	**0.4073**	**0.7642**	**0.1886**	**0.3886**	**0.5772**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1884	6.2602	1.2143	0.0180	0.4052	0.0193	0.4245	0.1111	0.0184	0.1295		1,908.0426	1,908.0426	0.0995		1,910.5298
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0352	0.0250	0.2451	7.4000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		74.2042	74.2042	1.7900e-003		74.2489
Total	**0.2236**	**6.2852**	**1.4594**	**0.0187**	**0.4874**	**0.0198**	**0.5072**	**0.1329**	**0.0189**	**0.1518**		**1,982.2468**	**1,982.2468**	**0.1013**		**1,984.7788**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0928	3.0942	0.7105	7.8100e-003	0.1965	6.5800e-003	0.2031	0.0566	6.3000e-003	0.0629		823.9265	823.9265	0.0486		825.1403
Worker	0.6167	0.4370	4.2892	0.0130	1.4376	9.3000e-003	1.4469	0.3813	8.5700e-003	0.3899		1,298.5733	1,298.5733	0.0313		1,299.3564
Total	**0.7095**	**3.5312**	**4.9997**	**0.0208**	**1.6341**	**0.0159**	**1.6500**	**0.4379**	**0.0149**	**0.4528**		**2,122.4998**	**2,122.4998**	**0.0799**		**2,124.4967**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0928	3.0942	0.7105	7.8100e-003	0.1965	6.5800e-003	0.2031	0.0566	6.3000e-003	0.0629		823.9265	823.9265	0.0486		825.1403

Worker	0.6167	0.4370	4.2892	0.0130	1.4376	9.3000e-003	1.4469	0.3813	8.5700e-003	0.3899		1,298.5733	1,298.5733	0.0313		1,299.3564
Total	**0.7095**	**3.5312**	**4.9997**	**0.0208**	**1.6341**	**0.0159**	**1.6500**	**0.4379**	**0.0149**	**0.4528**		**2,122.4998**	**2,122.4998**	**0.0799**		**2,124.4967**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0867	2.9380	0.6655	7.7300e-003	0.1965	5.7000e-003	0.2022	0.0566	5.4500e-003	0.0620		815.7961	815.7961	0.0464		816.9562
Worker	0.5732	0.3912	3.9213	0.0126	1.4376	9.0600e-003	1.4466	0.3813	8.3500e-003	0.3897		1,251.2518	1,251.2518	0.0280		1,251.9519
Total	**0.6599**	**3.3292**	**4.5868**	**0.0203**	**1.6341**	**0.0148**	**1.6489**	**0.4379**	**0.0138**	**0.4517**		**2,067.0479**	**2,067.0479**	**0.0744**		**2,068.9081**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0867	2.9380	0.6655	7.7300e-003	0.1965	5.7000e-003	0.2022	0.0566	5.4500e-003	0.0620		815.7961	815.7961	0.0464		816.9562
Worker	0.5732	0.3912	3.9213	0.0126	1.4376	9.0600e-003	1.4466	0.3813	8.3500e-003	0.3897		1,251.2518	1,251.2518	0.0280		1,251.9519
Total	**0.6599**	**3.3292**	**4.5868**	**0.0203**	**1.6341**	**0.0148**	**1.6489**	**0.4379**	**0.0138**	**0.4517**		**2,067.0479**	**2,067.0479**	**0.0744**		**2,068.9081**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402

Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0637	2.2740	0.5759	7.5000e-003	0.1965	2.4600e-003	0.1990	0.0566	2.3500e-003	0.0589		792.7267	792.7267	0.0369		793.6496
Worker	0.5343	0.3509	3.5851	0.0121	1.4376	8.8500e-003	1.4464	0.3813	8.1500e-003	0.3895		1,203.4007	1,203.4007	0.0250		1,204.0258
Total	**0.5979**	**2.6249**	**4.1610**	**0.0196**	**1.6341**	**0.0113**	**1.6454**	**0.4379**	**0.0105**	**0.4484**		**1,996.1274**	**1,996.1274**	**0.0619**		**1,997.6754**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0637	2.2740	0.5759	7.5000e-003	0.1965	2.4600e-003	0.1990	0.0566	2.3500e-003	0.0589		792.7267	792.7267	0.0369		793.6496
Worker	0.5343	0.3509	3.5851	0.0121	1.4376	8.8500e-003	1.4464	0.3813	8.1500e-003	0.3895		1,203.4007	1,203.4007	0.0250		1,204.0258
Total	**0.5979**	**2.6249**	**4.1610**	**0.0196**	**1.6341**	**0.0113**	**1.6454**	**0.4379**	**0.0105**	**0.4484**		**1,996.1274**	**1,996.1274**	**0.0619**		**1,997.6754**

3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.5170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**53.7086**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1069	0.0702	0.7170	2.4100e-003	0.2875	1.7700e-003	0.2893	0.0763	1.6300e-003	0.0779		240.6801	240.6801	5.0000e-003		240.8052
Total	**0.1069**	**0.0702**	**0.7170**	**2.4100e-003**	**0.2875**	**1.7700e-003**	**0.2893**	**0.0763**	**1.6300e-003**	**0.0779**		**240.6801**	**240.6801**	**5.0000e-003**		**240.8052**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.5170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**53.7086**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1069	0.0702	0.7170	2.4100e-003	0.2875	1.7700e-003	0.2893	0.0763	1.6300e-003	0.0779		240.6801	240.6801	5.0000e-003		240.8052
Total	**0.1069**	**0.0702**	**0.7170**	**2.4100e-003**	**0.2875**	**1.7700e-003**	**0.2893**	**0.0763**	**1.6300e-003**	**0.0779**		**240.6801**	**240.6801**	**5.0000e-003**		**240.8052**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9642	6.2552	11.1117	0.0437	3.7334	0.0357	3.7691	1.0001	0.0335	1.0336		4,445.4457	4,445.4457	0.1804		4,449.9564
Unmitigated	0.9642	6.2552	11.1117	0.0437	3.7334	0.0357	3.7691	1.0001	0.0335	1.0336		4,445.4457	4,445.4457	0.1804		4,449.9564

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	650.25	625.50	573.75	1,468,415	1,468,415
Enclosed Parking with Elevator	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
Regional Shopping Center	121.04	141.64	71.51	204,976	204,976
Total	771.29	767.14	645.26	1,673,392	1,673,392

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Health Club	9.50	7.30	7.30	16.90	64.10	19.00	52	39	9
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690

Enclosed Parking with Elevator	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690
Health Club	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690
Regional Shopping Center	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0623	0.5349	0.2437	3.4000e-003		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.0130	0.0125	683.8446
NaturalGas Unmitigated	0.0623	0.5349	0.2437	3.4000e-003		0.0431	0.0431		0.0431	0.0431		679.8049	679.8049	0.0130	0.0125	683.8446

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5381.77	0.0580	0.4960	0.2111	3.1700e-003		0.0401	0.0401		0.0401	0.0401		633.1496	633.1496	0.0121	0.0116	636.9121
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	320.462	3.4600e-003	0.0314	0.0264	1.9000e-004		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003		37.7014	37.7014	7.2000e-004	6.9000e-004	37.9254

Regional Shopping Center	76.1079	8.2000e-004	7.4600e-003	6.2700e-003	4.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004		8.9539	8.9539	1.7000e-004	1.6000e-004	9.0071
Total		**0.0623**	**0.5349**	**0.2437**	**3.4000e-003**		**0.0431**	**0.0431**		**0.0431**	**0.0431**		**679.8049**	**679.8049**	**0.0130**	**0.0125**	**683.8446**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5.38177	0.0580	0.4960	0.2111	3.1700e-003		0.0401	0.0401		0.0401	0.0401		633.1496	633.1496	0.0121	0.0116	636.9121
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	0.320462	3.4600e-003	0.0314	0.0264	1.9000e-004		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003		37.7014	37.7014	7.2000e-004	6.9000e-004	37.9254
Regional Shopping Center	0.0761079	8.2000e-004	7.4600e-003	6.2700e-003	4.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004		8.9539	8.9539	1.7000e-004	1.6000e-004	9.0071
Total		**0.0623**	**0.5349**	**0.2437**	**3.4000e-003**		**0.0431**	**0.0431**		**0.0431**	**0.0431**		**679.8049**	**679.8049**	**0.0130**	**0.0125**	**683.8446**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.4699	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029	0.0000	33.4627	33.4627	0.0322	0.0000	34.2670
Unmitigated	6.4699	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029	0.0000	33.4627	33.4627	0.0322	0.0000	34.2670

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8944					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5596	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029		33.4627	33.4627	0.0322		34.2670
Total	**6.4699**	**0.2140**	**18.5729**	**9.8000e-004**		**0.1029**	**0.1029**		**0.1029**	**0.1029**	**0.0000**	**33.4627**	**33.4627**	**0.0322**	**0.0000**	**34.2670**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8944					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5596	0.2140	18.5729	9.8000e-004		0.1029	0.1029		0.1029	0.1029		33.4627	33.4627	0.0322		34.2670
Total	**6.4699**	**0.2140**	**18.5729**	**9.8000e-004**		**0.1029**	**0.1029**		**0.1029**	**0.1029**	**0.0000**	**33.4627**	**33.4627**	**0.0322**	**0.0000**	**34.2670**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2600 Telegraph Project - Alameda County, Annual

2600 Telegraph Project
Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	165.00	Space	0.49	21,160.00	0
Health Club	4.73	1000sqft	0.11	4,726.00	0
Apartments Mid Rise	225.00	Dwelling Unit	0.17	223,274.00	473
Regional Shopping Center	6.04	1000sqft	0.14	6,039.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted GHG intensity based on PG&E's reported renewables for 2017

Land Use - Proposed: 225 mid rise residential units; 6.039 ksf retail; 165 space parking garage; 4.726 ksf fitness/club room/lobby/office (assumed health club use)

Construction Phase - Adjusted construction phases and duration based on applicant info

Off-road Equipment - Default equipment

Trips and VMT - Construction trips based on model defaults

Demolition - Tons of debris based on total building demolition of 21,800 SF and parking lot demolition of 29,692 SF

Grading - Soil import = 3,960 CY; export = 6,220 CY

Architectural Coating - Default

Vehicle Trips - Adjusted weekday trip generation rate to match traffic report. Adjusted Saturday and Sunday trip generation proportionally to weekday change

Woodstoves - No woodstoves or fireplaces

Energy Use - Default

Water And Wastewater - Default indoor water use, adjusted outdoor water based on Estimated Total Water Use for landscaping. Aerobic adjusted to 100%

Solid Waste - Default

Construction Off-road Equipment Mitigation - Water exposed areas 2x/day; limit vehicle speed on unpaved areas to 15 mph

Energy Mitigation - None

Water Mitigation - 20% indoor water reduction assumed per CALGreen

Waste Mitigation - 50% waste diversion consistent with Assembly Bill 939

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	61.00
tblConstructionPhase	NumDays	100.00	491.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	55.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	33.75	0.00
tblFireplaces	NumberNoFireplace	9.00	225.00
tblFireplaces	NumberWood	38.25	0.00
tblGrading	AcresOfGrading	0.00	1.00
tblGrading	MaterialExported	0.00	6,220.00
tblGrading	MaterialImported	0.00	3,960.00
tblLandUse	LandUseSquareFeet	66,000.00	21,160.00
tblLandUse	LandUseSquareFeet	4,730.00	4,726.00
tblLandUse	LandUseSquareFeet	225,000.00	223,274.00
tblLandUse	LandUseSquareFeet	6,040.00	6,039.00
tblLandUse	LotAcreage	1.48	0.49
tblLandUse	LotAcreage	5.92	0.17

tblLandUse	Population	644.00	473.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	641.35	499.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	6.39	2.78
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	ST_TR	49.97	23.45
tblVehicleTrips	SU_TR	5.86	2.55
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	SU_TR	25.24	11.84
tblVehicleTrips	WD_TR	6.65	2.89
tblVehicleTrips	WD_TR	32.93	0.00
tblVehicleTrips	WD_TR	42.70	20.04
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	9,241,956.90	40,595.00
tblWater	OutdoorWaterUseRate	171,457.88	0.00
tblWater	OutdoorWaterUseRate	274,211.70	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	4.50	0.00
tblWoodstoves	NumberNoncatalytic	4.50	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1400	1.2993	1.2054	3.3900e-003	0.1688	0.0495	0.2183	0.0490	0.0461	0.0951	0.0000	309.6209	309.6209	0.0386	0.0000	310.5854
2022	0.1676	1.3427	1.5063	4.1500e-003	0.2046	0.0503	0.2549	0.0550	0.0463	0.1013	0.0000	376.7166	376.7166	0.0506	0.0000	377.9814
2023	1.6917	0.4295	0.5552	1.5100e-003	0.0761	0.0165	0.0926	0.0204	0.0153	0.0358	0.0000	136.3299	136.3299	0.0169	0.0000	136.7520
Maximum	**1.6917**	**1.3427**	**1.5063**	**4.1500e-003**	**0.2046**	**0.0503**	**0.2549**	**0.0550**	**0.0463**	**0.1013**	**0.0000**	**376.7166**	**376.7166**	**0.0506**	**0.0000**	**377.9814**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1400	1.2993	1.2054	3.3900e-003	0.1471	0.0495	0.1966	0.0412	0.0461	0.0873	0.0000	309.6208	309.6208	0.0386	0	310.5852
2022	0.1676	1.3427	1.5063	4.1500e-003	0.2046	0.0503	0.2549	0.0550	0.0463	0.1013	0.0000	376.7164	376.7164	0.0506	0	377.9812
2023	1.6917	0.4295	0.5552	1.5100e-003	0.0761	0.0165	0.0926	0.0204	0.0153	0.0358	0.0000	136.3298	136.3298	0.0169	0	136.752
Maximum	**1.6917**	**1.3427**	**1.5063**	**4.1500e-003**	**0.2046**	**0.0503**	**0.2549**	**0.0550**	**0.0463**	**0.1013**	**0.0000**	**376.7164**	**376.7164**	**0.0506**	**0**	**377.9812**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**4.84**	**0.00**	**3.85**	**6.28**	**0.00**	**3.37**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2021	4-30-2021	0.2769	0.2769
2	5-1-2021	7-31-2021	0.4458	0.4458
3	8-1-2021	10-31-2021	0.4241	0.4241

4	**11-1-2021**	**1-31-2022**	0.4128	0.4128
5	**2-1-2022**	**4-30-2022**	0.3706	0.3706
6	**5-1-2022**	**7-31-2022**	0.3804	0.3804
7	**8-1-2022**	**10-31-2022**	0.3818	0.3818
8	**11-1-2022**	**1-31-2023**	0.3687	0.3687
9	**2-1-2023**	**4-30-2023**	2.0006	2.0006
10	**5-1-2023**	**7-31-2023**	0.0233	0.0233
		Highest	2.0006	2.0006

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1290	0.0193	1.6716	9.0000e-005		9.2600e-003	9.2600e-003		9.2600e-003	9.2600e-003	0.0000	2.7321	2.7321	2.6300e-003	0.0000	2.7978
Energy	0.0114	0.0976	0.0445	6.2000e-004		7.8600e-003	7.8600e-003		7.8600e-003	7.8600e-003	0.0000	378.3919	378.3919	0.0144	4.7200e-003	380.1594
Mobile	0.1694	1.0733	1.8377	7.6700e-003	0.6258	6.1900e-003	0.6320	0.1682	5.7900e-003	0.1740	0.0000	708.9090	708.9090	0.0274	0.0000	709.5949
Waste						0.0000	0.0000		0.0000	0.0000	27.7692	0.0000	27.7692	1.6411	0.0000	68.7969
Water						0.0000	0.0000		0.0000	0.0000	5.4439	18.9020	24.3458	0.0196	0.0120	28.4203
Total	**1.3098**	**1.1902**	**3.5538**	**8.3800e-003**	**0.6258**	**0.0233**	**0.6491**	**0.1682**	**0.0229**	**0.1911**	**33.2130**	**1,108.9350**	**1,142.1480**	**1.7052**	**0.0168**	**1,189.7693**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1290	0.0193	1.6716	9.0000e-005		9.2600e-003	9.2600e-003		9.2600e-003	9.2600e-003	0	2.7321	2.7321	2.63E-03	0	2.7978
Energy	0.0114	0.0976	0.0445	6.2000e-004		7.8600e-003	7.8600e-003		7.8600e-003	7.8600e-003	0	378.3919	378.3919	0.0144	4.72E-03	380.1594
Mobile	0.1694	1.0733	1.8377	7.6700e-003	0.6258	6.1900e-003	0.6320	0.1682	5.7900e-003	0.1740	0	708.909	708.909	0.0274	0	709.5949
Waste						0.0000	0.0000		0.0000	0.0000	13.8846	0	13.8846	0.8206	0	34.3985
Water						0.0000	0.0000		0.0000	0.0000	4.3551	15.128	19.4831	0.0157	9.62E-03	22.7427
Total	**1.3098**	**1.1902**	**3.5538**	**8.3800e-003**	**0.6258**	**0.0233**	**0.6491**	**0.1682**	**0.0229**	**0.1911**	**18.2397**	**1,105.16**	**1,123.40**	**0.8807**	**0.0143**	**1,149.69**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**45.08**	**0.34**	**1.64**	**48.35**	**14.39**	**3.37**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2021	3/26/2021	5	20	
2	Grading	Grading	3/27/2021	6/11/2021	5	55	
3	Building Construction	Building Construction	6/12/2021	5/1/2023	5	491	
4	Architectural Coating	Architectural Coating	2/5/2023	5/1/2023	5	61	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1

Acres of Paving: 0.49

Residential Indoor: 452,130; Residential Outdoor: 150,710; Non-Residential Indoor: 16,148; Non-Residential Outdoor: 5,383; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	164.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Grading	4	10.00	0.00	1,273.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	175.00	29.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0178	0.0000	0.0178	2.6900e-003	0.0000	2.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9700e-003	0.0725	0.0757	1.2000e-004		4.0700e-003	4.0700e-003		3.8900e-003	3.8900e-003	0.0000	10.4093	10.4093	1.9400e-003	0.0000	10.4578
Total	**7.9700e-003**	**0.0725**	**0.0757**	**1.2000e-004**	**0.0178**	**4.0700e-003**	**0.0218**	**2.6900e-003**	**3.8900e-003**	**6.5800e-003**	**0.0000**	**10.4093**	**10.4093**	**1.9400e-003**	**0.0000**	**10.4578**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.6000e-004	0.0221	4.1000e-003	6.0000e-005	1.3900e-003	7.0000e-005	1.4600e-003	3.8000e-004	6.0000e-005	4.5000e-004	0.0000	6.1995	6.1995	3.1000e-004	0.0000	6.2072
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.3000e-004	2.3800e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6785	0.6785	2.0000e-005	0.0000	0.6789

Total	**9.8000e-004**	**0.0223**	**6.4800e-003**	**7.0000e-005**	**2.1800e-003**	**8.0000e-005**	**2.2600e-003**	**5.9000e-004**	**6.0000e-005**	**6.7000e-004**	**0.0000**	**6.8780**	**6.8780**	**3.3000e-004**	**0.0000**	**6.8861**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0000e-003	0.0000	8.0000e-003	1.2100e-003	0.0000	1.2100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9700e-003	0.0725	0.0757	1.2000e-004		4.0700e-003	4.0700e-003		3.8900e-003	3.8900e-003	0.0000	10.4093	10.4093	1.9400e-003	0.0000	10.4578
Total	**7.9700e-003**	**0.0725**	**0.0757**	**1.2000e-004**	**8.0000e-003**	**4.0700e-003**	**0.0121**	**1.2100e-003**	**3.8900e-003**	**5.1000e-003**	**0.0000**	**10.4093**	**10.4093**	**1.9400e-003**	**0.0000**	**10.4578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.6000e-004	0.0221	4.1000e-003	6.0000e-005	1.3900e-003	7.0000e-005	1.4600e-003	3.8000e-004	6.0000e-005	4.5000e-004	0.0000	6.1995	6.1995	3.1000e-004	0.0000	6.2072
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.3000e-004	2.3800e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6785	0.6785	2.0000e-005	0.0000	0.6789
Total	**9.8000e-004**	**0.0223**	**6.4800e-003**	**7.0000e-005**	**2.1800e-003**	**8.0000e-005**	**2.2600e-003**	**5.9000e-004**	**6.0000e-005**	**6.7000e-004**	**0.0000**	**6.8780**	**6.8780**	**3.3000e-004**	**0.0000**	**6.8861**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0218	0.0000	0.0218	0.0115	0.0000	0.0115	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0219	0.1995	0.2082	3.3000e-004		0.0112	0.0112		0.0107	0.0107	0.0000	28.6257	28.6257	5.3300e-003	0.0000	28.7591
Total	**0.0219**	**0.1995**	**0.2082**	**3.3000e-004**	**0.0218**	**0.0112**	**0.0330**	**0.0115**	**0.0107**	**0.0222**	**0.0000**	**28.6257**	**28.6257**	**5.3300e-003**	**0.0000**	**28.7591**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-003	0.1716	0.0319	5.0000e-004	0.0108	5.2000e-004	0.0113	2.9700e-003	5.0000e-004	3.4700e-003	0.0000	48.1220	48.1220	2.3900e-003	0.0000	48.1817
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	6.3000e-004	6.5500e-003	2.0000e-005	2.1700e-003	1.0000e-005	2.1900e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.8658	1.8658	4.0000e-005	0.0000	1.8669
Total	**5.9800e-003**	**0.1723**	**0.0384**	**5.2000e-004**	**0.0130**	**5.3000e-004**	**0.0135**	**3.5500e-003**	**5.1000e-004**	**4.0600e-003**	**0.0000**	**49.9878**	**49.9878**	**2.4300e-003**	**0.0000**	**50.0486**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8100e-003	0.0000	9.8100e-003	5.1900e-003	0.0000	5.1900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0219	0.1995	0.2082	3.3000e-004		0.0112	0.0112		0.0107	0.0107	0.0000	28.6257	28.6257	5.3300e-003	0.0000	28.7590

