

Project Title:	1800 San Pablo Avenue Project
Location:	1800 San Pablo Avenue (see map on reverse)
Assessor's Parcel Numbers:	008-0642-018
Proposal:	Redevelopment of a surface parking lot with a project including approximately 120,000 square feet of commercial space and 309 parking spaces
Applicant:	Sunfield Development
Contact Person/Phone Number:	Sid Afshar/510-452-5555
Owner:	City of Oakland
Planning Permits Required:	Major Conditional Use Permit for automotive fee parking, Design Review
General Plan:	Central Business District
Applicable Zoning:	Central Business District Mixed Commercial Zone (CBD-X)
Environmental Determination:	A Draft Supplemental Environmental Impact Report (DSEIR) was prepared. A Notice of Availability of the DSEIR was published on July 6, 2012. The 45-day public comment period on the DSEIR ends on August 20, 2012.
Historic Status:	N/A
Service Delivery District:	Metro Downtown
City Council District:	3
Date Filed:	July 13, 2011
Status:	Pending
Action to be Taken:	Receive public and Planning Commission comments on the DSEIR. No decisions will be made on the Project at this hearing.
For Further Information:	Contact the case planner, Lynn Warner , at (510) 238-6983 or by e-mail at lwarners@oaklandnet.com .

SUMMARY

The applicant proposes to redevelop the surface parking lot bounded by San Pablo Avenue, 18th and 19th Streets, and the Fox Court affordable housing complex with a project including approximately 120,000 square feet of commercial space and 309 parking spaces. No specific tenants have yet been identified, but potential commercial uses include restaurant, health club, entertainment, and automotive fee parking activities.

The Project is subject to the environmental review requirements of the California Environmental Quality Act (CEQA). A Draft Supplemental Environmental Impact Report (DSEIR) was prepared that analyzes the potential environmental impacts of the Project. The DSEIR tiers off the analyses included in the Uptown Mixed-Use Project EIR and the Proposed Amendments to the Central District Urban Renewal Plan EIR. The 45-day public comment period on the DSEIR ends on August 20, 2012.

The purpose of today's hearing is to hear comments from the public and the Planning Commission concerning the adequacy of the DSEIR. Comments should be limited to the adequacy of the environmental analysis and not the merits of the Project. There will be opportunities to comment on the merits of the Project at future hearings. No action will be taken on the Project at today's hearing. The decision on the Project will occur at a future hearing.

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet



Case File: CMD11-136, ER11-0014
Applicant: Sunfield Development
Address: 1800 San Pablo Avenue
Zone: CBD-X

SITE DESCRIPTION

The Project site is approximately 1.02 acres in size and is occupied by a 70-stall surface fee parking lot. The site is bounded by 19th Street to the north, 18th Street to the south, a multi-family residential building to the east, and San Pablo Avenue to the west. There are a mix of multi-family residential uses and commercial uses in the surrounding area.

PROJECT DESCRIPTION

The Project involves the redevelopment of the site with a project including approximately 120,000 square feet of commercial space and 309 parking spaces. Potential commercial uses include a variety of restaurant, health club, entertainment, and automotive fee parking activities. At the time of the EIR scoping meeting, 100 multi-family residential units were included in the proposed Project. However, the Project sponsor has eliminated that component of the Project. The rest of the proposed Project remains the same and was analyzed in the DSEIR. The building would have three floors of above-grade commercial uses over three floors of below-grade parking, and would have a maximum height of 90 feet. The footprint of the building would cover the entire site. The entrance to the parking garage and the loading area would be located on 18th Street. The Project plans are attached to this report (see Attachment A). The design of the Project is conceptual and will be subject to detailed review once it has been further developed.

The first floor of the building would contain approximately 30,000 square feet of commercial space, including office space used for building administration, and a loading area. The second and third floors of the building would each contain approximately 40,000 square feet of commercial space. In addition, up to 10,000 square feet of commercial space would be located on the roof for use as a restaurant, bar, or café with outdoor seating.

As currently proposed, the Project may include up to three digital advertising display signs, each measuring 40 by 60 feet (2,400 square feet) in size. One advertising sign would wrap around the corner of 18th Street and San Pablo Avenue, and two advertising signs would be located on the San Pablo Avenue building frontage. The installation of this advertising signage would require the approval of a franchise agreement by the City Council, pursuant to Section 17.104.060 of the Municipal Code.

GENERAL PLAN DESIGNATION

The site is designated Central Business District in the Oakland General Plan. The General Plan states that "The Central Business District (CBD) classification is intended to encourage, support, and enhance the downtown area as a high density mixed use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation in Northern California." The General Plan also states that "the CBD classification includes a mix of large-scale offices, commercial, urban (high-rise) residential, institutional, open space, cultural, educational, arts, entertainment, service, community facilities, and visitor uses." (Land Use and Transportation Element, p. 155). The proposed Project uses are consistent with the General Plan classification for the site. The maximum floor area ratio (FAR) for the CBD classification is 20 and the proposed Project FAR of 4.9 is well within the allowable General Plan intensity.

ZONING CLASSIFICATION

The zoning classification for the Project site is CBD-X Central Business District Mixed Commercial Zone. The proposed commercial uses are allowed under the CBD-X zoning classification for the site, although automotive fee parking activities require a Conditional Use Permit. The maximum FAR for this zoning classification is 20 and the proposed Project FAR of 4.9 is well within the allowable zoning intensity.

ENVIRONMENTAL REVIEW

The Project site was included in the environmental review completed for the Uptown Mixed-Use Project, although a different proposal was analyzed for the site that entailed construction of a 19-story building with 270 residential condominiums. The Project site was also included in the programmatic analysis of the Proposed Amendments to the Central District Urban Renewal Plan, although the project analyzed would have included only 110,000 square feet of commercial space and 301 parking spaces.

The Project is subject to the environmental review requirements of CEQA. Pursuant to CEQA, a DSEIR was prepared that analyzes the potential environmental impacts of the Project. As provided for in CEQA Statutes §21093 and CEQA Guidelines §15152 and §15385, the 1800 San Pablo Avenue Project DSEIR tiers off the analyses included in the certified Uptown Mixed-Use Project EIR (January 2004, SCH. No. 200052070) and the Proposed Amendments to the Central District Urban Renewal Plan EIR (June 2011, SCH. No. 2010102024). The 1800 San Pablo Avenue DSEIR and the previously certified EIRs are available for review or distribution to interested parties at no charge at the Community and Economic Development Agency, Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m., and on the City's website at the "Current Environmental Review" page

(<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>) and at the "Completed Environmental Review" page

(<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009158>) Paste these links into your browser.

Scope

A Notice of Preparation for the DSEIR was published on October 7, 2011 and a scoping meeting on the DSEIR was held on November 2, 2011. The DSEIR addresses the following environmental topics:

- A. Aesthetics, Shadow, and Wind
- B. Agriculture and Forest Resources
- C. Air Quality
- D. Biological Resources
- E. Cultural Resources
- F. Geology and Soils
- G. Greenhouse Gas Emissions
- H. Hazards and Public Safety
- I. Hydrology and Water Quality
- J. Land Use and Planning
- K. Mineral Resources
- L. Noise
- M. Population and Housing
- N. Public Services
- O. Recreation
- P. Transportation and Circulation
- Q. Utilities and