Total	**0.0219**	**0.1995**	**0.2082**	**3.3000e-004**	**9.8100e-003**	**0.0112**	**0.0210**	**5.1900e-003**	**0.0107**	**0.0159**	**0.0000**	**28.6257**	**28.6257**	**5.3300e-003**	**0.0000**	**28.7590**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-003	0.1716	0.0319	5.0000e-004	0.0108	5.2000e-004	0.0113	2.9700e-003	5.0000e-004	3.4700e-003	0.0000	48.1220	48.1220	2.3900e-003	0.0000	48.1817
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	6.3000e-004	6.5500e-003	2.0000e-005	2.1700e-003	1.0000e-005	2.1900e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.8658	1.8658	4.0000e-005	0.0000	1.8669
Total	**5.9800e-003**	**0.1723**	**0.0384**	**5.2000e-004**	**0.0130**	**5.3000e-004**	**0.0135**	**3.5500e-003**	**5.1000e-004**	**4.0600e-003**	**0.0000**	**49.9878**	**49.9878**	**2.4300e-003**	**0.0000**	**50.0486**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0562	0.5789	0.5266	8.3000e-004		0.0325	0.0325		0.0299	0.0299	0.0000	72.5595	72.5595	0.0235	0.0000	73.1462
Total	**0.0562**	**0.5789**	**0.5266**	**8.3000e-004**		**0.0325**	**0.0325**		**0.0299**	**0.0299**	**0.0000**	**72.5595**	**72.5595**	**0.0235**	**0.0000**	**73.1462**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5100e-003	0.2249	0.0476	5.8000e-004	0.0138	4.7000e-004	0.0143	3.9900e-003	4.5000e-004	4.4400e-003	0.0000	55.0793	55.0793	3.0300e-003	0.0000	55.1550
Worker	0.0405	0.0289	0.3024	9.5000e-004	0.1003	6.7000e-004	0.1010	0.0267	6.2000e-004	0.0273	0.0000	86.0812	86.0812	2.0600e-003	0.0000	86.1327
Total	**0.0470**	**0.2538**	**0.3500**	**1.5300e-003**	**0.1141**	**1.1400e-003**	**0.1153**	**0.0307**	**1.0700e-003**	**0.0318**	**0.0000**	**141.1606**	**141.1606**	**5.0900e-003**	**0.0000**	**141.2876**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0562	0.5789	0.5266	8.3000e-004		0.0325	0.0325		0.0299	0.0299	0.0000	72.5594	72.5594	0.0235	0.0000	73.1461
Total	**0.0562**	**0.5789**	**0.5266**	**8.3000e-004**		**0.0325**	**0.0325**		**0.0299**	**0.0299**	**0.0000**	**72.5594**	**72.5594**	**0.0235**	**0.0000**	**73.1461**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5100e-003	0.2249	0.0476	5.8000e-004	0.0138	4.7000e-004	0.0143	3.9900e-003	4.5000e-004	4.4400e-003	0.0000	55.0793	55.0793	3.0300e-003	0.0000	55.1550

Worker	0.0405	0.0289	0.3024	9.5000e-004	0.1003	6.7000e-004	0.1010	0.0267	6.2000e-004	0.0273	0.0000	86.0812	86.0812	2.0600e-003	0.0000	86.1327
Total	**0.0470**	**0.2538**	**0.3500**	**1.5300e-003**	**0.1141**	**1.1400e-003**	**0.1153**	**0.0307**	**1.0700e-003**	**0.0318**	**0.0000**	**141.1606**	**141.1606**	**5.0900e-003**	**0.0000**	**141.2876**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0892	0.9134	0.9299	1.4800e-003		0.0484	0.0484		0.0445	0.0445	0.0000	130.1920	130.1920	0.0421	0.0000	131.2447
Total	**0.0892**	**0.9134**	**0.9299**	**1.4800e-003**		**0.0484**	**0.0484**		**0.0445**	**0.0445**	**0.0000**	**130.1920**	**130.1920**	**0.0421**	**0.0000**	**131.2447**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0109	0.3830	0.0800	1.0200e-003	0.0248	7.3000e-004	0.0255	7.1600e-003	7.0000e-004	7.8600e-003	0.0000	97.7972	97.7972	5.1800e-003	0.0000	97.9268
Worker	0.0675	0.0464	0.4964	1.6400e-003	0.1799	1.1800e-003	0.1811	0.0479	1.0800e-003	0.0489	0.0000	148.7274	148.7274	3.3000e-003	0.0000	148.8099
Total	**0.0784**	**0.4294**	**0.5764**	**2.6600e-003**	**0.2046**	**1.9100e-003**	**0.2065**	**0.0550**	**1.7800e-003**	**0.0568**	**0.0000**	**246.5246**	**246.5246**	**8.4800e-003**	**0.0000**	**246.7367**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0892	0.9134	0.9299	1.4800e-003		0.0484	0.0484		0.0445	0.0445	0.0000	130.1918	130.1918	0.0421	0.0000	131.2445
Total	**0.0892**	**0.9134**	**0.9299**	**1.4800e-003**		**0.0484**	**0.0484**		**0.0445**	**0.0445**	**0.0000**	**130.1918**	**130.1918**	**0.0421**	**0.0000**	**131.2445**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0109	0.3830	0.0800	1.0200e-003	0.0248	7.3000e-004	0.0255	7.1600e-003	7.0000e-004	7.8600e-003	0.0000	97.7972	97.7972	5.1800e-003	0.0000	97.9268
Worker	0.0675	0.0464	0.4964	1.6400e-003	0.1799	1.1800e-003	0.1811	0.0479	1.0800e-003	0.0489	0.0000	148.7274	148.7274	3.3000e-003	0.0000	148.8099
Total	**0.0784**	**0.4294**	**0.5764**	**2.6600e-003**	**0.2046**	**1.9100e-003**	**0.2065**	**0.0550**	**1.7800e-003**	**0.0568**	**0.0000**	**246.5246**	**246.5246**	**8.4800e-003**	**0.0000**	**246.7367**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2760	0.3052	4.9000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	43.0896	43.0896	0.0139	0.0000	43.4380

Total	**0.0272**	**0.2760**	**0.3052**	**4.9000e-004**		**0.0138**	**0.0138**		**0.0127**	**0.0127**	**0.0000**	**43.0896**	**43.0896**	**0.0139**	**0.0000**	**43.4380**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6400e-003	0.0981	0.0231	3.3000e-004	8.1900e-003	1.0000e-004	8.2900e-003	2.3700e-003	1.0000e-004	2.4700e-003	0.0000	31.4280	31.4280	1.3700e-003	0.0000	31.4622
Worker	0.0208	0.0138	0.1504	5.2000e-004	0.0595	3.8000e-004	0.0599	0.0158	3.5000e-004	0.0162	0.0000	47.3130	47.3130	9.8000e-004	0.0000	47.3374
Total	**0.0234**	**0.1118**	**0.1735**	**8.5000e-004**	**0.0677**	**4.8000e-004**	**0.0682**	**0.0182**	**4.5000e-004**	**0.0187**	**0.0000**	**78.7410**	**78.7410**	**2.3500e-003**	**0.0000**	**78.7996**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2760	0.3052	4.9000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	43.0896	43.0896	0.0139	0.0000	43.4380
Total	**0.0272**	**0.2760**	**0.3052**	**4.9000e-004**		**0.0138**	**0.0138**		**0.0127**	**0.0127**	**0.0000**	**43.0896**	**43.0896**	**0.0139**	**0.0000**	**43.4380**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6400e-003	0.0981	0.0231	3.3000e-004	8.1900e-003	1.0000e-004	8.2900e-003	2.3700e-003	1.0000e-004	2.4700e-003	0.0000	31.4280	31.4280	1.3700e-003	0.0000	31.4622
Worker	0.0208	0.0138	0.1504	5.2000e-004	0.0595	3.8000e-004	0.0599	0.0158	3.5000e-004	0.0162	0.0000	47.3130	47.3130	9.8000e-004	0.0000	47.3374
Total	**0.0234**	**0.1118**	**0.1735**	**8.5000e-004**	**0.0677**	**4.8000e-004**	**0.0682**	**0.0182**	**4.5000e-004**	**0.0187**	**0.0000**	**78.7410**	**78.7410**	**2.3500e-003**	**0.0000**	**78.7996**

3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6323					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8500e-003	0.0397	0.0552	9.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	7.7874	7.7874	4.7000e-004	0.0000	7.7991
Total	**1.6381**	**0.0397**	**0.0552**	**9.0000e-005**		**2.1600e-003**	**2.1600e-003**		**2.1600e-003**	**2.1600e-003**	**0.0000**	**7.7874**	**7.7874**	**4.7000e-004**	**0.0000**	**7.7991**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9500e-003	1.9500e-003	0.0213	7.0000e-005	8.4400e-003	5.0000e-005	8.4900e-003	2.2500e-003	5.0000e-005	2.3000e-003	0.0000	6.7118	6.7118	1.4000e-004	0.0000	6.7153
Total	**2.9500e-003**	**1.9500e-003**	**0.0213**	**7.0000e-005**	**8.4400e-003**	**5.0000e-005**	**8.4900e-003**	**2.2500e-003**	**5.0000e-005**	**2.3000e-003**	**0.0000**	**6.7118**	**6.7118**	**1.4000e-004**	**0.0000**	**6.7153**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6323					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8500e-003	0.0397	0.0552	9.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	7.7874	7.7874	4.7000e-004	0.0000	7.7991
Total	**1.6381**	**0.0397**	**0.0552**	**9.0000e-005**		**2.1600e-003**	**2.1600e-003**		**2.1600e-003**	**2.1600e-003**	**0.0000**	**7.7874**	**7.7874**	**4.7000e-004**	**0.0000**	**7.7991**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9500e-003	1.9500e-003	0.0213	7.0000e-005	8.4400e-003	5.0000e-005	8.4900e-003	2.2500e-003	5.0000e-005	2.3000e-003	0.0000	6.7118	6.7118	1.4000e-004	0.0000	6.7153
Total	**2.9500e-003**	**1.9500e-003**	**0.0213**	**7.0000e-005**	**8.4400e-003**	**5.0000e-005**	**8.4900e-003**	**2.2500e-003**	**5.0000e-005**	**2.3000e-003**	**0.0000**	**6.7118**	**6.7118**	**1.4000e-004**	**0.0000**	**6.7153**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1694	1.0733	1.8377	7.6700e-003	0.6258	6.1900e-003	0.6320	0.1682	5.7900e-003	0.1740	0.0000	708.9090	708.9090	0.0274	0.0000	709.5949
Unmitigated	0.1694	1.0733	1.8377	7.6700e-003	0.6258	6.1900e-003	0.6320	0.1682	5.7900e-003	0.1740	0.0000	708.9090	708.9090	0.0274	0.0000	709.5949

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	650.25	625.50	573.75	1,468,415	1,468,415
Enclosed Parking with Elevator	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
Regional Shopping Center	121.04	141.64	71.51	204,976	204,976
Total	771.29	767.14	645.26	1,673,392	1,673,392

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Health Club	9.50	7.30	7.30	16.90	64.10	19.00	52	39	9
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690

Enclosed Parking with Elevator	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690
Health Club	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690
Regional Shopping Center	0.562515	0.038056	0.190319	0.106285	0.014814	0.005157	0.024895	0.046887	0.002221	0.002358	0.005460	0.000343	0.000690

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	265.8426	265.8426	0.0122	2.6600e-003	266.9412
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	265.8426	265.8426	0.0122	2.6600e-003	266.9412
NaturalGas Mitigated	0.0114	0.0976	0.0445	6.2000e-004		7.8600e-003	7.8600e-003		7.8600e-003	7.8600e-003	0.0000	112.5493	112.5493	2.1600e-003	2.0600e-003	113.2182
NaturalGas Unmitigated	0.0114	0.0976	0.0445	6.2000e-004		7.8600e-003	7.8600e-003		7.8600e-003	7.8600e-003	0.0000	112.5493	112.5493	2.1600e-003	2.0600e-003	113.2182

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.96435e+006	0.0106	0.0905	0.0385	5.8000e-004		7.3200e-003	7.3200e-003		7.3200e-003	7.3200e-003	0.0000	104.8250	104.8250	2.0100e-003	1.9200e-003	105.4480
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Health Club	116969	6.3000e-004	5.7300e-003	4.8200e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2419	6.2419	1.2000e-004	1.1000e-004	6.2790
Regional Shopping Center	27779.4	1.5000e-004	1.3600e-003	1.1400e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4824	1.4824	3.0000e-005	3.0000e-005	1.4912
Total		**0.0114**	**0.0976**	**0.0445**	**6.2000e-004**		**7.8600e-003**	**7.8600e-003**		**7.8600e-003**	**7.8600e-003**	**0.0000**	**112.5493**	**112.5493**	**2.1600e-003**	**2.0600e-003**	**113.2182**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.96435e+006	0.0106	0.0905	0.0385	5.8000e-004		7.3200e-003	7.3200e-003		7.3200e-003	7.3200e-003	0.0000	104.8250	104.8250	2.0100e-003	1.9200e-003	105.4480
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	116969	6.3000e-004	5.7300e-003	4.8200e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2419	6.2419	1.2000e-004	1.1000e-004	6.2790
Regional Shopping Center	27779.4	1.5000e-004	1.3600e-003	1.1400e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4824	1.4824	3.0000e-005	3.0000e-005	1.4912
Total		**0.0114**	**0.0976**	**0.0445**	**6.2000e-004**		**7.8600e-003**	**7.8600e-003**		**7.8600e-003**	**7.8600e-003**	**0.0000**	**112.5493**	**112.5493**	**2.1600e-003**	**2.0600e-003**	**113.2182**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	949948	215.2980	9.9100e-003	2.1500e-003	216.1878
Enclosed Parking with Elevator	123998	28.1031	1.2900e-003	2.8000e-004	28.2192
Health Club	35728.6	8.0976	3.7000e-004	8.0000e-005	8.1311
Regional Shopping Center	63288.7	14.3439	6.6000e-004	1.4000e-004	14.4032

Total		**265.8426**	**0.0122**	**2.6500e-003**	**266.9412**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	949948	215.2980	9.9100e-003	2.1500e-003	216.1878
Enclosed Parking with Elevator	123998	28.1031	1.2900e-003	2.8000e-004	28.2192
Health Club	35728.6	8.0976	3.7000e-004	8.0000e-005	8.1311
Regional Shopping Center	63288.7	14.3439	6.6000e-004	1.4000e-004	14.4032
Total		**265.8426**	**0.0122**	**2.6500e-003**	**266.9412**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1290	0.0193	1.6716	9.0000e-005		9.2600e-003	9.2600e-003		9.2600e-003	9.2600e-003	0.0000	2.7321	2.7321	2.6300e-003	0.0000	2.7978
Unmitigated	1.1290	0.0193	1.6716	9.0000e-005		9.2600e-003	9.2600e-003		9.2600e-003	9.2600e-003	0.0000	2.7321	2.7321	2.6300e-003	0.0000	2.7978

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1632					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9154					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0504	0.0193	1.6716	9.0000e-005		9.2600e-003	9.2600e-003		9.2600e-003	9.2600e-003	0.0000	2.7321	2.7321	2.6300e-003	0.0000	2.7978
Total	**1.1290**	**0.0193**	**1.6716**	**9.0000e-005**		**9.2600e-003**	**9.2600e-003**		**9.2600e-003**	**9.2600e-003**	**0.0000**	**2.7321**	**2.7321**	**2.6300e-003**	**0.0000**	**2.7978**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1632					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9154					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0504	0.0193	1.6716	9.0000e-005		9.2600e-003	9.2600e-003		9.2600e-003	9.2600e-003	0.0000	2.7321	2.7321	2.6300e-003	0.0000	2.7978
Total	**1.1290**	**0.0193**	**1.6716**	**9.0000e-005**		**9.2600e-003**	**9.2600e-003**		**9.2600e-003**	**9.2600e-003**	**0.0000**	**2.7321**	**2.7321**	**2.6300e-003**	**0.0000**	**2.7978**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	19.4831	0.0157	9.6200e-003	22.7427
Unmitigated	24.3458	0.0196	0.0120	28.4203

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.6597 / 0.040595	23.1968	0.0187	0.0115	27.0787
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Health Club	0.279747 / 0	0.4421	3.6000e-004	2.2000e-004	0.5161
Regional Shopping Center	0.447398 / 0	0.7070	5.7000e-004	3.5000e-004	0.8254
Total		**24.3458**	**0.0196**	**0.0120**	**28.4203**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.7277 / 0.040595	18.5639	0.0149	9.1700e-003	21.6695
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Health Club	0.223798 / 0	0.3536	2.9000e-004	1.7000e-004	0.4129
Regional Shopping Center	0.357918 / 0	0.5656	4.6000e-004	2.8000e-004	0.6603
Total		**19.4831**	**0.0157**	**9.6200e-003**	**22.7427**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.8846	0.8206	0.0000	34.3985
Unmitigated	27.7692	1.6411	0.0000	68.7969

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	103.5	21.0096	1.2416	0.0000	52.0503
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Health Club	26.96	5.4726	0.3234	0.0000	13.5582
Regional Shopping Center	6.34	1.2870	0.0761	0.0000	3.1884
Total		**27.7692**	**1.6411**	**0.0000**	**68.7969**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	51.75	10.5048	0.6208	0.0000	26.0252
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Health Club	13.48	2.7363	0.1617	0.0000	6.7791
Regional Shopping Center	3.17	0.6435	0.0380	0.0000	1.5942
Total		**13.8846**	**0.8206**	**0.0000**	**34.3985**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.2

Date: 2/26/2020 1:44 PM

2600 Telegraph Project

Alameda County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	2	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	6	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					

Air Compressors	5.85000E-003	3.97400E-002	5.52400E-002	9.00000E-005	2.16000E-003	2.16000E-003	0.00000E+000	7.78742E+000	7.78742E+000	4.70000E-004	0.00000E+000	7.79907E+000
Concrete/Industrial Saws	1.44300E-002	1.13920E-001	1.37780E-001	2.30000E-004	6.49000E-003	6.49000E-003	0.00000E+000	2.01621E+001	2.01621E+001	1.17000E-003	0.00000E+000	2.01914E+001
Cranes	4.67700E-002	5.29800E-001	2.34320E-001	7.10000E-004	2.18600E-002	2.01100E-002	0.00000E+000	6.22264E+001	6.22264E+001	2.01300E-002	0.00000E+000	6.27295E+001
Forklifts	4.28300E-002	3.95830E-001	4.25820E-001	5.60000E-004	2.65500E-002	2.44300E-002	0.00000E+000	4.94528E+001	4.94528E+001	1.59900E-002	0.00000E+000	4.98526E+001
Rubber Tired Dozers	4.90000E-003	5.14300E-002	1.89300E-002	4.00000E-005	2.50000E-003	2.30000E-003	0.00000E+000	3.51826E+000	3.51826E+000	1.14000E-003	0.00000E+000	3.54670E+000
Tractors/Loaders/Backhoes	9.35300E-002	9.49270E-001	1.22863E+000	1.70000E-003	5.24500E-002	4.82500E-002	0.00000E+000	1.49517E+002	1.49517E+002	4.83600E-002	0.00000E+000	1.50726E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	5.85000E-003	3.97400E-002	5.52400E-002	9.00000E-005	2.16000E-003	2.16000E-003	0.00000E+000	7.78741E+000	7.78741E+000	4.70000E-004	0.00000E+000	7.79906E+000
Concrete/Industrial Saws	1.44300E-002	1.13920E-001	1.37780E-001	2.30000E-004	6.49000E-003	6.49000E-003	0.00000E+000	2.01621E+001	2.01621E+001	1.17000E-003	0.00000E+000	2.01914E+001
Cranes	4.67700E-002	5.29800E-001	2.34320E-001	7.10000E-004	2.18600E-002	2.01100E-002	0.00000E+000	6.22263E+001	6.22263E+001	2.01300E-002	0.00000E+000	6.27295E+001
Forklifts	4.28300E-002	3.95830E-001	4.25820E-001	5.60000E-004	2.65500E-002	2.44300E-002	0.00000E+000	4.94527E+001	4.94527E+001	1.59900E-002	0.00000E+000	4.98526E+001
Rubber Tired Dozers	4.90000E-003	5.14300E-002	1.89300E-002	4.00000E-005	2.50000E-003	2.30000E-003	0.00000E+000	3.51825E+000	3.51825E+000	1.14000E-003	0.00000E+000	3.54670E+000
Tractors/Loaders/Backhoes	9.35300E-002	9.49260E-001	1.22863E+000	1.70000E-003	5.24500E-002	4.82500E-002	0.00000E+000	1.49516E+002	1.49516E+002	4.83600E-002	0.00000E+000	1.50725E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Percent Reduction											
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.28412E-006	1.28412E-006	0.00000E+000	0.00000E+000	1.28220E-006
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.91960E-007	9.91960E-007	0.00000E+000	0.00000E+000	9.90522E-007
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.12492E-006	1.12492E-006	0.00000E+000	0.00000E+000	1.11590E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.21328E-006	1.21328E-006	0.00000E+000	0.00000E+000	1.20355E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.84231E-006	2.84231E-006	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	1.05344E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.13700E-006	1.13700E-006	0.00000E+000	0.00000E+000	1.19422E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	15.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.39	0.10	0.39	0.10	0.00	0.00
Demolition	Fugitive Dust	0.02	0.00	0.01	0.00	0.55	0.55
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.02	0.01	0.01	0.01	0.55	0.55
Grading	Roads	0.01	0.00	0.01	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	20.00	19.97	19.97	19.99	20.03	19.98
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.05	0.23		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			

No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	

No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	20.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services	50.00
Percent Reduction in Waste Disposed	

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Date: 4/15/2020 12:25 PM

2600 Telegraph Project - Emergency Generator

Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	165.00	Space	0.49	21,160.00	0
Health Club	4.73	1000sqft	0.11	4,726.00	0
Apartments Mid Rise	225.00	Dwelling Unit	0.17	223,274.00	473
Regional Shopping Center	6.04	1000sqft	0.14	6,039.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Stationary Sources - Emergency Generators and Fire Pumps - Operation of 200 kW emergency generator.

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (175 - 300 HP)	0.2199	0.6146	0.5607	1.0600e-003		0.0324	0.0324		0.0324	0.0324		112.4949	112.4949	0.0158		112.8892
Total	**0.2199**	**0.6146**	**0.5607**	**1.0600e-003**		**0.0324**	**0.0324**		**0.0324**	**0.0324**		**112.4949**	**112.4949**	**0.0158**		**112.8892**

CalEEMod Version: CalEEMod.2016.3.2

Date: 4/15/2020 12:27 PM

2600 Telegraph Project - Emergency Generator

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	165.00	Space	0.49	21,160.00	0
Health Club	4.73	1000sqft	0.11	4,726.00	0
Apartments Mid Rise	225.00	Dwelling Unit	0.17	223,274.00	473
Regional Shopping Center	6.04	1000sqft	0.14	6,039.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Stationary Sources - Emergency Generators and Fire Pumps - Operation of 200 kW emergency generator.

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (175 - 300 HP)	0.2199	0.6146	0.5607	1.0600e-003		0.0324	0.0324		0.0324	0.0324		112.4949	112.4949	0.0158		112.8892
Total	**0.2199**	**0.6146**	**0.5607**	**1.0600e-003**		**0.0324**	**0.0324**		**0.0324**	**0.0324**		**112.4949**	**112.4949**	**0.0158**		**112.8892**

CalEEMod Version: CalEEMod.2016.3.2

Date: 4/15/2020 12:23 PM

2600 Telegraph Project - Emergency Generator
Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	165.00	Space	0.49	21,160.00	0
Health Club	4.73	1000sqft	0.11	4,726.00	0
Apartments Mid Rise	225.00	Dwelling Unit	0.17	223,274.00	473
Regional Shopping Center	6.04	1000sqft	0.14	6,039.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Stationary Sources - Emergency Generators and Fire Pumps - Operation of 200 kW emergency generator.

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (175 - 300 HP)	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Total	**0.0220**	**0.0615**	**0.0561**	**1.1000e-004**		**3.2300e-003**	**3.2300e-003**		**3.2300e-003**	**3.2300e-003**	**0.0000**	**10.2054**	**10.2054**	**1.4300e-003**	**0.0000**	**10.2411**

2600 Telegraph Existing Uses Operations
Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	59.00	Space	0.68	29,692.00	0
High Turnover (Sit Down Restaurant)	17.30	1000sqft	0.23	17,300.00	0
Racquet Club	2.30	1000sqft	0.00	2,300.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted GHG intensity based on PG&E's reported renewables for 2017 of 33%

Land Use - Existing uses = Gogi Time and Blind Tiger (High Turnover Restaurants); Sam Won Billiards (Racquet Club assumed); 59 space parking lot

Construction Phase - Modeling operations only

Off-road Equipment - Modeling operations only

Trips and VMT - Modeling operations only

Grading - Modeling operations only

Architectural Coating - Modeling operations only

Vehicle Trips - Adjusted weekday trip generation rate to match traffic report. Adjusted Saturday and Sunday trip generation proportionally to weekday change

Energy Use - Using historical (pre-2005) energy use factors for existing uses

Water And Wastewater - Default indoor water use, zeroed out outdoor since minimal landscaping. Assumed 100% aerobic treatment

Solid Waste - Default solid waste

Waste Mitigation - 50% waste diversion consistent with Assembly Bill 939

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	9,800.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	29,400.00	0.00
tblArchitecturalCoating	ConstArea_Parking	1,782.00	0.00
tblLandUse	LandUseSquareFeet	23,600.00	29,692.00
tblLandUse	LotAcreage	0.53	0.68
tblLandUse	LotAcreage	0.40	0.23
tblLandUse	LotAcreage	0.05	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	641.35	499.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblTripsAndVMT	WorkerTripNumber	4.00	0.00
tblVehicleTrips	ST_TR	158.37	55.45
tblVehicleTrips	ST_TR	21.35	24.48
tblVehicleTrips	SU_TR	131.84	46.16
tblVehicleTrips	SU_TR	17.40	19.95
tblVehicleTrips	WD_TR	127.15	44.52
tblVehicleTrips	WD_TR	14.03	16.09
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

tblWater	OutdoorWaterUseRate	335,178.72	0.00
tblWater	OutdoorWaterUseRate	83,372.75	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Energy	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759
Mobile	1.8480	8.7387	13.6072	0.0396	2.5794	0.0518	2.6312	0.6913	0.0489	0.7402		4,012.5401	4,012.5401	0.2306		4,018.3047
Total	**2.4273**	**9.5495**	**14.2963**	**0.0444**	**2.5794**	**0.1134**	**2.6928**	**0.6913**	**0.1106**	**0.8019**		**4,985.4517**	**4,985.4517**	**0.2493**	**0.0178**	**4,996.9989**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Energy	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759
Mobile	1.8480	8.7387	13.6072	0.0396	2.5794	0.0518	2.6312	0.6913	0.0489	0.7402		4,012.5401	4,012.5401	0.2306		4,018.3047
Total	**2.4273**	**9.5495**	**14.2963**	**0.0444**	**2.5794**	**0.1134**	**2.6928**	**0.6913**	**0.1106**	**0.8019**		**4,985.4517**	**4,985.4517**	**0.2493**	**0.0178**	**4,996.9989**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	12/1/2018	12/7/2018	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.68

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8480	8.7387	13.6072	0.0396	2.5794	0.0518	2.6312	0.6913	0.0489	0.7402		4,012.5401	4,012.5401	0.2306		4,018.3047
Unmitigated	1.8480	8.7387	13.6072	0.0396	2.5794	0.0518	2.6312	0.6913	0.0489	0.7402		4,012.5401	4,012.5401	0.2306		4,018.3047

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	770.20	959.29	798.57	929,676	929,676
Parking Lot	0.00	0.00	0.00		

Racquet Club	37.01	56.30	45.89	69,794	69,794
Total	807.20	1,015.59	844.45	999,470	999,470

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Racquet Club	9.50	7.30	7.30	11.50	69.50	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779
Parking Lot	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779
Racquet Club	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759
NaturalGas Unmitigated	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	8099.72	0.0874	0.7941	0.6670	4.7600e-003		0.0604	0.0604		0.0604	0.0604		952.9080	952.9080	0.0183	0.0175	958.5706
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Racquet Club	169.885	1.8300e-003	0.0167	0.0140	1.0000e-004		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003		19.9865	19.9865	3.8000e-004	3.7000e-004	20.1052
Total		**0.0892**	**0.8108**	**0.6810**	**4.8600e-003**		**0.0616**	**0.0616**		**0.0616**	**0.0616**		**972.8944**	**972.8944**	**0.0186**	**0.0178**	**978.6759**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	8.09972	0.0874	0.7941	0.6670	4.7600e-003		0.0604	0.0604		0.0604	0.0604		952.9080	952.9080	0.0183	0.0175	958.5706
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Racquet Club	0.169885	1.8300e-003	0.0167	0.0140	1.0000e-004		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003		19.9865	19.9865	3.8000e-004	3.7000e-004	20.1052
Total		**0.0892**	**0.8108**	**0.6810**	**4.8600e-003**		**0.0616**	**0.0616**		**0.0616**	**0.0616**		**972.8944**	**972.8944**	**0.0186**	**0.0178**	**978.6759**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Unmitigated	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4300					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7000e-004	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Total	**0.4901**	**8.0000e-005**	**8.1000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**		**0.0184**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					

Architectural Coating	0.0594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4300					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7000e-004	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Total	**0.4901**	**8.0000e-005**	**8.1000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**		**0.0184**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2600 Telegraph Existing Uses Operations

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	59.00	Space	0.68	29,692.00	0
High Turnover (Sit Down Restaurant)	17.30	1000sqft	0.23	17,300.00	0
Racquet Club	2.30	1000sqft	0.00	2,300.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted GHG intensity based on PG&E's reported renewables for 2017 of 33%

Land Use - Existing uses = Gogi Time and Blind Tiger (High Turnover Restaurants); Sam Won Billiards (Racquet Club assumed); 59 space parking lot

Construction Phase - Modeling operations only

Off-road Equipment - Modeling operations only

Trips and VMT - Modeling operations only

Grading - Modeling operations only

Architectural Coating - Modeling operations only

Vehicle Trips - Adjusted weekday trip generation rate to match traffic report. Adjusted Saturday and Sunday trip generation proportionally to weekday change

Energy Use - Using historical (pre-2005) energy use factors for existing uses

Water And Wastewater - Default indoor water use, zeroed out outdoor since minimal landscaping. Assumed 100% aerobic treatment

Solid Waste - Default solid waste

Waste Mitigation - 50% waste diversion consistent with Assembly Bill 939

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	9,800.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	29,400.00	0.00
tblArchitecturalCoating	ConstArea_Parking	1,782.00	0.00
tblLandUse	LandUseSquareFeet	23,600.00	29,692.00
tblLandUse	LotAcreage	0.53	0.68
tblLandUse	LotAcreage	0.40	0.23
tblLandUse	LotAcreage	0.05	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	641.35	499.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblTripsAndVMT	WorkerTripNumber	4.00	0.00
tblVehicleTrips	ST_TR	158.37	55.45
tblVehicleTrips	ST_TR	21.35	24.48
tblVehicleTrips	SU_TR	131.84	46.16
tblVehicleTrips	SU_TR	17.40	19.95
tblVehicleTrips	WD_TR	127.15	44.52
tblVehicleTrips	WD_TR	14.03	16.09
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

tblWater	OutdoorWaterUseRate	335,178.72	0.00
tblWater	OutdoorWaterUseRate	83,372.75	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Energy	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759
Mobile	1.5810	8.9605	15.0485	0.0370	2.5794	0.0527	2.6321	0.6913	0.0498	0.7411		3,747.9934	3,747.9934	0.2495		3,754.2299
Total	**2.1603**	**9.7713**	**15.7376**	**0.0418**	**2.5794**	**0.1144**	**2.6938**	**0.6913**	**0.1115**	**0.8028**		**4,720.9051**	**4,720.9051**	**0.2682**	**0.0178**	**4,732.9241**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Energy	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759
Mobile	1.5810	8.9605	15.0485	0.0370	2.5794	0.0527	2.6321	0.6913	0.0498	0.7411		3,747.9934	3,747.9934	0.2495		3,754.2299
Total	**2.1603**	**9.7713**	**15.7376**	**0.0418**	**2.5794**	**0.1144**	**2.6938**	**0.6913**	**0.1115**	**0.8028**		**4,720.9051**	**4,720.9051**	**0.2682**	**0.0178**	**4,732.9241**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	12/1/2018	12/7/2018	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.68

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5810	8.9605	15.0485	0.0370	2.5794	0.0527	2.6321	0.6913	0.0498	0.7411		3,747.9934	3,747.9934	0.2495		3,754.2299
Unmitigated	1.5810	8.9605	15.0485	0.0370	2.5794	0.0527	2.6321	0.6913	0.0498	0.7411		3,747.9934	3,747.9934	0.2495		3,754.2299

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	770.20	959.29	798.57	929,676	929,676
Parking Lot	0.00	0.00	0.00		

Racquet Club	37.01	56.30	45.89	69,794	69,794
Total	807.20	1,015.59	844.45	999,470	999,470

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Racquet Club	9.50	7.30	7.30	11.50	69.50	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779
Parking Lot	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779
Racquet Club	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759
NaturalGas Unmitigated	0.0892	0.8108	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616		972.8944	972.8944	0.0187	0.0178	978.6759

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	8099.72	0.0874	0.7941	0.6670	4.7600e-003		0.0604	0.0604		0.0604	0.0604		952.9080	952.9080	0.0183	0.0175	958.5706
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Racquet Club	169.885	1.8300e-003	0.0167	0.0140	1.0000e-004		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003		19.9865	19.9865	3.8000e-004	3.7000e-004	20.1052
Total		**0.0892**	**0.8108**	**0.6810**	**4.8600e-003**		**0.0616**	**0.0616**		**0.0616**	**0.0616**		**972.8944**	**972.8944**	**0.0186**	**0.0178**	**978.6759**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	8.09972	0.0874	0.7941	0.6670	4.7600e-003		0.0604	0.0604		0.0604	0.0604		952.9080	952.9080	0.0183	0.0175	958.5706
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Racquet Club	0.169885	1.8300e-003	0.0167	0.0140	1.0000e-004		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003		19.9865	19.9865	3.8000e-004	3.7000e-004	20.1052
Total		**0.0892**	**0.8108**	**0.6810**	**4.8600e-003**		**0.0616**	**0.0616**		**0.0616**	**0.0616**		**972.8944**	**972.8944**	**0.0186**	**0.0178**	**978.6759**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Unmitigated	0.4901	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4300					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7000e-004	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Total	**0.4901**	**8.0000e-005**	**8.1000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**		**0.0184**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					

Architectural Coating	0.0594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4300					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7000e-004	8.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0184
Total	**0.4901**	**8.0000e-005**	**8.1000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**		**0.0184**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2600 Telegraph Existing Uses Operations - Alameda County, Annual

2600 Telegraph Existing Uses Operations

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	59.00	Space	0.68	29,692.00	0
High Turnover (Sit Down Restaurant)	17.30	1000sqft	0.23	17,300.00	0
Racquet Club	2.30	1000sqft	0.00	2,300.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499.66	**CH4 Intensity (lb/MWhr)**	0.023	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted GHG intensity based on PG&E's reported renewables for 2017 of 33%

Land Use - Existing uses = Gogi Time and Blind Tiger (High Turnover Restaurants); Sam Won Billiards (Racquet Club assumed); 59 space parking lot

Construction Phase - Modeling operations only

Off-road Equipment - Modeling operations only

Trips and VMT - Modeling operations only

Grading - Modeling operations only

Architectural Coating - Modeling operations only

Vehicle Trips - Adjusted weekday trip generation rate to match traffic report. Adjusted Saturday and Sunday trip generation proportionally to weekday change

Energy Use - Using historical (pre-2005) energy use factors for existing uses

Water And Wastewater - Default indoor water use, zeroed out outdoor since minimal landscaping. Assumed 100% aerobic treatment

Solid Waste - Default solid waste

Waste Mitigation - 50% waste diversion consistent with Assembly Bill 939

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	9,800.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	29,400.00	0.00
tblArchitecturalCoating	ConstArea_Parking	1,782.00	0.00
tblLandUse	LandUseSquareFeet	23,600.00	29,692.00
tblLandUse	LotAcreage	0.53	0.68
tblLandUse	LotAcreage	0.40	0.23
tblLandUse	LotAcreage	0.05	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	641.35	499.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblTripsAndVMT	WorkerTripNumber	4.00	0.00
tblVehicleTrips	ST_TR	158.37	55.45
tblVehicleTrips	ST_TR	21.35	24.48
tblVehicleTrips	SU_TR	131.84	46.16
tblVehicleTrips	SU_TR	17.40	19.95
tblVehicleTrips	WD_TR	127.15	44.52
tblVehicleTrips	WD_TR	14.03	16.09
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

tblWater	OutdoorWaterUseRate	335,178.72	0.00
tblWater	OutdoorWaterUseRate	83,372.75	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0894	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-003	1.4000e-003	0.0000	0.0000	1.5000e-003
Energy	0.0163	0.1480	0.1243	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	292.4253	292.4253	9.1300e-003	4.2700e-003	293.9253
Mobile	0.2397	1.3416	2.1000	5.6400e-003	0.3739	7.8500e-003	0.3818	0.1005	7.4100e-003	0.1079	0.0000	519.1212	519.1212	0.0324	0.0000	519.9321
Waste						0.0000	0.0000		0.0000	0.0000	44.4510	0.0000	44.4510	2.6270	0.0000	110.1254
Water						0.0000	0.0000		0.0000	0.0000	1.9060	6.6066	8.5126	6.8600e-003	4.2100e-003	9.9391
Total	**0.3454**	**1.4896**	**2.2251**	**6.5300e-003**	**0.3739**	**0.0191**	**0.3930**	**0.1005**	**0.0187**	**0.1192**	**46.3570**	**818.1545**	**864.5114**	**2.6754**	**8.4800e-003**	**933.9233**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0894	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-003	1.4000e-003	0.0000	0.0000	1.5000e-003
Energy	0.0163	0.1480	0.1243	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	292.4253	292.4253	9.1300e-003	4.2700e-003	293.9253
Mobile	0.2397	1.3416	2.1000	5.6400e-003	0.3739	7.8500e-003	0.3818	0.1005	7.4100e-003	0.1079	0.0000	519.1212	519.1212	0.0324	0.0000	519.9321
Waste						0.0000	0.0000		0.0000	0.0000	22.2255	0.0000	22.2255	1.3135	0.0000	55.0627
Water						0.0000	0.0000		0.0000	0.0000	1.9060	6.6066	8.5126	6.8600e-003	4.2100e-003	9.9391
Total	**0.3454**	**1.4896**	**2.2251**	**6.5300e-003**	**0.3739**	**0.0191**	**0.3930**	**0.1005**	**0.0187**	**0.1192**	**24.1315**	**818.1545**	**842.2860**	**1.3619**	**8.4800e-003**	**878.8606**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**47.94**	**0.00**	**2.57**	**49.10**	**0.00**	**5.90**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	12/1/2018	12/7/2018	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.68

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2397	1.3416	2.1000	5.6400e-003	0.3739	7.8500e-003	0.3818	0.1005	7.4100e-003	0.1079	0.0000	519.1212	519.1212	0.0324	0.0000	519.9321
Unmitigated	0.2397	1.3416	2.1000	5.6400e-003	0.3739	7.8500e-003	0.3818	0.1005	7.4100e-003	0.1079	0.0000	519.1212	519.1212	0.0324	0.0000	519.9321

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	770.20	959.29	798.57	929,676	929,676
Parking Lot	0.00	0.00	0.00		

Racquet Club	37.01	56.30	45.89	69,794	69,794
Total	807.20	1,015.59	844.45	999,470	999,470

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Racquet Club	9.50	7.30	7.30	11.50	69.50	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779
Parking Lot	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779
Racquet Club	0.556416	0.041967	0.190895	0.111485	0.018156	0.005234	0.022193	0.041963	0.002079	0.002948	0.005586	0.000300	0.000779

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	131.3517	131.3517	6.0500e-003	1.3100e-003	131.8946
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	131.3517	131.3517	6.0500e-003	1.3100e-003	131.8946
NaturalGas Mitigated	0.0163	0.1480	0.1243	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	161.0736	161.0736	3.0900e-003	2.9500e-003	162.0308
NaturalGas Unmitigated	0.0163	0.1480	0.1243	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	161.0736	161.0736	3.0900e-003	2.9500e-003	162.0308

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	2.9564e+006	0.0159	0.1449	0.1217	8.7000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	157.7646	157.7646	3.0200e-003	2.8900e-003	158.7021
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Racquet Club	62008	3.3000e-004	3.0400e-003	2.5500e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3090	3.3090	6.0000e-005	6.0000e-005	3.3287
Total		**0.0163**	**0.1480**	**0.1243**	**8.9000e-004**		**0.0112**	**0.0112**		**0.0112**	**0.0112**	**0.0000**	**161.0736**	**161.0736**	**3.0800e-003**	**2.9500e-003**	**162.0308**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	2.9564e+006	0.0159	0.1449	0.1217	8.7000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	157.7646	157.7646	3.0200e-003	2.8900e-003	158.7021
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Racquet Club	62008	3.3000e-004	3.0400e-003	2.5500e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3090	3.3090	6.0000e-005	6.0000e-005	3.3287
Total		**0.0163**	**0.1480**	**0.1243**	**8.9000e-004**		**0.0112**	**0.0112**		**0.0112**	**0.0112**	**0.0000**	**161.0736**	**161.0736**	**3.0800e-003**	**2.9500e-003**	**162.0308**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	533532	120.9207	5.5700e-003	1.2100e-003	121.4205
Parking Lot	26129	5.9219	2.7000e-004	6.0000e-005	5.9464
Racquet Club	19895	4.5090	2.1000e-004	5.0000e-005	4.5277
Total		**131.3517**	**6.0500e-003**	**1.3200e-003**	**131.8946**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	533532	120.9207	5.5700e-003	1.2100e-003	121.4205
Parking Lot	26129	5.9219	2.7000e-004	6.0000e-005	5.9464
Racquet Club	19895	4.5090	2.1000e-004	5.0000e-005	4.5277
Total		**131.3517**	**6.0500e-003**	**1.3200e-003**	**131.8946**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Mitigated	0.0894	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-003	1.4000e-003	0.0000	0.0000	1.5000e-003
Unmitigated	0.0894	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-003	1.4000e-003	0.0000	0.0000	1.5000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0785					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-003	1.4000e-003	0.0000	0.0000	1.5000e-003
Total	**0.0894**	**1.0000e-005**	**7.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.4000e-003**	**1.4000e-003**	**0.0000**	**0.0000**	**1.5000e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0785					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-003	1.4000e-003	0.0000	0.0000	1.5000e-003
Total	**0.0894**	**1.0000e-005**	**7.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.4000e-003**	**1.4000e-003**	**0.0000**	**0.0000**	**1.5000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.5126	6.8600e-003	4.2100e-003	9.9391
Unmitigated	8.5126	6.8600e-003	4.2100e-003	9.9391

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	5.25113 / 0	8.2976	6.6900e-003	4.1000e-003	9.6881
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Racquet Club	0.136029 / 0	0.2150	1.7000e-004	1.1000e-004	0.2510
Total		**8.5126**	**6.8600e-003**	**4.2100e-003**	**9.9391**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	5.25113 / 0	8.2976	6.6900e-003	4.1000e-003	9.6881
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Racquet Club	0.136029 / 0	0.2150	1.7000e-004	1.1000e-004	0.2510
Total		**8.5126**	**6.8600e-003**	**4.2100e-003**	**9.9391**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	22.2255	1.3135	0.0000	55.0627
Unmitigated	44.4510	2.6270	0.0000	110.1254

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	205.87	41.7898	2.4697	0.0000	103.5323
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Racquet Club	13.11	2.6612	0.1573	0.0000	6.5930
Total		**44.4510**	**2.6270**	**0.0000**	**110.1254**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	102.935	20.8949	1.2349	0.0000	51.7662
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Racquet Club	6.555	1.3306	0.0786	0.0000	3.2965
Total		**22.2255**	**1.3135**	**0.0000**	**55.0627**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.2

Date: 1/2/2020 5:26 PM

2600 Telegraph Existing Uses Operations

Alameda County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	0	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												

Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.11	0.33		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			

	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	

No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services	50.00
Percent Reduction in Waste Disposed	

2600 Telegraph Ave Project

Construction Demolition

Demolition

Buildings	21,800.00	sf			
Tonnage debris	1,002.80	tons	Building debris based on CalEEMod assumption of 0.046 tons/sf		
Asphalt Demo					
depth	6	inches	=	0.17	yd
area	0.68	ac	=	3,291.17	sq yd
volume	=	548.53	yd3		
Tonnage debris	=	658.24	Paved Area debris: assuming 2,400 lbs/cy debris (CalRecycle 2004)		

Total Demo Offhaul **1,661.04** **tons**

CalRecycle 2004. Construction/Demolition and Inert Debris Tools and Resources. January 23, 2004. Available at: http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm

2600 Telegraph Ave Project

Daily Traffic Trips

Proposed Project - Land Use/Trip Gen/VMT

Project Description	*TIS Land Use*	*Size*	*Units*	*TIS Trip Rates**	*Daily Trips*
Residential	Mid-Rise Apartments	225	du	2.89	650
Retail	Shopping Center	6.039	ksf	20.04	121
				TOTAL	771

*Accounts for non-auto reduction of 46.9%

CalEEMod Trip Rate Adjustments for Saturday and Sunday

Default Weekday	*Default Saturday*	*Default Sunday*	*Adj Saturday*	*Adj Sunday*
6.65	6.39	5.86	2.78	2.55
42.7	49.97	25.24	23.45	11.84

Existing Uses - Land Use/Trip Gen/VMT

Existing Uses	*TIS Land Use*	*Size*	*Units*	*TIS Trip Rates**	*Daily Trips*
Gogi Time	Restaurant	7.5	ksf	44.52	334
Blind Tiger	Restaurant	9.8	ksf	44.52	436
Sam Won Billiards	Racquet Club	2.3	ksf	16.09	37
				TOTAL	807

*Accounts for non-auto reduction of 46.9%

Default Weekday	*Default Saturday*	*Default Sunday*	*Adj Saturday*	*Adj Sunday*
127.15	158.37	131.84	55.45	46.16
127.15	158.37	131.84	55.45	46.16
14.03	21.35	17.4	24.48	19.95

Attachment F

Historical Resource Evaluation Report

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HISTORICAL RESOURCES EVALUATION REPORT FOR THE 2600 TELEGRAPH AVENUE PROJECT, OAKLAND, CALIFORNIA

Prepared for:

Junction Properties
570 21st Street
Oakland, California 94612
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Prepared by:

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APPENDIX

FIGURES

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TABLES

1 Introduction, Regulatory Setting, and Methods

1.1 Summary of Findings

Junction Properties retained Dudek to complete a Historical Resources Evaluation (HRE) report for the proposed 2600 Telegraph Avenue project, which aims to demolish a commercial property, and construct an eight-story mixed-use residential building. The project site is located at 2600–2630 Telegraph Avenue (Assessor's Parcel Numbers 009-0684-011-00 and 009-0684-012-01) (subject property) in the City of Oakland, California. The project description below provides further details.

The project is subject to state environmental review requirements accordingly, project documentation is being prepared in compliance with both the California Environmental Quality Act (CEQA). Because the buildings on the proposed project site and directly adjacent to the project are over 45 years old, and/or are known to be locally significant they are subject to the regulations of CEQA regarding potential impacts to historical resources. In order to assess such impacts, the buildings potentially impacted by the proposed project must documented and if necessary evaluated for historical significance.

The purpose of this HRE is to evaluate the proposed project's potential to impact buildings and structures listed in or eligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) or Oakland Local Register of Historical Resources as defined in Policy 3.8 of the Historic Preservation Element of the Oakland General Plan and therefore considered historical resources for the purposes of CEQA. This report was prepared in conformance with CEQA Guidelines Section 15064.5 for historical resources. It includes results of a pedestrian survey of the project site by a qualified architectural historian, building development, and archival research, development of an appropriate historic context for the project site, and documentation of properties potentially impacted by the proposed project.

Nine built environment properties are addressed in this HRE. One of the nine properties, (Map ID 5: 2633 Telegraph Avenue) was found NRHP/CRHR eligible in the process of conducting work on the HRE. This resource is considered a historic resource under CEQA.

The other eight properties in the APE are not considered historical resources under CEQA, as follows: two properties evaluated in this report, including the property located within the proposed project site (Map ID 1: 2600–2630 Telegraph Avenue and Map ID 2: 485 27th Street), are recommended not eligible for listing at the national, state, or local level; the other individual property (Map ID 4: 2601, 2611–2615 Telegraph Avenue) and the Hutchinson's Nursery District Contributors (Map ID 3: 438–440 26th Street, Map ID 7: 434 26th Street, Map ID 8: 426 26th Street, and Map ID 9: 420 26th Street) are recognized locally but do not reach the threshold to qualify as historical resources under CEQA.

Lastly, Map ID 6: 2710 Telegraph Avenue was recently constructed in 2001. As a building less than 45 years of age, this property does not require further consideration of historic significance or under potential project impacts to historical resources under CEQA. Department of Parks and Recreation (DPR) 523 forms for the properties

formally evaluated in this HRE (Map ID 1, 2, 3, and 5), with the detailed descriptions and evaluation findings included are located in Appendix A.

As noted above, of the nine properties addressed in this HRE, only one property, Map ID 5: 2633 Telegraph Avenue (APN 009-0682-001-00), located directly across Telegraph Avenue from the project site, was found eligible for listing in the NRHP, CRHR, and under OCHS Criteria and is considered a historical resource under CEQA. This report finds that the implementation of the proposed project would not demolish, relocate, or cause any direct or indirect change to CEQA historical resources. In summary, the proposed project would result in a **less-than-significant impact** to CEQA historical resources. Detailed information supporting these findings and conclusions are presented in this report.

1.2 Regulatory Setting

Federal

National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service, under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
B. That are associated with the lives of persons significant in our past; or
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, "How to Apply the National Register Criteria," as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration) to be considered for listing.

State

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- California Public Resources Code Section 21083.2(g) defines "unique archaeological resource."
- California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a) define "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource." It also defines the circumstances when a project would materially impair the significance of an historical resource.
- California Public Resources Code Section 21074(a) defines "tribal cultural resources."

- California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- California Public Resources Code Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, CEQA Guidelines Section 15064.5(b)(2) states the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (California Public Resources Code Sections 21083.2[a]–21083.2[c]).

California Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (California Public Resources Code Section 21083.2(a); CEQA Guidelines Section 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as tribal cultural resource (California Public Resources Code Sections 21074[c] and 21083.2[h]), further consideration of significant impacts is required. CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Public Resources Code Section 5097.98.

Local

City of Oakland General Plan Historic Preservation Element

Citywide Rating System

The Oakland General Plan includes a Historic Preservation Element (HPE). HPE Objective 1 (p. 2-13) is "To adopt an objective, consistent, well-documented, and widely-accepted method for identifying which properties warrant, or may warrant, preservation effort and for determining the relative importance of each of these properties so that preservation efforts may be appropriately gauged." The resulting Historical and Architectural Rating System, as detailed by the City's Planning and Building Department, is shorthand for the relative importance of properties. The system uses letters A to E to rate individual properties and numbers 1 to 3 for district status. Individual properties can have dual ("existing" and "contingency") ratings if they have been remodeled, and if they are in districts they can be contributors, noncontributors, or potential contributors. In general, A and B ratings indicate landmark-quality buildings. As stated on the "Historical and Architectural Rating System" page of the City of Oakland Planning and Building website, the rating system is summarized, with some examples, below:

A. Highest Importance: Outstanding architectural example or extreme historical importance (about 150 properties total). Examples: City Hall, Camron-Stanford House, 16th Street Station, Floral Depot.
B. Major Importance: Especially fine architectural example, major historical importance (about 600 total). Examples: Plaza Building, California Cotton Mills, Fruitvale Hotel, Herbert Hoover House.
C. Secondary Importance: Superior or visually important example, or very early (pre-1906). Cs "warrant limited recognition" (about 10,000 total).
D. Minor Importance: Representative example. About 10,000 Ds are PDHPs, either because they have a higher contingency rating ("Dc") or because they are in districts ("D2+").
E. Of no particular interest, * or F: Less than 45 years old or modernized. Some Es, Fs, and *s are also PDHPS because they have higher contingency ratings or are in districts.

Contingency Ratings (lowercase letter, as in "Dc" or "Fb"): potential rating under some condition, such as "if restored" or "when older" or "with more information."

District Status (numbers) is as follows:

"1": In an Area of Primary Importance (API) or NRHP-quality district. Examples: Old Oakland, Downtown, Oakland Point (Prescott)

"2": In an Area of Secondary Importance (ASI) or district of local interest. Examples: 23rd Avenue Commercial, Clawson Neighborhood, Bella Vista, Jingletown, Carrington Airplane Bungalows

"3": Not in a historic district.

Note that for properties in districts, + indicates contributors, noncontributors, * potential contributors (City of Oakland 2020).

HPE Policy 1.2: Potential Designated Historic Properties

The City considers any property receiving an existing or contingency rating from the Reconnaissance or Intensive Surveys of "A" (highest importance), "B" (major importance), or "C" (secondary importance) and all properties determined by the Surveys to contribute or potentially contribute to an Area of Primary or Secondary Importance to warrant consideration for possible preservation. Unless already designated as Landmarks, Preservation Districts, or Heritage properties pursuant to Policy 1.3, such properties will be called "Potential Designated Historic Properties."

HPE Policy 3.8: Local Register of Historical Resources

For purposes of environmental review under the California Environmental Quality Act, the following properties will constitute the City of Oakland's Local Register of Historical Resources:

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

Until complete implementation of Action 2.1.2 (Redesignation), the Local Register of Historical Resources will also include the following designated properties: Oakland Landmarks, S-7 Preservation Combining Zone properties, and Preservation Study List properties.

Complete demolition of a Historical Resource will normally be considered a significant effect that cannot be mitigated to a level less than significant and will, in most cases, require preparation of an Environmental Impact Report.

A proposed addition or alteration to a Historical Resource that has the potential to disqualify a property from Landmark or Preservation District eligibility or may have substantial adverse effects on the property's Character-Defining Elements will normally, unless adequately mitigated, be considered to have a significant effect.

Local Register of Historical Resources

Properties with ratings of A or B, or in Areas of Primary Importance, as well as designated Landmarks, Preservation Districts, Study List properties, and Heritage Properties, are included in Oakland's Local Register of Historic

Resources (Local Register). The Local Register was created in 1998 (HPE Policy 3.8), and is an umbrella category for the City's most important buildings and districts, regardless of Landmark designation status.

Designated Historic Properties

The Landmarks Board and City Council recommend or designate four categories of resources: City Landmarks, S-7 and S-20 Preservation Districts, and Heritage Properties (Designated Historic Properties, or DHPs).

A summary of how the rating system and resulting classifications of properties relate is included in Table 1.

Table 1. Categories of Designated and Potential Designated Historic Properties
(adapted from Oakland Cultural Heritage Survey)

Classification	Description	Listed on the LRHR?	Considered Historical Resources under CEQA?	Approx. Number of Properties in Oakland
Designated Historic Properties (DHPs)	Designated as **Landmarks**, or **S-7** or **S-20 Preservation Districts**	Yes	Yes	1300 1.5%
	Heritage Properties or on Preservation Study List	Yes	Yes	400 0.5%
Potential Designated Historic Properties (PDHPs)	Rated by OCHS as 'A' or 'B,' or located in Areas of Primary Importance (1+ or 1*)	Yes	Yes	2000 2.0%
	Rated by OCHS as 'C' (existing or contingency), or contingency 'a' or 'b,' or located in Areas of Secondary Importance (2+ or 2*)	No	No	22,000 22%
Non-Historic Properties (NHPs)	OCHS and/or common sense must confirm	No	No	74%

Notes: LRHR = Local Register of Historic Resources; CEQA = California Environmental Quality Act; OCHS = Oakland Cultural Heritage Survey.

1.3 Project Location and Description

Project Location

The project site is an approximately 0.9-acre site located on the east side of Telegraph Avenue between 27th and 26th streets at 2600 Telegraph Avenue. The site consists of two parcels: APN 009-0684-011-00 and APN 009-0684-012-01. As shown on Figure 1, the project site occupies the entire block between 27th and 26th Streets and is surrounded by retail, offices, and residential buildings. The project site is in the Koreatown–Northgate neighborhood, which is bounded by 27th Street to the north, Interstate (I) 980 to the west, West Grand Avenue to the south, and Telegraph Avenue to the east.

The project site is accessible from I-580, approximately 0.5 miles to the north, and I-980 and State Route 24 approximately 0.1 miles to the west. Multiple transit routes serve the project site, including Alameda–Contra Costa County Transit District (AC Transit) Routes 51A, 800, 851, and the Broadway Shuttle. The entrance to the 19th Street San Francisco Bay Area Rapid Transit District (BART) Station is 0.5 miles south of the site, and the MacArthur

BART Station is approximately 1 mile northwest of the site. Designated bicycle lanes are available along Telegraph Avenue and 27th Street.

Project Description

The proposed project would demolish the existing one-story commercial building on the project site and construct an approximately 255,126-gross-square-foot, eight-story mixed-use residential and commercial building in its place. The building would be up to 85 feet in height, with additional height from an approximately 4- to 6-foot-tall parapet. The stair and elevator core would extend approximately 10 feet above the roof. The proposed project may also include solar panels, which would extend approximately 5 feet above the roof.

The proposed project is eligible for the California State Density bonus and would provide 8% (the equivalent of 15 units) of the residential units to very-low-income households.

The proposed project would include approximately 227,927 gross square feet of residential space with 225 residential units, approximately 6,039 square feet of ground floor commercial space, and approximately 10,445 gross square feet of common and private open space. The proposed project would provide 166 vehicle parking spaces and approximately 66 bicycle parking spaces, with curb cuts for vehicular access on 26th and 27th streets.

Project Construction

Construction activities would consist of demolition of the existing building, excavation and shoring, foundation and below-grade construction, and construction of the building and finishing interiors. Project construction is expected to occur over approximately 26 months, with construction scheduled to commence in the first part of the second quarter of 2021, and be completed the during the second or third quarter of 2023. The project site would be excavated up to a maximum depth of approximately 10 feet below grade. It is anticipated that up to 3,960 cubic yards of soil would be imported during the grading and fill of existing basement, and up to 6,220 cubic yards would be exported as a result of the foundation excavation. To the extent that excavated soil is geotechnically and environmentally suitable, it may be used as backfill. The foundation is anticipated to be a stiffened reinforced concrete mat slab approximately 24 inches thick. Groundwater in the vicinity of the project site has been encountered between 11 to 12 feet below ground surface (bgs). Project design and construction is based on the assumption that groundwater would be encountered at 7 feet bgs, and as such dewatering activities during construction may be required.

As part of the City's Standard Condition of Approval (SCA) No. 70, construction adjacent to a historical resource under CEQA or adjacent to vibration sensitive activities where vibration could substantially interfere with normal operations**, the following avoidance measures are required**:

The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located at the proposed project site. The Vibration Analysis shall identify design means and methods of construction that shall be used to avoid exceeding the thresholds. The applicant shall implement the recommendations during construction.

SOURCE: Bing Maps 2019; Alameda County 2018; BART 2019

DUDEK 0 300 600 Feet

Figure 1
Project Location
2600 Telegraph Avenue

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1.4 Area of Potential Effect

The built environment APE for the proposed project is shown on Figure 2. The APE includes the maximum possible area of direct impacts that could result from the proposed project, including all demolition and construction activities located in the project area. It also includes parcels directly adjacent to the proposed project area that contain buildings that could be subject to indirect effects, including alteration of setting, noise, and construction-related vibration. There are nine properties containing buildings located in the APE, as shown in Table 2.

Table 2. Properties with Buildings in the Area of Potential Effect

Map ID	Address	Name/Use	APN	Year Built	Architectural Style	Prior Evaluation Status
1	2600–2630 Telegraph Avenue (Proposed Project Site)	Sears Automotive Center/Multiple Businesses	009-0684-011-00	1964	Midcentury Modern (altered beyond recognition)	Not Evaluated – not of age at time of last recordation OCHS: F3
2	485 27th Street	Gold Coin/Car Wash	009-0684-017-01	1965	Utilitarian	Not Evaluated – not of age at time of last recordation OCHS: F3
3	438–440 26th Street	Wilson (Oliver & Clara) House/ Residence	009-0684-009-00	1901–1902	Colonial Revival	NRHP: 7 OCHS: B+2+ (Local Register, ASI, Hutchinson's Nursery District, contributor)
4	2601, 2611–2615 Telegraph Avenue	Goodwill Building, H.K. Walton Building/ One Business	009-0682-002-00	1935–1936	Art Deco	NRHP: 6 OCHS: C2+ (Local Register, ASI)
5	2633 Telegraph Avenue	Sears, Roebuck & Co. Building/ Mixed-Use, Commercial	009-0682-001-00	1930	Art Deco	NRHP: 7 OCHS: Ea2* (potentially eligible for Local Register, ASI)
6	2710 Telegraph Avenue	Medical/Dental Offices	009-0684-029-04	1975, eff yr. 2001 (ParcelQuest)	Utilitarian	Not Evaluated – not of age at time of last recordation OCHS: F3
7	434 26th Street	Residence	009-0684-008-00	1901–1902	Colonial Revival	NRHP: 7 OCHS: C2+ (Local Register, ASI – Hutchison Nursery District, contributor)
8	426 26th Street	Residence	009-0684-007-02	1904–1905	Queen Anne	NRHP: 7 OCHS: Cb+2+ (Local Register, ASI – Hutchison

Table 2. Properties with Buildings in the Area of Potential Effect

Map ID	Address	Name/Use	APN	Year Built	Architectural Style	Prior Evaluation Status
						Nursery District, contributor)
9	420 26th Street	Residence	009-0684-007-01	1904–1905	Colonial Revival	NRHP: 7 OCHS: C2+ (Local Register, ASI – Hutchison Nursery District, contributor)

Notes: APN = Assessor's Parcel Number; NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources; OCHS = Oakland Cultural Heritage Survey; CEQA = California Environmental Quality Act; ASI = Area of Secondary Importance.

1.5 Field Survey

Dudek Architectural Historian Fallin Steffen, MHP, and Dudek Senior Architectural Historian Kathryn Haley, MA, conducted a pedestrian survey of the Project site for historic built environment resources on October 17, 2019. The survey entailed walking each affected property in the project APE. Dudek staff documented each building and structure with notes and photographs, specifically noting character-defining features, spatial relationships, and observed alterations. Documentation included using field notes, digital photography, close-scale field maps, and aerial photographs. Photographs of the subject property were taken with a digital camera.

1.6 Building Development and Archival Research

Building development and archival research were conducted for the Project site in an effort to establish a thorough and accurate historic context for the significance evaluations, and to confirm the building development history of the Project site and associated parcels. Archival resources consulted include the Oakland Cultural Heritage Survey, the California History Room and California State Library, the Center for Sacramento History, the Hayward Area Historical Society, the Oakland History Room at the Oakland Public Library, building permits at the City of Oakland, historic newspapers, historic aerials, and Sanborn Fire Insurance maps.

Figure 2. APE Map

2 Historic Context

The following context discussions focus on the patterns of development in vicinity of the project area, and specific resources in the APE.

2.1 Historical Overview of Oakland

Months following the official formation of the original 27 counties of California, in 1850 Edson Adams, Andrew Moon, and General Horace W. Carpentier left the gold fields of Northern California empty-handed and made their way south towards the new Contra Costa County. These three men were instrumental in establishing the region that eventually became known as Oakland. By 1854, the State Legislature formally recognized the City of Oakland (Hoover et al. 2002:19). Chosen as the terminus of the first transcontinental railroad in 1869, Oakland's access to rail service quickly transformed the City into a commercial center, causing the population of the City to balloon from 10,500 people in 1870 up to 66,960 by 1900 (BAC 2019; City of Oakland 2014:9). With this swell came increased demand for housing. The developed areas of the City crept northward beyond the original city limits along Broadway and Telegraph Avenue into the Oakland Hills and toward present-day East Oakland (City of Oakland 2014:9).

The 1906 Earthquake and Great Fire in San Francisco triggered another wave of settlement in Oakland. Residents and businesses from across the San Francisco Bay relocated to Oakland, and as a result the population soared to 150,174 persons by 1910 (City of Oakland 2014:9; BAC 2019). The increased retail demand brought on by the many new arrivals after the earthquake gave rise to the prosperous shopping districts and significant examples of early twentieth century architecture in the heart of downtown Oakland today (City of Oakland 2014:9).

Oakland's Auto Row

As the populace of Oakland increased, the older neighborhoods of the City transitioned to densely populated urban residential areas. New affluent residential neighborhoods, such as Piedmont and Rockridge, developed outside the traditional areas of the City, advancing the need for and desirability of having an automobile in Oakland (Marvin 1995:41). The number of registered car owners jumped from 5 at the turn of the century to 4,500 by 1912, and the number of auto-related businesses in Oakland made a similar leap (ARG 2006:3). Blacksmiths and carriage service shops easily transitioned to the automotive industry as consumers began to favor automobiles over older modes of transportation (ARG 2006:3).

As early as the 1910s, automobile-related businesses and industries began migrating away from Oakland's original City grid in favor of the area between the 1600 and 2300 blocks of Broadway (City of Oakland 2014:9; ARG 2006:3). In 1915, the Oakland City directory indicates that businesses related to "Automobiles" were more densely clustered along Broadway by this time, rather than in their original City-center locations near 12th, Harrison, and Jackson Streets. Dealerships also took up residence between the 2300 and the 3700 blocks of Broadway, accompanied by garages and service shops on the intersecting streets. Dealerships for prominent emerging companies, such as Studebaker, Marion, Empire, and Packard, also took up residence between the 2300 and 3700 blocks of Broadway, accompanied by garages and service shops on the intersecting streets (Marvin 1995:41; City Homestead 2009).

As a result, of the dense population of businesses and shops related to the automotive industry, the automobile district along the upper section of Broadway was dubbed 'Auto Row' as early as 1916 (Marvin 1995:41). The

Oakland Tribune declared Auto Row a permanent fixture of the City in 1917 when it reported (Oakland Tribune 1917:55):

> The most attractive district in Oakland real estate just now is automobile row, in upper Broadway… Broadway is now almost solidly improved with attractive store buildings from Twenty-fourth street north to Thirty-fourth street… If some of the owners south of Twenty-fourth street will now wake up and improve their property, tenants will be readily found who desire to benefit from the heavy traffic past their doors every hour of the day.

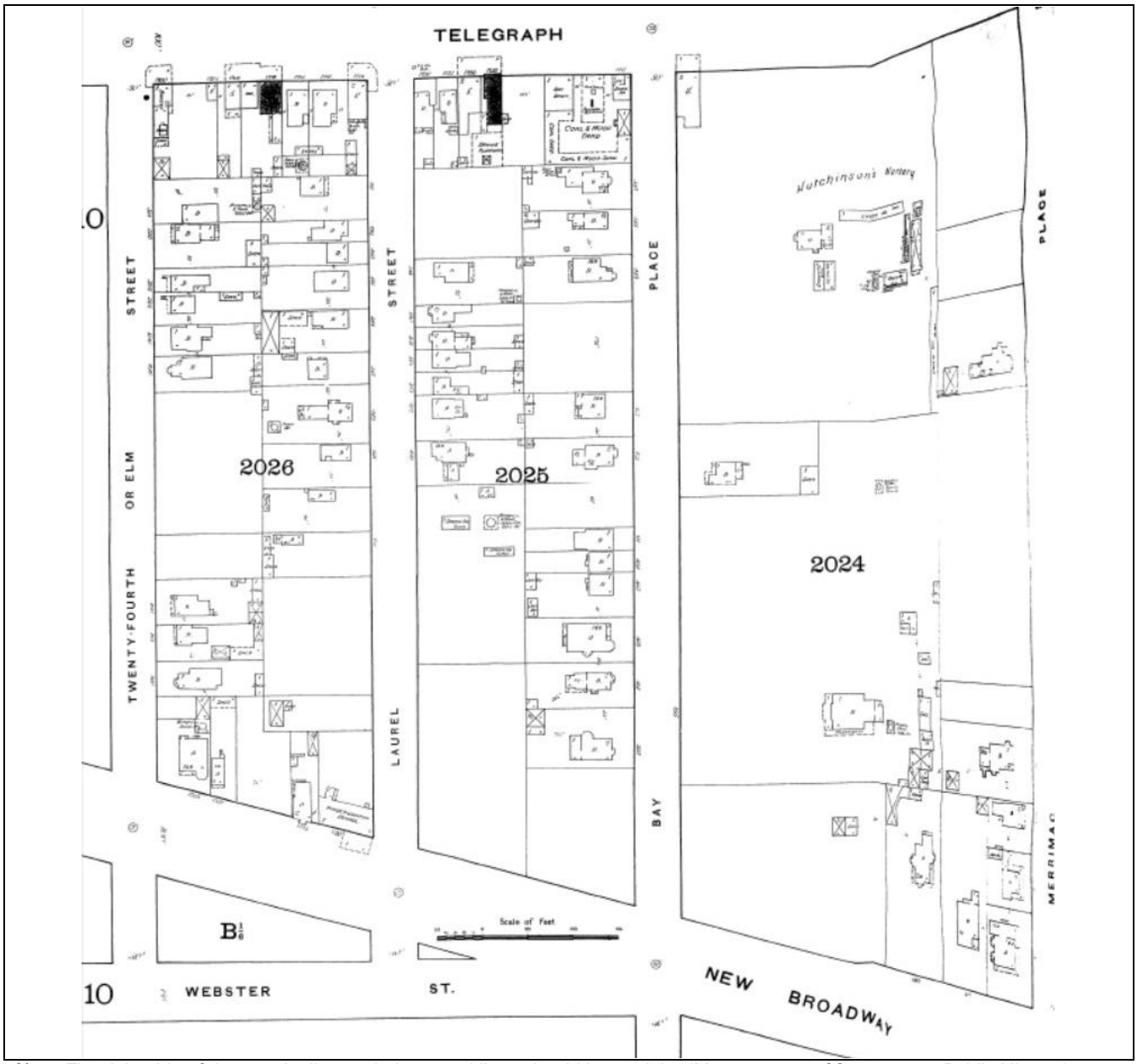
The establishment of multiple automobile manufacturing plants in Oakland in the early twentieth century translated lucratively to the showrooms, dealerships, and service shops along Auto Row. William C. Durant, founder of General Motors, formed a partnership with racecar driver Louis Chevrolet, and together they opened the first Chevrolet plant in Oakland in 1916 (City of Oakland 2014:9). By 1920, the plant was employing over 1000 people and producing 100 cars per day (ARG 2006:4). The Chevrolet plant was followed by the Star and Durant manufacturing plants in 1922, and then the Willys-Overland Pacific Company in 1925 (ARG 2006:4–5).

As the population of Oakland continued to grow during the second quarter of the twentieth century with the advent of World War II, Oakland's Auto Row continued to flourish. The steady influx of people drawn by Oakland's prosperous manufacturing and commercial opportunities encouraged the expansion of farther outlying City neighborhoods, as well as the notion of commuting daily from other Bay Area communities. The dealerships and other auto-related businesses along Auto Row benefitted from their location along one of the major, established thoroughfares that carried people to and from these neighborhoods into Oakland. Following World War II, the economic boost and mass prosperity of the United States overall translated directly into the profitability of the business along Auto Row (City Homestead 2009).

During the mid-1950s, the introduction of the Interstate Highway system resulted in the construction of Interstates 580 and 980 in Oakland, which cut through the heart of Oakland, dividing great sections of the City. The Interstates increased the ease of travel from outlying neighborhoods and communities, allowing commuters to easily bypass congested surface streets. As middle-class families relocated to newly developing communities, such as Hayward, Union City, and Alameda, the population of Oakland went into decline for the first time since the City was founded. New commercial centers soon followed in these modern communities, which also enticed businesses along Auto Row to relocate and invest in new facilities there. As a result, Auto Row entered a period of decline during the 1970s and 1980s that persisted into the beginning of the twenty-first century (City Homestead 2009).

2.2 History of the APE

The region of Oakland that comprises the APE remained undeveloped until the mid-nineteenth century. The first major business in the area was Hutchinson's Nursery, which in 1889 occupied a large parcel east of Telegraph Avenue between 26th Street and 27th Street. Properties within the APE that are associated with this period of development are Map ID 3: 438–440 26th Street, Map ID 7: 434 26th Street, Map ID 8: 426 26th Street, and Map ID 9: 420 26th Street, which together form the Hutchinson's Nursery Group/District (Figure 3). By 1902, the nursery was no more, with its acreage subdivided into several parcels, including two large parcels fronting onto Telegraph Avenue, a third facing 26th Street, and the fourth and fifth facing 27th Street. By this time, the area was primarily residential. The largest of the five parcels contained a church, a two-story residential building with a basement, and a windmill and water tank structure, the fifth parcel facing 27th contained a square two-story dwelling, while the other three parcels were undeveloped (Sanborn 1889, 1902).



Note: The right side of the map is distorted; the parcel lines should be straight. (Map courtesy of Sacramento Public Library.)

Figure 3. 1889 Sanborn map of the immediate area.

Businesses began relocating to the area during the 1910s as automotive businesses shifted from downtown locations to the part of Broadway now known as Auto Row. By 1912, the largest parcel contained an additional two two-story buildings of flats and two one-story accessory buildings. The second parcel fronting onto Telegraph Avenue had a two-story dwelling with a garage building, the third parcel facing 26th Street had a two-story dwelling with a garage and an outbuilding, the fourth parcel facing 27th Street had a more modest one-story dwelling, and the fifth parcel facing 27th still has the square two-story dwelling (Sanborn 1912). By the 1930s, the area shifted from primarily residential to predominantly commercial businesses along major roadways and a mixture of residences and businesses along smaller side streets. Sears, Roebuck and Company built a large store at Map ID 5: 2633 Telegraph Avenue in 1930 and Map ID 4: 2601, 2611–2615 Telegraph Avenue was built by 1935.

Responding to the increased popularity of the automobile and the prevalence of automotive businesses along nearby Auto Row, Sears then built a Sears Automotive Service Center at 2600 Telegraph Avenue prior to 1951. By that time, all buildings on the largest parcel were demolished and replaced by the one-story building Z-shaped in plan and identified as belonging to Sears, Roebuck and Company; uses indicated include tires and batteries. The two-story dwelling on the second parcel fronting onto Telegraph Avenue was identified as an undertaker and shows several additions, including a second garage building, while the third parcel facing 26th Street included a large garage. The fourth parcel facing 27th Street remained the same. The fifth parcel facing 27th Street had a garage in addition to its square two-story dwelling (Sanborn 1951).

The existing building at Map ID 1: 2600–2630 Telegraph Avenue (proposed project site) was completed in 1964 as the first part of a major expansion and rehabilitation of the Sears store. By 1965, all buildings had been demolished, with the new 1964 building and attendant parking lots spanning across the five parcels. The building design was similar to the Florin Shopping Center Sears Automotive Center, completed in 1968 in Sacramento, California. The building originally had a series of repair bays with sectional garage doors and a showroom-like area with a tall expanse of fixed glass windows wrapping around the corner from the main façade to the side. Freestanding individual letter signage graced the edge of the cantilevered overhangs on the main façade. In 1994, the property sold to a restaurateur and property developer who filed an application for a major conditional use permit to change the property use to a night club, dance hall, and billiard room. The building was altered to serve multiple commercial businesses, and then leased to a Korean barbeque restaurant and a billiards club (City of Oakland 1994; Oakland Tribune 1963, 1964; SFES 1999; UCSB 2019).

The current building at Map ID 2: 485 27th Street shares a similar history to the former Sears, Roebuck and Company service center. The parcel was originally platted as three subdivided lots, numbers 10, 11, and 12. By 1902, a square two-story dwelling with an attic identified as 479 27th Street was built on a parcel formed by combining lot 11 and 3/4 of lot 10. One quarter of lot 12 was subsumed into a parcel including lot 13 and had a square two-story dwelling on it identified as 491 27th Street, while the remaining 3/4 lot was vacant. By 1912, the vacant portion of lot 12 and half of lot 11 were combined to create one parcel and it contained a square two-story dwelling identified as 485 27th Street, and similar in plan to the adjacent buildings at 479 and 491 27th Street. By 1951, the three properties remained unchanged, except for the addition of a garage to 491 27th Street (Sanborn 1902, 1912, 1951).

By 1965, the buildings at 485 and 491 27th were demolished. 491 27th became part of the large Sears Automotive Center parcels to the west, while a new coin-operated self-service car wash was constructed at 485 27th Street. Due to the increasing popularity of the automobile, automatic and self-serve car washes were burgeoning businesses by the mid-1960s. Concentrations of automotive-related businesses, like downtown Oakland and Auto Row on nearby Broadway, were popular locations for such enterprises. The property at 485 27th Street remained a car wash for nearly 65 years (UCSB 2019).The existing property building located at Map ID 6: 2710 Telegraph Avenue appears to have been built between 1946 and 1958, and modified in 2001 to the extent that it is now a modern building in 2001. In 1889, the parcel was undeveloped, but by 1902, the property contained a two-story dwelling with an attic and what appears to be a two-story accessory building in the southeastern corner of the parcel. The property remained unchanged in 1912. At some point between 1931 and 1946, both buildings were demolished and the parcel was paved for use as a parking lot. Sometime between 1951 and 1958, a rectangular commercial building was built on the parcel. In 1975 that building reportedly was demolished and a new rectangular commercial building constructed on the parcel. In 2001 a major rehabilitation and addition to the commercial building doubled its footprint to the size of the existing building, and altered the original 1975 building beyond recognition (Sanborn 1889, 1902, 1912, 1951; NETR 2020).

3 Significance of Properties in the APE

Dudek conducted research on all of the nine properties in the APE (Figure 2) through the OCHS. None of the buildings in the APE is considered an Oakland City Landmark.

Properties Not Requiring Evaluation

Research through Parcel Quest, which provides parcel data including year built, indicates that the building located at 2710 Telegraph Avenue (Map ID 6) was recently constructed in 2001. As a building less than 45 years old, this property does not require further consideration of historic significance or under potential project impacts to historical resources under CEQA.

Four of the buildings (Map ID 3, 7, 8, and 9) have been previously documented through the OCHS as contributors to the Hutchinson's Nursery District. This historic district is considered under the OCHS as an area of secondary importance, and as a group of buildings they do not rise to the level of consideration as historical resources under CEQA.

Field survey and subsequent research indicates that Map ID 4: 2601, 2611–2615 Telegraph Avenue appears in the same condition as it did when it was originally surveyed by OCHS. As such, this property did not require reconsideration of its eligibility status. Although it is on the local register, its OCHS rating is not high enough to warrant consideration of the building as a CEQA Historical Resource.

Properties Requiring Evaluation

Two properties, Map ID 1: 2600–2630 Telegraph Avenue (located within the proposed project site) and Map ID 2: 485 27th Street were not previously documented or evaluated and therefore Dudek evaluated these properties under NRHP, CRHR, and Local OCHS Criteria.

Properties Requiring Recordation Updates/Re-evaluation

The two properties at Map ID 3: 438–440 26th Street and Map ID 5: 2633 Telegraph Avenue were previously recorded and evaluated under Local Criteria in 1994 and 1996, respectively. However, during the field survey and in conducting research Dudek observed that the buildings underwent significant, noticeable changes subsequent to their 1990s documentation. As such, Dudek provided updated documentation on these two properties to record their current condition and reassess their eligibility status under all applicable Criteria.

Appendix A contains DPR 523 forms for the properties formally evaluated in the APE (Map ID 1, 2, 3, and 5). Brief building descriptions and evaluation findings are summarized below for these properties; with the detailed descriptions and evaluation findings included in the DPR forms.

3.1 Map ID 1: 2600–2630 Telegraph Avenue

Property Description

The subject property is a one-story commercial building that is L-shaped in plan with a flat roof and short parapet (Figure 4). The building is clad in painted panels of unknown material, with rolled composition roofing material cladding the roof. Decorative flourishes are minimal, restricted to a narrow band of coping running along the top of the walls, and projecting cantilevered overhangs along the majority of the main and southwest facades, as well as

the northern half of the southeast (rear) facade. The main façade faces northwest onto Telegraph Avenue. Fenestration is limited to four double-leaded entry doors on the main façade and at least six single-leaf doors on the rear façade, with a scant few windows varying in size, shape, and style. The majority, if not all, of the original doors and windows are infilled and/or replaced, and the property now houses multiple businesses. As a result, the building is altered beyond recognition.

Figure 4. 2600–2630 Telegraph Avenue, main façade, view looking southeast (DSCN3940)

Summary of Evaluation Findings

The property at 2600–2630 Telegraph Avenue is recommended as not eligible for listing under any criteria in the NRHP, CRHR, or Local Register. Additionally, the subject property is altered beyond recognition and does not retain the requisite integrity for listing.

3.2 Map ID 2: 485 27th Street

Property Description

The property at 485 27th Street is fully paved and contains a one-story car wash that is rectangular in plan with bilateral symmetry and a flat corrugated metal roof (Figure 5). The building is oriented with the long axis perpendicular to 27th Street. The majority of the building is open-sided, with the exception of a narrow, fully enclosed central section with concrete walls and one single-leaf entry door on the northeast façade. A pair of shallow triangular steel I-beams support the roof rafters over each open section, with the downward-pointing apex transferring load to a steel I-beam column that tapers toward the ground. A solid wall, approximately 8 feet tall, spans the space between each pair of tapering I-beams, separating the covered space into four car wash stalls.

Figure 5. View of 485 27th Street, looking southeast (DSCN3978).

Summary of Evaluation Findings

The building at 485 27th Street is recommended as not eligible for listing under any criteria in the NRHP, CRHR, or Local Register. Although the property retains the requisite integrity for designation, it does not rise to the level of significance required for designation at the national, state, or local levels.

3.3 Map ID 3: 438–440 26th Street

This property was first evaluated for significance in 1996 and recommended as B+2+ (OCHS 1996). Field observations and property specific research conducted as part of this study indicate that the building has undergone substantial alterations since it the 1996 recordation. The purpose of this documentation is to record the current condition of the building and update the eligibility status of the property accordingly.

Property Description

The building at 438–440 26th Street is a heavily altered example of the Colonial Revival architectural style. The property originally was one story on an aboveground basement with a partial flight of stairs leading to a main entrance that was oriented towards 26th Street. Comparison of historical photographs with the building as it currently exists indicates that the building was raised to increase the ceiling height of the basement so it could be converted into a second dwelling. The original entrance was moved perpendicular to the street and now faces east, and the original partial flight of stairs demolished to make room for a large bay-window addition to the ground-floor living space (Figures 6 and 7). A new full flight of stairs was added east of the addition, extending the wall beyond the original footprint of the house. A new ground-floor entrance and a porte-cochère were added to the west (left) of the bay window. Additionally, all windows and doors are modern replacements.

Figure 6. View of 438–440 26th Street, looking north (DSCN3935).

Figure 7. View of 438–440 26th Street as it appeared in 1984 (OCHS 1996).

Summary of Evaluation Findings

The building at 438–440 26th Street is recommended as not eligible for listing under any criteria in the NRHP, CRHR, or Local Register, and a new OCHS status of D2+ is recommended. Although retaining some of the character-defining features of the Colonial Revival architectural style, extensive alterations since 1996 significantly reduced all aspects of integrity to the point that the subject property no longer retains the requisite integrity for individual listing. However, there remains enough similarity with the other three properties composing the potential Hutchinson Nursery Group/District that the subject property would be considered a contributor to said district. The subject property is not considered a historical resource under CEQA.

3.4 Map ID 5: 2633 Telegraph Avenue

This property was first evaluated for significance in 1994 and recommended as Ea2* (OCHS 1994). Field observations and property specific research conducted as part of this study indicate that the building has renovated since the 1994 recordation. The purpose of this documentation is to record the current condition of the building and update the eligibility status of property accordingly.

Property Description

Extensive rehabilitation of the property occurred in 2002 during conversion of the original retail store into a mixed-use property, with retail and commercial spaces at ground level and residential lofts on the upper stories. During the rehabilitation, previous alterations to the original building were removed, exposing the original decorative Art Deco-style brickwork patterns and restoring the original fenestration pattern. The prominent tower centrally located on the main façade remained at the shortened height of an earlier alteration, which was intended to reduce the potential for failure during an earthquake, but the tower still retains its Art Deco design elements. An additional two stories were added to the original building, but the new exterior walls were recessed from the original walls in a stair-step fashion, obscuring the two additional floors from view. Furthermore, the change in design, materials, and fenestration pattern of the additional two stories from those characteristic of the original building clearly, yet sympathetically, demarcate original building from new addition (Figures 8 and 9).

Summary of Evaluation Findings

The building at 2633 Telegraph Avenue is recommended eligible for listing in the NRHP, CRHR, and Local Register as an excellent example of the Art Deco architectural style, and a new OCHS status of B+2+ is recommended. As such, the property is considered a historical resource under CEQA.

Figure 8. View of 2633 Telegraph Avenue in October 2019, looking northwest (DSCN3949).

Figure 9. View of 2633 Telegraph Avenue as it appeared in 1930 (CSH 2019).

4 Findings and Conclusions

4.1 Summary of Findings

Based on existing documentation, archival research, and the current analysis, one property within the APE is recognized locally with an individual classification identifying it as a historical resource under CEQA (Map ID 5: 2633 Telegraph Avenue). This property is located across the street from the proposed project site.

The other properties in the APE are not considered historical resources under CEQA, as follows: two properties evaluated in this report, including the property located within the proposed project site (Map ID 1: 2600–2630 Telegraph Avenue and Map ID 2: 485 27th Street), are recommended not eligible for listing at the national, state, or local level; the other individual property (Map ID 4: 2601, 2611–2615 Telegraph Avenue) and the Hutchinson's Nursery District Contributors (Map ID 3: 438–440 26th Street, Map ID 7: 434 26th Street, Map ID 8: 426 26th Street, and Map ID 9: 420 26th Street) are recognized locally but do not reach the threshold to qualify as historical resources under CEQA.

Lastly, as noted earlier, Map ID 6: 2710 Telegraph Avenue was recently constructed, in 2001. As a building less than 45 years of age, this property does not require further consideration of historic significance or under potential project impacts to historical resources under CEQA. The results of this HRE are summarized in Table 3.

Table 3. Summary of Findings

Map ID	Address	Name/Use	APN	Year Built	Architectural Style	Prior Evaluation Status	Current Study Evaluation Findings (NRHP, CRHR, and OCHS)	CEQA Historical Resource (Yes/No)
1	2600–2630 Telegraph Avenue (Proposed Project Site)	Sears Automotive Center/Multiple Businesses	009-0684-011-00	1964	Midcentury Modern (altered beyond recognition)	Not Evaluated – not of age at time of last recordation OCHS: F3	Not Eligible – does not meet any applicable criteria/lacks historic integrity	No
2	485 27th Street	Gold Coin/Car Wash	009-0684-017-01	1965	Utilitarian	Not Evaluated – not of age at time of last recordation OCHS: F3	Not Eligible – does not meet any applicable criteria/lacks historic integrity	No
3	438–440 26th Street	Wilson (Oliver & Clara) House/ Residence	009-0684-009-00	1901–1902	Colonial Revival	NRHP: 7 OCHS: B+2+ (Local Register, ASI, Hutchinson's Nursery District, contributor)	New OCHS Rating: E2+; not individually eligible, but remains a district contributor	No
4	2601, 2611–2615 Telegraph Avenue	Goodwill Building, H.K. Walton Building/ One Business	009-0682-002-00	1935–1936	Art Deco	NRHP: 6 OCHS: C2+ (Local Register, ASI)	No change from prior status	No
5	2633 Telegraph Avenue	Sears, Roebuck & Co. Building/ Mixed-Use, Commercial	009-0682-001-00	1930	Art Deco	NRHP: 7 OCHS: Ea2* (potentially eligible for Local Register, ASI)	OCHS Rating: B+2+: Local Register, NRHP C/CRHR 3	**Yes**
6	2710 Telegraph Avenue	Medical/Dental Offices	009-0684-029-04	1975, eff yr. 2001 (ParcelQuest)	Utilitarian	Not Evaluated – not of age at time of last recordation OCHS: F3	Not Eligible – does not meet any applicable criteria/lacks historic integrity	No

Table 3. Summary of Findings

Map ID	Address	Name/Use	APN	Year Built	Architectural Style	Prior Evaluation Status	Current Study Evaluation Findings (NRHP, CRHR, and OCHS)	CEQA Historical Resource (Yes/No)
7	434 26th Street	Residence	009-0684-008-00	1901–1902	Colonial Revival	NRHP: 7 OCHS: C2+ (Local Register, ASI – Hutchison Nursery District, contributor)	No change from prior status	No
8	426 26th Street	Residence	009-0684-007-02	1904–1905	Queen Anne	NRHP: 7 OCHS: Cb+2+ (Local Register, ASI – Hutchison Nursery District, contributor)	No change from prior status	No
9	420 26th Street	Residence	009-0684-007-01	1904–1905	Colonial Revival	NRHP: 7 OCHS: C2+ (Local Register, ASI – Hutchison Nursery District, contributor)	No change from prior status	No

Notes: APN = Assessor's Parcel Number; NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources; OCHS = Oakland Cultural Heritage Survey; CEQA = California Environmental Quality Act; ASI = Area of Secondary Importance.

4.2 Impacts Discussion

This section provides impact analysis for the project regarding historical resources under CEQA. The following significance criterion, based on Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.), is used to determine the significance of potential historical resource impacts. Impacts related to historical resources would be significant if the proposed project would:

A. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.

A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource would be materially impaired. The significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the NRHP, CRHR, or local register (OHP 2001:6).

As noted above, one property within the project APE is considered a historical resource under CEQA: Map ID 5: 2633 Telegraph Avenue. The property is located directly across Telegraph Avenue from the project site. Map ID 5: 2633 Telegraph Avenue is not proposed for demolition or modification and is not located in the area of direct impact. The subject property is more than 100 feet from the proposed construction site. As such, this impact discussion is limited to the assessment of potential indirect effects related to construction or operation of the proposed project.

Indirect effects can include construction-related vibration, visual, audible, or atmospheric intrusions that have the potential to significantly impact character-defining features of some historical resources. In cases where either construction-related vibration could potentially damage an historical resource or the visual context or auditory setting are important characteristics that convey the resource's historical significance. No construction-related groundborne vibration activities that could result in damage to a CEQA historical resource is anticipated due to the distance of the structure from the construction site, and no pile driving is proposed as part of the construction activities.

Map ID 5: 2633 Telegraph Avenue is significant for its architecture. As such, the building needs to retain its physical features, and remain visible to convey its significance. The project proposes to construct an eight-story mixed-use building that would occupy the majority of the project site. Although this constitutes a change to the setting of the historic building in the APE, the integrity of its setting is already diminished due to the neighborhood-wide transition from mostly one- to three-story buildings to newer buildings up to eight stories tall (current zoning allows for buildings up to 90 feet in height). Additionally, although not an original component of the Sears, Roebuck and Co. store, the Sears Automotive Service Center that was located across the street at Map ID 1: 2600-2630 Telegraph Avenue is no longer recognizable as a component of the Sears complex and no longer functions as an automotive service center, further diminishing the integrity of setting. Development of the proposed project will slightly alter the building's setting but it will not detract from its ability to convey significance. Furthermore, views of the property from the public right-of-way would remain largely unchanged.

Consequently, project implementation would not demolish, relocate, or cause any direct or indirect change to the historical resource located at Map ID 5: 2633 Telegraph Avenue. In conclusion, the proposed project would result in a **less-than-significant impact** to CEQA historical resources. No mitigation or management recommendations are required for this resource.

5 Bibliography

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6 Preparers' Qualifications

This report and associated property significance evaluations were prepared by Dudek Architectural Historians Kara R. Dotter, MSHP, and Fallin Steffen, MHP. This report was reviewed for quality assurance/quality control by Dudek Senior Architectural Historian Kathryn Haley, MA. Brief statements of experience are included below.

Kara R. Dotter, MSHP, MS

Kara R. Dotter is a senior historic preservation specialist with more than 15 years' experience in historic preservation and architectural conservation. Her historic preservation experience spans all elements of cultural resources management, including project management, intensive-and reconnaissance-level field investigations, architectural history studies, and historical significance evaluations in consideration of the NRHP, CRHR, and local-level designation criteria, in addition to architectural conservation work.

Ms. Dotter's geology background gives her insight into the deterioration of building materials over time, helping inform preservation strategies for various types of construction materials. She has experience with a variety of materials, in particular stone, brick, mortar, and concrete. Her materials analysis skills include petrographic analysis of stone, mortar, and concrete; paint analysis; wood species identification; and applicable American Society for Testing and Materials standards. She also is proficient in Fourier transform infrared spectroscopy (FTIR), scanning electron microscopy with energy-dispersive X-ray spectroscopy (SEM-EDS), back-scattered electron imagery (BSE), atomic absorption spectrometry (AAS), differential thermal analysis (DTA), X-ray diffraction (XRD), and ion chromatography techniques.

Ms. Dotter exceeds the Secretary of the Interior's Professional Qualification Standards for Architectural History. She is experienced managing multidisciplinary projects in the lines of land development, state and local government, and the private sector. Ms. Dotter has experience preparing environmental compliance documentation in support of projects that fall under CEQA/National Environmental Policy Act, and Sections 106 and 110 of the National Historic Preservation Act. She is experienced in the preparation of documentation for NRHP nominations, Historic American Building Surveys, Historic American Engineering Records, and Historic American Landscape Surveys. She also prepared numerous Historic Architectural Survey Reports and Findings of Effect reports for the California High-Speed Rail Authority.

Fallin Steffen, MHP

Fallin Steffen is an architectural historian with 4 years' experience in building survey, evaluation, documentation, materials analysis, restoration and conservation. Ms. Steffen served as a commissioner on the Santa Cruz City Historic Preservation Commission and has participated in archaeological fieldwork in the Bay Area. She meets the Secretary of the Interior's Professional Qualification Standards for Architectural History.

Kathryn Haley, MA

Kathryn Haley is a senior architectural historian with 16 years' experience in historic/cultural resource management. Ms. Haley has worked on a wide variety of projects involving historic research, field inventory, and site assessment conducted for compliance with Section 106 of the National Historic Preservation Act, CEQA, and National Environmental Policy Act. She specializes in CRHR, NRHP, evaluations of built environment resources, including water management structures (levees, canals, dams, ditches), buildings (residential, industrial, and commercial), and linear resources (railroad alignments, roads, and bridges).

Ms. Haley also specializes in managing large-scale surveys of built environment resources including historic district evaluations. She has prepared numerous historic resources evaluation reports and historic property survey reports for the California Department of Transportation (Caltrans). Ms. Haley also worked on the California High-Speed Rail San Jose to Merced and Central Valley Wye Project Sections. She led the built environment survey, conducting property-specific research, preparing the Draft Historic Architectural Survey Report, and co-authoring the environmental section for Cultural Resources.

Ms. Haley meets the Secretary of the Interior's Professional Qualification Standards for Historian and Architectural Historian. She has also assisted in preparation of historic properties inspection reports (condition assessments) under the direction of the Naval Facilities Engineering Command in accordance with Section 106 and Section 110 of the National Historic Preservation Act. Ms. Haley has also served as project manager, coordinator, historian, and researcher for a wide variety of projects. She is experienced in the preparation for NRHP nominations, as well as Historic American Building Survey, Historic American Engineering Record, and Historic American Landscape Survey documents.

Appendix A

DPR forms

State of California ♦ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 9 ***Resource Name or #:** (Assigned by recorder) 2600-2630 Telegraph Avenue
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted**
***a. County** Alameda **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Oakland West **Date** 2018 **T** ; **R** ; ☐ **of** ☐ **of Sec** ; **B.M.**
c. Address 2600-2630 Telegraph Avenue City Oakland Zip 94612
d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 554468 mE/ 4185622 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 009-0684-011-00.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is a one-story commercial building that is ell-shaped in plan with a flat roof and short parapet. The building is clad in painted panels of unknown material, with rolled composition roofing material cladding the roof. Decorative flourishes are minimal, restricted to a narrow band of coping running along the top of the walls, and projecting cantilevered overhangs along the majority of the main and southwest facades, as well as the northern half of the southeast (rear) facade. The main façade faces northwest onto Telegraph Avenue, and contains one single-leaf door, three full-lite, (*see continuation sheet*)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) view looking SE, 10/14/2019, DSCN3940
***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
1964 (County Assessor)

***P7. Owner and Address:**
2600 Telegraph Property LLC
238 Sheridan Road
Oakland, CA 94618

***P8. Recorded by:** (Name, affiliation, and address) Kara R. Dotter, Dudek
605 Third Street
Encinitas, CA 92024

***P9. Date Recorded:** 12/18/2019
***P10. Survey Type:** (Describe)
Pedestrian

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Dotter, Kara R., Fallin Steffen, and Kathryn Haley. 2019. *Historic Resources Evaluation Report for 2600 Telegraph Avenue Project, Oakland, California*. Prepared for Junction Properties. Prepared by Dudek. December 2019.

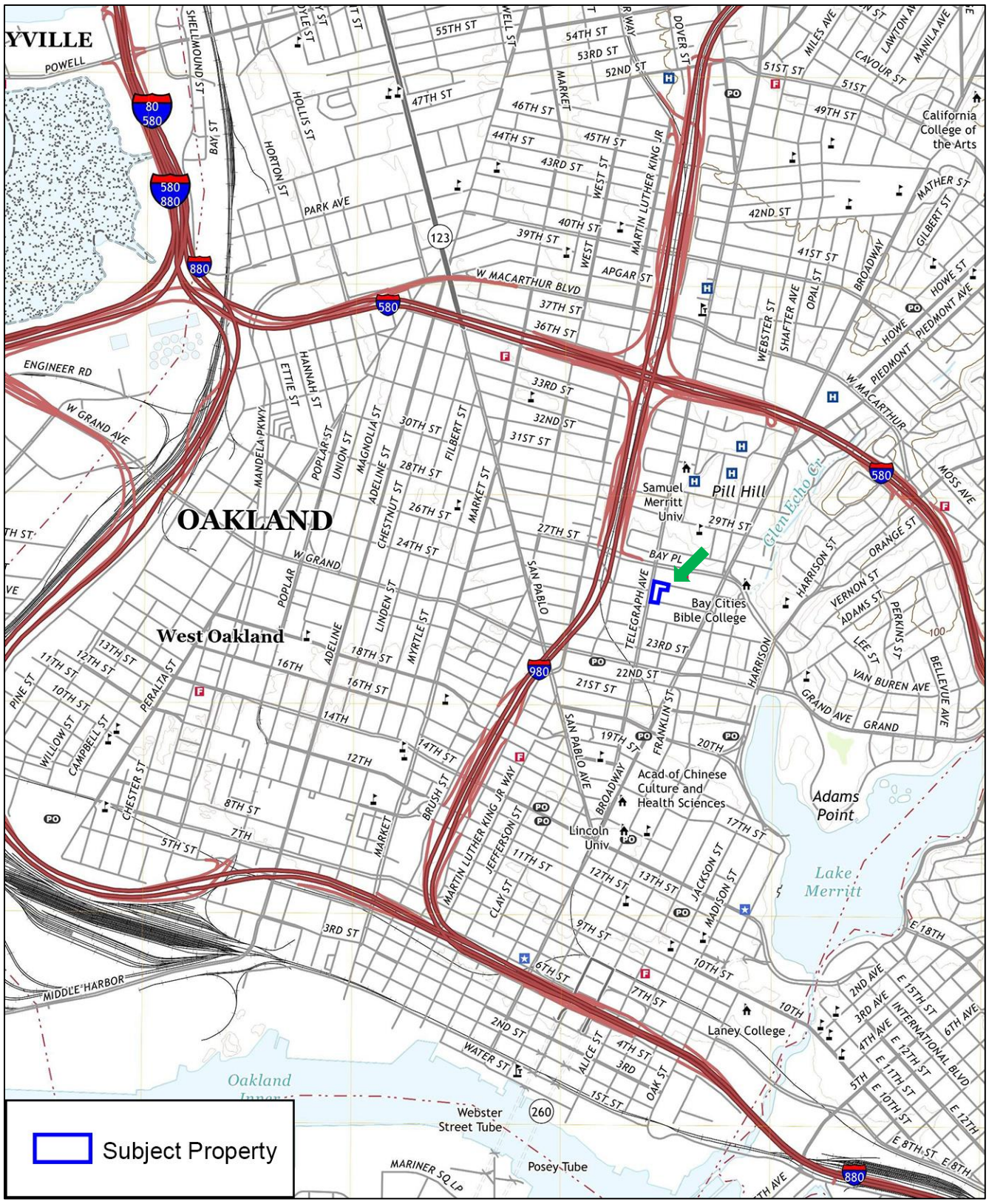
***Attachments:** ☐NONE ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California ♘ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 **of** 9 ***Resource Name or #** (Assigned by recorder) 2600-2630 Telegraph Avenue
***Map Name:** Oakland West USGS Quadrangle ***Scale:** 1:24,000 ***Date of map:** 2018



State of California ♘ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 2600-2630 Telegraph Avenue ***NRHP Status Code** 6Z
Page 3 **of** 9

B1. Historic Name: Sears Automotive Center
B2. Common Name:
B3. Original Use: multiple commercial B4. Present Use: multiple commercial
***B5. Architectural Style:** Midcentury modern, altered beyond recognition
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built 1964, with multiple generations of alterations to the main, southwest, and rear facades.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: unknown (standard company design) b. Builder: F.P. Lathrop Construction Co.
***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** none
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2600-2630 Telegraph Avenue lacks sufficient historical significance to meet any of the criteria for listing in the NRHP or CRHR, nor does it retain the requisite integrity for listing. It appears to warrant a rating of F3 under the OCHS.

The historic context under which this property's signifcane is assessed can be reviewed in the *Historic Resources Evaluation Report for 2600 Telegraph Avenue, Oakland, California*, prepared for Junction Properties by Dudek in January 2020, on file with the City of Oakland OCHS.

(*see continuation sheet*)

B11. Additional Resource Attributes: (List attributes and codes)

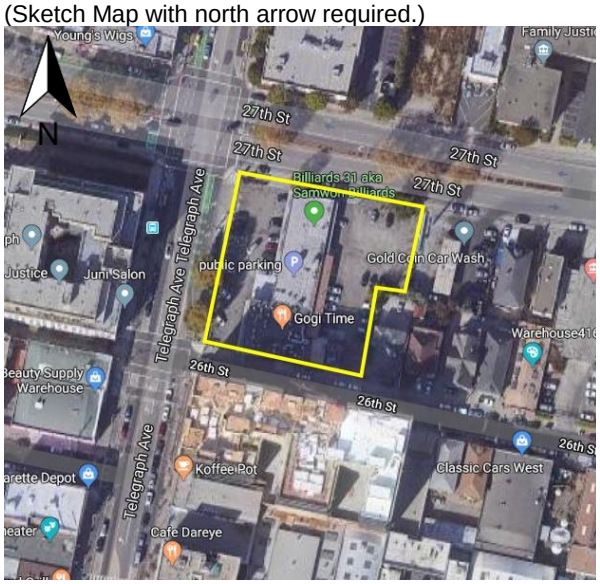
***B12. References:**
For full citations: *Historic Resources Evaluation Report for 2600 Telegraph Avenue, Oakland, California*. Prepared for Junction Properties by Dudek in January 2020.

B13. Remarks:

***B14. Evaluator:** Kara R. Dotter, MSHP
***Date of Evaluation:** December 17, 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description: (continued)**

double-leaf entry doors with broad dark metal frames and one two-lite, double-leaf entry door with a broad metal frame recessed at an approximately 30-degree angle (Figure 1). The four doors provide access to three different businesses. The main façade also has one narrow, horizontally-oriented window and what appears to be an infilled window of the same size and shape.

The southwest elevation contains a rectangular louvered opening near the center top, but is otherwise devoid of fenestration (Figure 2). Two wood-clad additions jut eastward from the rear of the building, containing two narrow, horizontally-oriented fixed windows. Three colored concrete steps lead to what appears to be an infilled entrance, and abut a low, rectangular brick planter running along the eastern two-thirds of the façade. The wall is painted with a mural.

The southeast (rear) façade has two flat-roofed additions and two shed-roofed additions (Figure 3). Fenestration consists of six single-leaf doors and one sliding window with security bars, as well as what appears to be a infilled window similar in size and shape to the window observed on the main façade.

The northeast façade presents as two sections: one with a low, rectangular brick planter adjacent to the public sidewalk (Figure 4), and the other recessed. Both sections are vertically-stacked brick veneer, devoid of fenestration, and painted with a mural (Figure 5).

There are several observed alterations, including multiple large infilled areas on the main façade, three infilled areas on the southwest façade, and four additions to the rear of the building. Additionally, all the doors and windows are modern replacements.

***B10. Significance: (continued)**

Significance Evaluation

NRHP/CRHR Statement of Significance

Crierion A/1. The property must be associated with events that have made a significant contribution to the broad patterns of our history.

The subject property is related to the increasing popularity of the automobile and to the concentration of automotive-related businesses along Oakland's Auto Row. However, by the 1960s automobiles were becoming commonplace in the United States and Auto Row's hey day was over. The subject property is also related to the Sears, Roebuck and Company, but the automotive service center was built after the main store across the street, and it was neither the first nor the last Sears Automotive Center. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion A/1.

Criterion B/2. The property must be associated with the lives of persons significant in our past.

Archival research did not indicate that the subject property was associated with historically significant figures at the national, state, or local level. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3. The property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The subject property was originally built in the Midcentury Modern style as a Sears Automotive service center, and was associated with the Sears, Roebuck and Company building across the street at 2633 Telegraph Avenue. However, the building is not longer associated with Sears, and there was a change in use from one automotive-related business to multiple recreation-related businesses. Additionally, numerous alterations to the building obliterated the original Midcentury Modern design and fenestration, resulting in a building that is altered beyond recognition. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion C/3.

Criterion D/4. The property must show, or may be likely to yield, information important to history or prehistory.

The property is not significant under Criterion D of the NRHP or Criterion 4 of the CRHR as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies.

City of Oakland Statement of Significance

The City of Oakland criteria for historical designation reflect the same criteria used to evaluate potential historical resources for listing in the NRHP and CRHR. Therefore, for all the reasons stated above, the subject property is recommended as not eligible for listing in the City's Local Register of Historic Resources under any criteria.

Integrity Discussion

The subject property maintains integrity of location, but no longer retains integrity of design, setting, materials, workmanship, association, or feeling. As such, the subject property does not retain the requisite integrity for listing at the national, state, or local levels.

Summary

The property at 2600-2630 Telegraph Avenue is recommended as not eligible for listing under any criteria at the national, state, or local level. Additionally, the subject property does not retain the requisite integrity for listing.

Figures

Figure 1. Main (northwest) façade, view looking northeast. (DSCN3950)

Figure 2. southwest elevation, view looking northwest. (DSCN3954)

Figure 3. Southeast (rear) façade, view looking southwest. (DSCN3970)

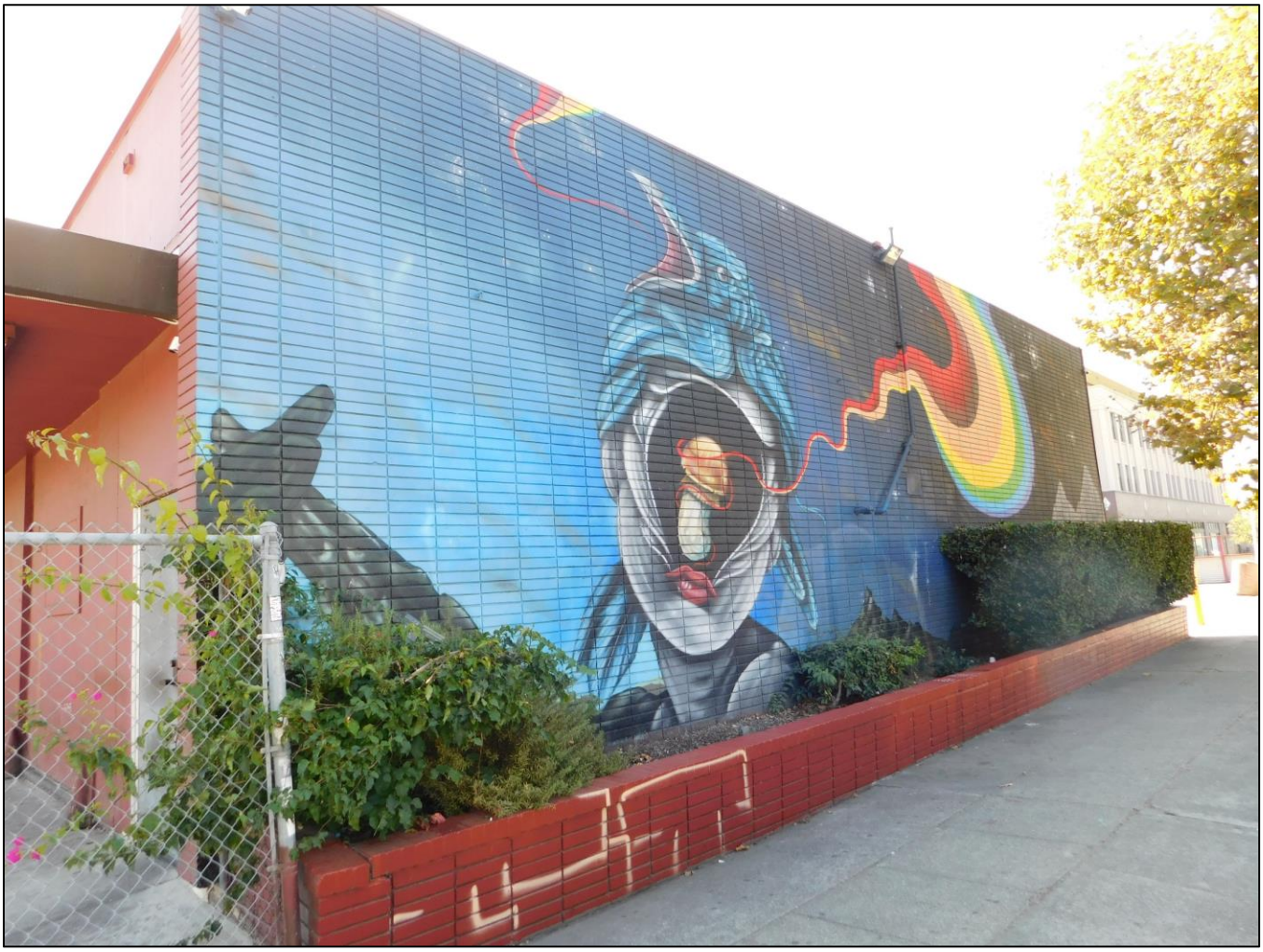


Figure 4. View of eastern section of northeast elevation showing mural. (DSCN3964)

Figure 5. View of recessed section of northeast elevation showing mural. (DSCN3960)

Figure 6. Florin Shopping Center's Sears Automotive Center as seen in 1968 (courtesy Center for Sacramento History).

State of California ♘ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 4 ***Resource Name or #:** (Assigned by recorder) 485 27th Street
P1. Other Identifier: Gold Coin Car Wash

*P2. **Location:** ☐ **Not for Publication** ■ **Unrestricted**
***a. County** Alameda **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Oakland West **Date** 2018 **T** __; **R** __; __ ☐ **of** __ ☐ **of Sec** __; _____ **B.M.**
c. Address 485 27th Street City Oakland Zip 94612
d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 564520 mE/ 4185623 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 009-0684-017-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is fully paved and contains a one-story car wash that is rectangular in plan with bilateral symmetry and a flat corrugated metal roof. The building is oriented with the long axis perpendicular to 27th Street. The majority of the building is open-sided, with the exception of a narrow, fully-enclosed central section with concrete walls and one single-leaf entry door on the northeast façade. A pair of shallow triangular steel I-beams support the roof rafters over each open section, with the downwards-pointing apex transferring load to a steel I-beam column that tapers towards the ground. A solid wall, approximately 8-feet tall, spans the space between each pair of tapering I-beams, separating the covered space into four car wash stalls. Four vacuuming stations are spaced equidistant along the southeastern property boundary.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View looking SE, 10/14/2019, DSCN3978

***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
1965 (County Assessor)

***P7. Owner and Address:**
S W Incorporated
1800 Magellan Drive
Oakland, CA 94611

***P8. Recorded by:** (Name, affiliation, and address) Kara R. Dotter, Dudek
605 Third Street
Encinitas, CA 92024

***P9. Date Recorded:** 12/18/2019

***P10. Survey Type:** (Describe)
Pedestrian

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Dotter, Kara R., Fallin Steffen, and Kathryn Haley. 2020. *Historic Resources Evaluation Report for 2600 Telegraph Avenue, Oakland, California*. Prepared for Junction Properties. Prepared by Dudek. January 2020.

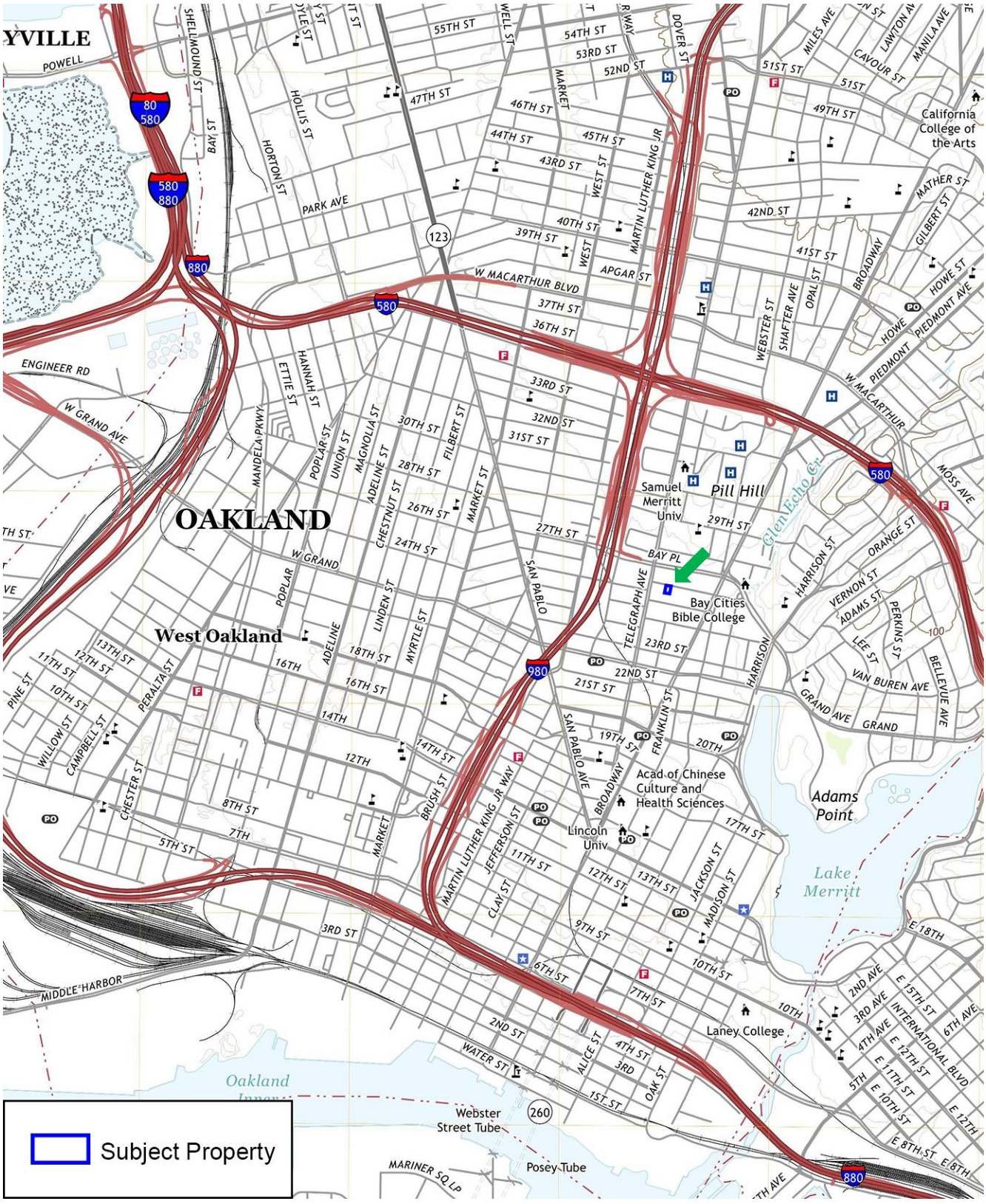
***Attachments:** ☐NONE ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List): _____

State of California ♁ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 **of** 4 ***Resource Name or #** (Assigned by recorder) 485 27th Street
***Map Name:** Oakland West USGS Quadrangle ***Scale:** 1:24,000 ***Date of map:** 2018



State of California ♘ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 485 27th Street ***NRHP Status Code** 6Z
Page 3 **of** 4

B1. Historic Name:
B2. Common Name: Gold Coin Car Wash
B3. Original Use: car wash B4. Present Use: car wash
***B5. Architectural Style:** utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations)

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 485 27th Street lacks sufficient historical significance to meet any of the criteria for listing in the NRHP or CRHR. It appears to warrant a rating of F3 under the OCHS.

The historic context under which this property's signifcane is assessed can be reviewed in the *Historic Resources Evaluation Report for 2600 Telegraph Avenue, Oakland, California*, prepared for Junction Properties by Dudek in January 2020, on file with the City of Oakland OCHS.

(*see continuation sheet*)

B11. Additional Resource Attributes: (List attributes and codes)

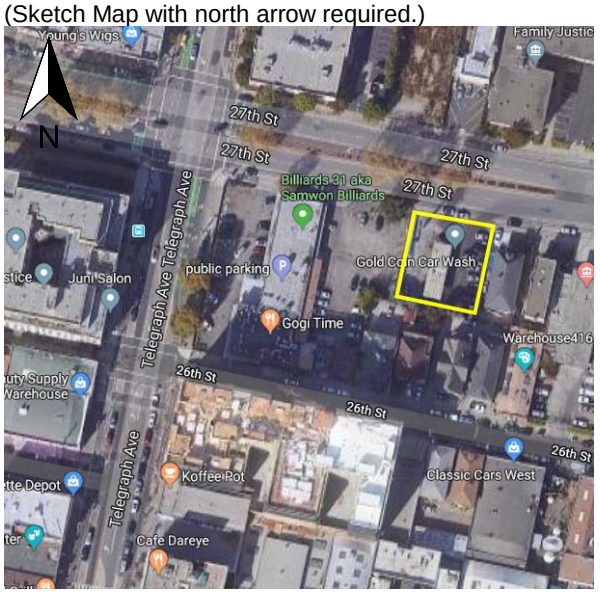
***B12. References:**
For full citations: *Historic Resources Evaluation Report for 2600 Telegraph Avenue, Oakland, California*. Prepared for Junction Properties by Dudek in January 2020.

B13. Remarks:

***B14. Evaluator:** Kara R. Dotter, MSHP
***Date of Evaluation:** December 17, 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10.Significance: (continued)**

Significance Evaluation

NRHP/CRHR Statement of Significance

Crierion A/1. The property must be associated with events that have made a significant contribution to the broad patterns of our history.

The subject property is related to the increasing popularity of the automobile and to the concentration of automotive-related businesses along Oakland's Auto Row. However, by the 1960s automobiles were becoming commonplace in the United States and Auto Row's hey day was over. Additionally, the subject property is neither the first nor the last of its kind. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion A/1.

Criterion B/2. The property must be associated with the lives of persons significant in our past.

Archival research did not indicate that the subject property was associated with historically significant figures at the national, state, or local level. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3. The property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The subject property is a utilitarian car wash design. Simple structural forms create a spare, functional space for washing vehicles. However, such characteristics are not distinctive of a type, period, or method of construction. Neither does the property represent the work of a master or possess high artistic values, nor does it represent a significant and distinguishable entity. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion C/3.

Criterion D/4. The property must show, or may be likely to yield, information important to history or prehistory.

The property is not significant under Criterion D of the NRHP or Criterion 4 of the CRHR as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies.

City of Oakland Statement of Significance

The City of Oakland criteria for historical designation reflect the same criteria used to evaluate potential historical resources for listing in the NRHP and CRHR. Therefore, for all the reasons stated above, the subject property is recommended as not eligible for listing in the City's Local Register of Historic Resources under any criteria.

Integrity Discussion

The subject property maintains integrity of location, design, setting, materials, workmanship, association, or feeling. Although the property retains the requisite integrity for designation, it does not rise to the level of significance required for designation at the national, state, or local levels.

Summary

The building at 485 27th Street is recommended as not eligible for listing under any criteria at the national, state, or local level.

UPDATE

State of California ♁ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

CONTINUATION SHEET

Property Name: 438-440 26th Street

*P2. Location: ☐ Not for Publication ■ Unrestricted

*a. County Alameda and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 2018 T __; R ___; __ ☐ of __ ☐ of Sec __; _____ B.M.

c. Address 438-440 26th Street City Oakland Zip 94612

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 564500 mE/ 4185601 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 009-0684-009-00.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

438-440 26th Street was first evaluated for significance in 1996 as part of the Oakland Cultural Heritage Survey and assigned a code of B+2+. Recent field observations and property specific research indicate that the building has undergone substantial alterations since it the 1996 recordation. The purpose of this documentation is to record the current condition of the building and update the eligibility status of the property accordingly.

Property Description

The building at 438-440 26th Street is a heavily altered example of the Colonial Revival architectural style (Figures 1 and 2). The property originally was one story on an above-ground basement with a partial flight of stairs leading to a main entrance that was oriented towards 26th Street. Comparison of historical photographs with the building as it currently exists indicates that the building was raised to increased ceiling height of the basement so that it could be converted into a second dwelling. The original entrance was moved perpendicular to the street and now faces east, and the original partial flight of stairs demolished to make room for a large bay-window addition to the ground floor living space. A new full-flight of stairs was added east of the addition, extending the wall beyond the original footprint of the house. A new ground-floor entrance and a porte cochere were added to the west (left) of the bay window. Additionally, all windows and doors are modern replacements.

NRHP/CRHR Statement of Significance

Crierion A/1. The property must be associated with events that have made a significant contribution to the broad patterns of our history.

Archival research did not indicate that the subject property is associated with any events that made a significant contribution to the broad patterns of our history. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion A/1.

Criterion B/2. The property must be associated with the lives of persons significant in our past.

Archival research did not indicate that the subject property was associated with historically significant figures at the national, state, or local level.

Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3. The property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The subject property was originally built as a single-family residence in the Colonial Revival architectural style. Subsequent alterations include the lifting up of the main living level to convert the above-ground basement into a second residence; addition of a large bay window to the main façade; changing orientation of the main entry door from parallel to the street to perpendicular to the street; removal of the original partial flight of stairs with a full-flight of stairs attached near the eastern corner of the building; and replacement of most, if not all, of the original windows and doors with incompatible modern versions. As such, the majority of character-defining features were removed or obscured, although there remains enough visual cues to relate the building to the other three builsings in the Hutchinson's Nursery Group/District. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion C/3.

Criterion D/4. The property must show, or may be likely to yield, information important to history or prehistory.

The property is not significant under Criterion D of the NRHP or Criterion 4 of the CRHR as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies.

City of Oakland Statement of Significance

The City of Oakland criteria for historical designation reflect the same criteria used to evaluate potential historical resources for listing in the NRHP and CRHR. Therefore, for all the reasons stated above, the subject property is not recommended for individual listing, but may be considered part a contributor to the Hutchinson's Nursery Group/District. Therefore, the subject property is recommended eligible for listing in the City's Local Register of Historic Resources with a code of D2+.

Integrity Discussion

The subject property retains diminished integrity of association as the few remaining features of its original Colonial Revival arhictetural style visually tie it to the other three properties in the Hustchingson's Nursery Group/District. However, it no longer retains integrity of location, design, setting, materials, workmanship, or feeling. As such, the subject property no longer retains the requisite integrity for listing at the national, state, or local levels.

Summary of Evaluation Findings

The building at 438-440 26th Street is recommended as not eligible for listing under any criteria in the NRHP, CRHR, or Local Register, and a new OCHS status of D2+ is recommended. Although retaining some of the character-defining features of the Colonial Revival architectural style, extensive alterations since 1996 significantly reduced all aspects of integrity to the point that the subject property no longer retains the requisite integrity for individual listing. However, there remains enough similarity with the other three properties comprising the potential Hutchinson's Nursery Group/District that the subject property would be considered a contributor to said district.

Figure 1. View of 438-440 26th Street, looking north. (DSCN3935)

Figure 2. View of 438-440 26th Street, looking northeast. (DSCN3936)

UPDATE

State of California ◆ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

CONTINUATION SHEET

Property Name: Sears Roebuck & Co. (2633 Telegraph Avenue)
Page 1 of 4

*P2. Location: ☐ Not for Publication ■ Unrestricted
*a. County Alameda and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland West Date 2018 T __; R __; __ ☐ of __ ☐ of Sec __; _____ B.M.
c. Address 2633 Telegraph Avenue City Oakland Zip 94612
d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 564392 mE/ 4185627mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 009-0684-001-00.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2633 Telegraph Avenue was first evaluated for significance in 1994 as part of the Oakland Cultural Heritage Survey and assigned a code of Ea2*. Recent field observations and property specific research indicate that the building was renovated since the 1994 recordation. The purpose of this documentation is to record the current condition of the building and update the eligibility status of property accordingly.

Property Description

Extensive rehabilitation of the property occurred in 2002 during conversion of the original retail store into a mixed use property, with retail and commercial spaces at ground level and residential lofts on the upper stories. During the rehabilitation, previous alterations to the original building were removed, exposing the original decorative Art Deco-style brickwork patterns and restoring the original fenestration pattern. The prominent tower centrally located on the main façade remained at the shortened height of an earlier alteration intended to reduce the potential for failure during an earthquake, but still retains its Art Deco design elements. An additional two stories were added to the original building, but the new exterior walls were recessed from the original walls in a stair-step fashion, obscuring the two additional floors from view. Furthermore, the change in design, materials, and fenestration pattern of the additional two stories from those characteristic of the original building clearly, yet sympathetically, demarcate original building from new addition.

NRHP/CRHR Statement of Significance

Crierion A/1. The property must be associated with events that have made a significant contribution to the broad patterns of our history.

The subject property is the former Sears, Roebuck and Company, a nation-wide company influential to the history of the United States. However, the propoerty is no longer a department store, instead serving as mixed-use development with commerical spaces for rent at the ground floor and residential lofts filling the upper floors. As such, the building no longer retains its connection to the Sears, Roebuck and Company and is no longer associated with any events that made a significant contribution to the broad patterns of our history. Therefore, the

subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion A/1.

Criterion B/2. The property must be associated with the lives of persons significant in our past.

Archival research did not indicate that the subject property was associated with historically significant figures at the national, state, or local level. Therefore, the subject property is recommended as not eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3. The property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The subject property was originally built as a Sears, Roebuck and Company department store in the Art Deco architectural style. Subsequent alterations covered the original exterior of the building, but a rehabilitation campaign in 2002 removed those alterations and largely returned the building to its original Art Deco design, including its original fenestration pattern, size, and style. New additions to the building were done sympathetically, are recessed from the original exteriors walls, and are clearly demarcated as not original. Therefore, the subject property is recommended as eligible for listing on the NRHP or CRHR under Criterion C/3.

Criterion D/4. The property must show, or may be likely to yield, information important to history or prehistory.

The property is not significant under Criterion D of the NRHP or Criterion 4 of the CRHR as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies.

City of Oakland Statement of Significance

The City of Oakland criteria for historical designation reflect the same criteria used to evaluate potential historical resources for listing in the NRHP and CRHR. Therefore, for all the reasons stated above, the subject property is recommended as eligible for listing in the City's Local Register of Historic Resources with a code of B+2+.

Integrity Discussion

The subject property maintains integrity of location, design, materials, and workmanship, but no longer retains integrity of setting, association, or feeling. As such, the subject property still retains the requisite integrity for listing at the national, state, or local levels.

Summary of Evaluation Findings

The building at 2633 Telegraph Avenue is recommended eligible for listing in the NRHP, CRHR, and Local Register as an excellent example of the Art Deco architectural style, and a new OCHS status of B+2+ is recommended. As such, the property is considered a historical resource under CEQA.

Figure 1. View of 2633 Telegraph Avenue in October 2019, looking northwest (DSCN3949)

Figure 2. View of 2633 Telegraph Avenue as it appeared in 1930. (Oakland Public Library)

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Attachment G

Noise (Inputs and Outputs for Roadway Construction Noise Model)

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Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/31/2019
Case Description: 2600 Telegraph Ave - Demolition

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Receiver - Const very close	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	10	0
Dozer	No	40		81.7	5	0
Backhoe	No	40		77.6	25	0
Front End Loader	No	40		79.1	50	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Noise Limits (dBA) Day Leq	Evening Lmax	Evening Leq
Concrete Saw	103.6	96.6	N/A	N/A	N/A	N/A
Dozer	101.7	97.7	N/A	N/A	N/A	N/A
Backhoe	83.6	79.6	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A
Total	103.6	100.2	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Recevier - Const typ dist	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Dozer	No	40		81.7	50	0
Backhoe	No	40		77.6	50	0
Front End Loader	No	40		79.1	50	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Noise Limits (dBA) Day Leq	Evening Lmax	Evening Leq
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A
Total	89.6	84.7	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Next-nearest Rcvr - Const close	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	45	0
Dozer	No	40		81.7	50	0
Backhoe	No	40		77.6	75	0
Front End Loader	No	40		79.1	100	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq
Concrete Saw		90.5	83.5	N/A	N/A	N/A	N/A
Dozer		81.7	77.7	N/A	N/A	N/A	N/A
Backhoe		74	70.1	N/A	N/A	N/A	N/A
Front End Loader		73.1	69.1	N/A	N/A	N/A	N/A
	Total	90.5	84.8	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Next-nearest Rcvr - Const typ dist	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	105	0
Dozer	No	40		81.7	105	0
Backhoe	No	40		77.6	105	0
Front End Loader	No	40		79.1	105	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq
Concrete Saw		83.1	76.1	N/A	N/A	N/A	N/A
Dozer		75.2	71.2	N/A	N/A	N/A	N/A
Backhoe		71.1	67.1	N/A	N/A	N/A	N/A
Front End Loader		72.7	68.7	N/A	N/A	N/A	N/A
	Total	83.1	78.3	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 12/31/2019
Case Description: 2600 Telegraph Ave - Grading

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Nearest Receiver - Const very close	Residential	65	60	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	10	0
Dozer	No	40		81.7	5	0
Backhoe	No	40		77.6	25	0
Tractor	No	40	84		50	0

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw		103.6	96.6	N/A	N/A	N/A	N/A
Dozer		101.7	97.7	N/A	N/A	N/A	N/A
Backhoe		83.6	79.6	N/A	N/A	N/A	N/A
Tractor		84	80	N/A	N/A	N/A	N/A
	Total	103.6	100.3	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Nearest Recevier - Const typ dist	Residential	65	60	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	50	0
Dozer	No	40		81.7	50	0
Backhoe	No	40		77.6	50	0
Tractor	No	40	84		50	0

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw		89.6	82.6	N/A	N/A	N/A	N/A
Dozer		81.7	77.7	N/A	N/A	N/A	N/A
Backhoe		77.6	73.6	N/A	N/A	N/A	N/A
Tractor		84	80	N/A	N/A	N/A	N/A
	Total	89.6	85.6	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night

Next-nearest Rcvr - Const close	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	45	0
Dozer	No	40		81.7	50	0
Backhoe	No	40		77.6	75	0
Tractor	No	40	84		100	0

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	90.5	83.5	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A
Backhoe	74	70.1	N/A	N/A	N/A	N/A
Tractor	73.1	69.1	N/A	N/A	N/A	N/A
Total	90.5	84.8	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Next-nearest Rcvr - Const typ dist	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	105	0
Dozer	No	40		81.7	105	0
Backhoe	No	40		77.6	105	0
Tractor	No	40	84		105	0

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	83.1	76.1	N/A	N/A	N/A	N/A
Dozer	75.2	71.2	N/A	N/A	N/A	N/A
Backhoe	71.1	67.1	N/A	N/A	N/A	N/A
Tractor	72.7	68.7	N/A	N/A	N/A	N/A
Total	83.1	78.3	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 43830
Case Description: 2600 Telegraph Ave - Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Nearest Receiver - Const very close	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	10	0
Man Lift	No	20		74.7	5	0
Man Lift	No	20		74.7	25	0
Tractor	No	40	84		50	0
Backhoe	No	40		77.6	25	0

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		94.5	86.6	N/A	N/A	N/A	N/A
Man Lift		94.7	87.7	N/A	N/A	N/A	N/A
Man Lift		80.7	73.7	N/A	N/A	N/A	N/A
Tractor		84	80	N/A	N/A	N/A	N/A
Backhoe		83.6	79.6	N/A	N/A	N/A	N/A
	Total	94.7	91	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Nearest Recevier - Const typ dist	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	50	0
Man Lift	No	20		74.7	50	0
Man Lift	No	20		74.7	50	0
Tractor	No	40	84		50	0
Backhoe	No	40		77.6	50	0

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		80.6	72.6	N/A	N/A	N/A	N/A
Man Lift		74.7	67.7	N/A	N/A	N/A	N/A
Man Lift		74.7	67.7	N/A	N/A	N/A	N/A
Tractor		84	80	N/A	N/A	N/A	N/A
Backhoe		77.6	73.6	N/A	N/A	N/A	N/A
	Total	84	81.9	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night

Next-nearest Rcvr - Const close	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	45	0
Man Lift	No	20		74.7	50	0
Man Lift	No	20		74.7	75	0
Tractor	No	40	84		100	0
Backhoe	No	40		77.6	75	0

		Results			
	Calculated (dBA)		Noise Limits (dBA)		
			Day	Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	81.5	73.5	N/A	N/A	N/A	N/A
Man Lift	74.7	67.7	N/A	N/A	N/A	N/A
Man Lift	71.2	64.2	N/A	N/A	N/A	N/A
Tractor	78	74	N/A	N/A	N/A	N/A
Backhoe	74	70.1	N/A	N/A	N/A	N/A
Total	81.5	78.2	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

				---- Receptor #4 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Next-nearest Rcvr - Const typ dist	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	105	0
Man Lift	No	20		74.7	105	0
Man Lift	No	20		74.7	105	0
Tractor	No	40	84		105	0
Backhoe	No	40		77.6	105	0

		Results			
	Calculated (dBA)		Noise Limits (dBA)		
			Day	Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	74.1	66.1	N/A	N/A	N/A	N/A
Man Lift	68.3	61.3	N/A	N/A	N/A	N/A
Man Lift	68.3	61.3	N/A	N/A	N/A	N/A
Tractor	77.6	73.6	N/A	N/A	N/A	N/A
Backhoe	71.1	67.1	N/A	N/A	N/A	N/A
Total	77.6	75.4	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 12/31/2019
Case Description: 2600 Telegraph Ave - Arch Coatings

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Receiver - Const very close	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	10	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq
Compressor (air)	91.6	87.7	N/A	N/A	N/A	N/A
Total	91.6	87.7	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Recevier - Const typ dist	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq
Compressor (air)	80.6	72.6	N/A	N/A	N/A	N/A
Total	80.6	72.6	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Next-nearest Rcvr - Const close	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	45	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq

Compressor (air)		78.6	74.6	N/A	N/A	N/A	N/A
	Total	78.6	74.6	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Next-nearest Rcvr - Const typ dist	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	105	0

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		71.2	67.2	N/A	N/A	N/A	N/A
	Total	71.2	67.2	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Attachment H

Trip Generation Analysis Memorandum

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1630 SAN PABLO AVENUE, SUITE 300
OAKLAND, CALIFORNIA 94612
T 510.601.2500 F 510.601.2501

TECHNICAL MEMORANDUM

To:	Jose M. Herrera-Preza, City of Oakland, Bureau of Planning
From:	Sabita Tewani, AICP, Transportation Planner, and Hannah Young, AICP, Dudek
Subject:	2600 Telegraph Avenue Trip Generation Analysis
Date:	December 27, 2019
Attachment(s):	Site Plan (dated 11/25/19), Figure 1 Project Trip Distribution

The following technical memorandum provides a trip generation analysis of the mixed use project proposed at 2600 Telegraph Avenue (proposed project), located at the southeast corner of Telegraph Avenue and 27th Street in the City of Oakland (City). The proposed project is located in the Koreatown-Northgate neighborhood (KONO), which is bound by 27th Street to the north, I-980 to the west, West Grand Avenue to the south, and Telegraph Avenue to the east. It is accessible from the Interstate (I)-580, State Route (SR)-24 and is well connected by multiple bus transit routes and within 0.5 mile of the Bay Area Rapid Transit (BART) station at 19th Street.

This analysis was conducted to determine the trip generation estimates of the proposed project and determine which study components under the City's *Traffic Impact Review Guidelines* (TIRG, April 2017) are required for the travel and transportation analysis for the CEQA document. This trip generation analysis has been prepared consistent with the City's TIRG and trip generation methodologies from the Institute of Transportation Engineers (ITE).

Existing Conditions

The project site is currently occupied with a 19,600 square-foot (SF) single-story commercial building. Three retail tenants occupy the space as follows: Gogi Time Restaurant (7,500 SF); Blind Tiger Restaurant (9,800 SF); and Sam Won Billiards (2,300 SF). The project site is currently accessed via driveways along 26th and 27th streets. Two existing curb cuts are also on Telegraph Avenue; however, access to the site is not currently provided from Telegraph Avenue. Approximately 59 surface parking spaces that primarily serve the patrons and employees of the existing retail uses are located in the front and rear of the existing building.

Project Description

The proposed project would demolish the existing 19,600 square-foot (SF) single-story commercial building on the site and would construct an eight-story mixed use development comprising of 225 residential units and approximately 6,039 square feet of retail on an approximately 0.91 acre property in the City. See Attachment A for the proposed site plan. The proposed project would be accessed via one driveway off 27th Street and one driveway off 26th Street. The project proposes approximately 166 parking spaces, consisting of 160 spaces in mechanized three-level parking stackers (16 of which would be electric vehicle stalls), and six at-grade spaces, of which five would be ADA accessible spaces and one would be an electric vehicle van space. One loading dock would be

accessible from 26th Street. Approximately 57 long-term and 12 short-term bicycle parking spaces would be provided in the garage.

Trip Generation

Table 1 provides a summary of net new automobile trip generation estimates for the project based on ITE's *Trip Generation, 10th Edition,* and guidelines provided in the City's TIRG. Table 2 provides a summary of trip generation for all travel modes per City's TIRG.

Using appropriate trip rate or equation, and adjusting for multimodal trip generation (a total of 46.9% for transit, bike and walk or non-auto trips for projects located within 0.5 miles of BART station per TIRG), the proposed project is estimated to generate approximately 771 daily trips, with 43 trips (12 inbound and 31 outbound) in the AM peak hour, and 63 trips (37 inbound and 26 outbound) in the PM peak hour.

Using appropriate trip rate or equation and adjusting for multimodal trip generation (a total of 46.9% for transit, bike and walk or non-auto trips for projects located within 0.5 miles of BART station per TIRG), the existing restaurant and recreational uses on the project site are estimated to generate approximately 807 daily trips, with 8 trips (4 inbound and 4 outbound) in the AM peak hour, and 75 trips (50 inbound and 25 outbound) in the PM peak hour.

As shown in the project's automobile trip generation summary above (Table 1), utilizing the trip credit for the existing uses on the project site, the project would generate approximately -36 net new daily trip, 35 net new AM peak hour trips (9 inbound and 26 outbound), and -12 net new PM peak hour trips (-13 inbound and 1 outbound).

Figure 1 shows the project's trip distribution based on proposed driveways, existing travel pattern, location of surrounding land uses and roadway network in the vicinity of the project. The project traffic would utilize two proposed driveways which would be constructed along 26th Street and 27th Street by removing existing driveways along those streets. The project would not change the existing travel pattern significantly or assign more than 50 net new peak hour trips to any intersection adjacent to the project site. Therefore, based on the trip generation analysis provided in this memo, the project would not warrant further travel and transportation analysis such as Transportation Counts, Collision History and Analysis, Transportation Demand Management (TDM) Plan and Compliance, per the City's TIRG.

Conclusion

Based on the trip generation analysis above, since the proposed project would not generate 50 net new peak hour trips, no further travel and transportation analysis and TDM Plan is required for the project's CEQA analysis per the City's TIRG. The results of this trip generation analysis will be included in the proposed projects' CEQA document along with Standard Conditions of Approval (SCA) and other applicable requirements of CEQA analysis.

Table 1: Automobile Trip Generation Summary

Land Use	ITE Code	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Proposed Uses										
Residential (MF-Mid-Rise)[1]	221	225	DU	1225	20	56	76	58	38	96
Commercial (Shopping Center)[2]	820	6.039	TSF	228	4	2	6	11	12	23
Subtotal				*1452*	*51*	*31*	*82*	*57*	*62*	*119*
Non-Auto Reduction (-46.9%)[3]				-681	-24	-15	-39	-27	-29	-56
Proposed Uses Subtotal				*771*	*12*	*31*	*43*	*37*	*26*	*63*
Existing Uses										
Restaurant[4] (Gogi Time)	931	7.500	TSF	629	3	3	6	39	19	59
Restaurant[4] (Blind Tiger)	931	9.800	TSF	822	4	4	8	51	25	76
Sam Won Billiards[5]	-	2.300	TSF	69	[6]			4	2	6
Subtotal				*1,519*	*7*	*7*	*14*	*94*	*47*	*141*
Non-Auto Reduction (-46.9%)[3]				-713	-3	-3	-6	-44	-22	-66
Existing Uses Subtotal				*807*	*4*	*4*	*8*	*50*	*25*	*75*
Net New Project Trips (Proposed Uses Subtotal - Existing Uses Subtotal)				**-36**	**9**	**26**	**35**	**-13**	**1**	**-12**

Notes: MF = Multi-Family; DU = Dwelling Unit; TSF = Thousand Square Feet

1 ITE Trip Generation (10th Edition) land use category 221 (Multi-Family Mid-Rise):
Daily: T = 5.45(X) - 1.75
AM Peak Hour: Ln(T) = 0.98Ln(X) - 0.98 (26% in, 74% out)
PM Peak Hour: Ln(T) = 0.96Ln(X) - 0.63 (61% in, 39% out)

2 ITE Trip Generation (10th Edition) land use category 820 (Shopping Center)
Daily: T = 37.75*X
AM Peak Hour: T = 0.94*X (62% in, 38% out)
PM Peak Hour: T= 3.81*X (48% in, 52% out)

3 Reduction of 46.9% assumed for non-auto modes (transit, bike, walk) based on City of Oakland Transportation Impact Review Guidelines, Land Use Development Projects, April 14, 2017, Table 2 Default of Oakland Trip Generation Adjustment Factors for urban environments within 0.5 miles of a BART station.

4 ITE Trip Generation (10th Edition) land use category 931 (Quality Restaurant)
Daily: T = 83.84*X
AM Peak Hour: T = 0.73*X (No split specified in ITE, therefore 50% in, 50% out was assumed)
PM Peak Hour: T= 7.80*X (67% in, 33% out)

5 The ITE Trip Generation rate does not have a specific trip rate for billiards use. In absence of adequate ITE trip rate data available for daily and adjacent street peak hour for similar recreational uses, the trip rate for Racquetball/ Health Club use from SANDAG's Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, was found to be most comparable to estimate the trip generation of the existing billiards establishment.
Daily: T = 30*X
AM Peak Hour: T = 4% of Daily Trips (60% in, 40% out)
PM Peak Hour: T= 9% of Daily Trips (60% in, 40% out)

6 The establishment operates between 3 PM to 1 AM, therefore no trips were assumed during the AM peak hour.

Table 2: All Travel Modes Trip Generation Summary

Mode	Mode Share Adjustment Factors [1]	Daily	Weekday AM Peak Hour	Weekday PM Peak Hour
Automobile	53.1%	771	43	63
Transit	29.7%	431	24	35
Bike	5.1%	74	4	6
Walk	10.5%	153	9	12
	Total Trips	***1429***	***80***	***117***

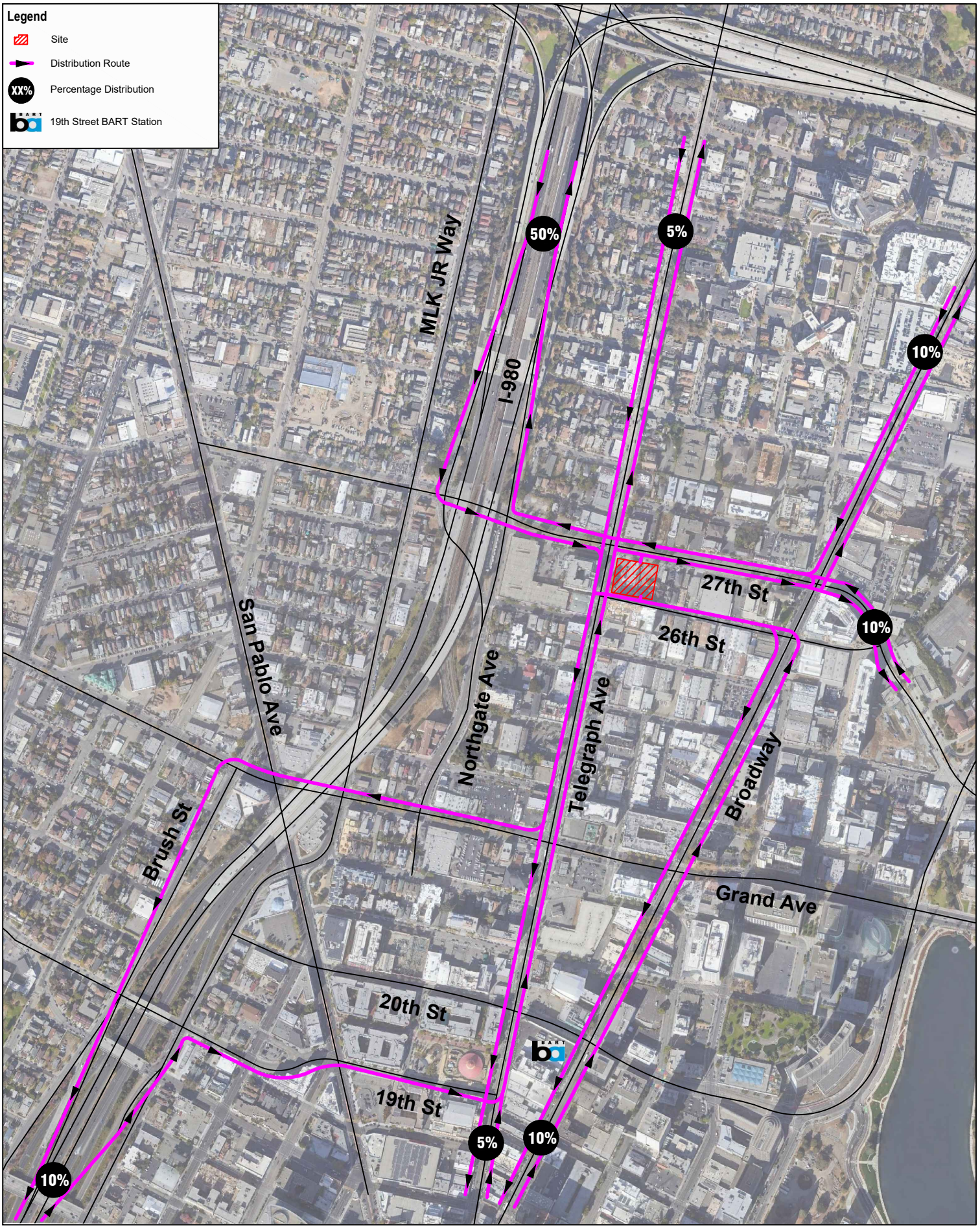
[1] Based on City of Oakland Transportation Impact Review Guidelines, Land Use Development Projects, April 14, 2017, Table 2 Default of Oakland Trip Generation Adjustment Factors for urban environments within 0.5 miles of a BART station

Note: The mode share adjustment factors do not add up to a total of 100%, therefore the total project trips calculated using these factors is slightly lower than total project trips calculated using ITE trip rates shown in Table 1.

Attachment A

Site Plan

Figure 1 Project Trip Distribution



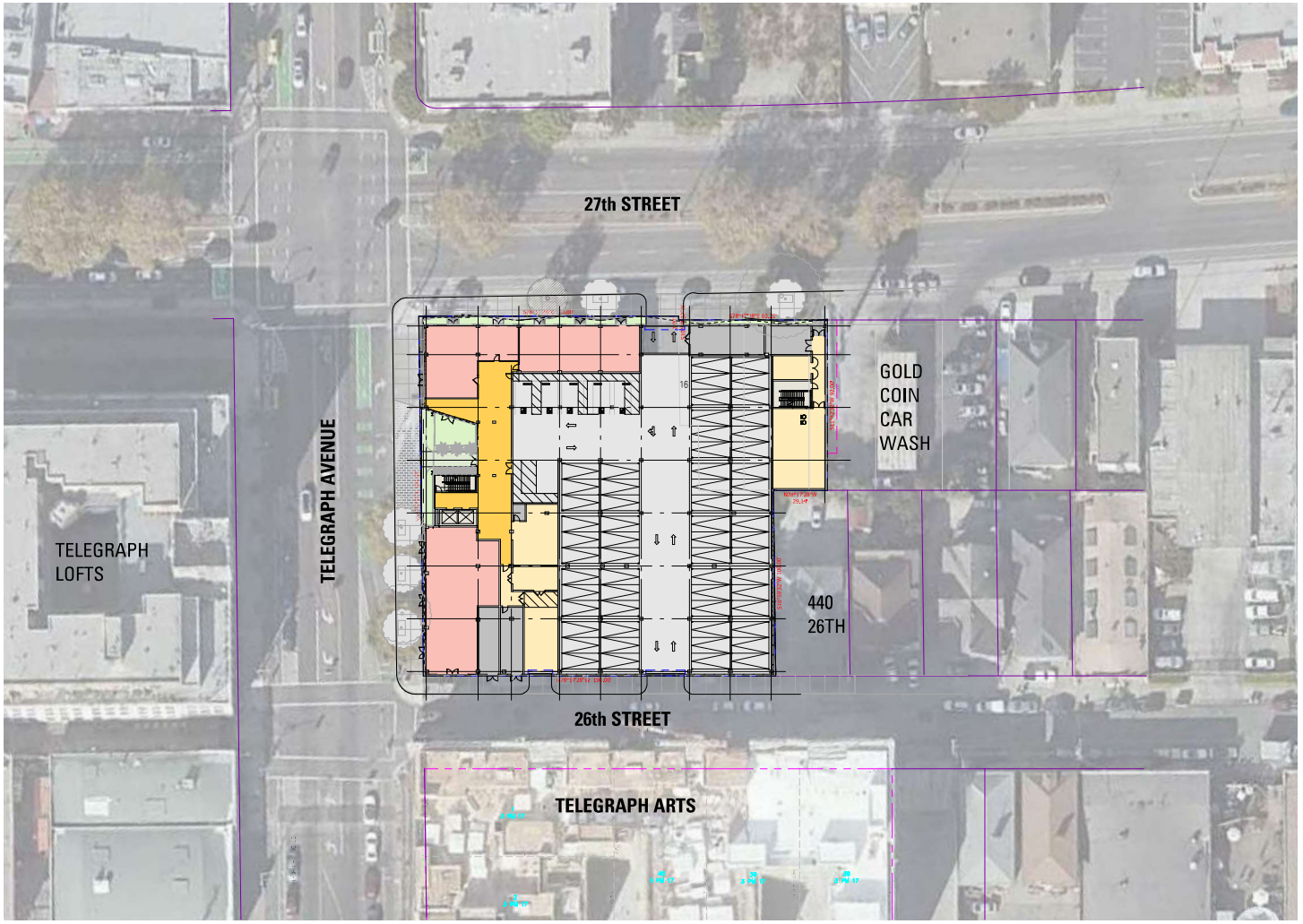
SOURCE: Google Earth 2018

DUDEK Not to Scale

Figure 1

Project Trip Distribution

2600 Telegraph Avenue Residential Project



Scale: 1"=30'-0"

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2600 Telegraph Ave. Oakland, CA				SITE PLAN
11/25/2019	19015	BAR architects		A4

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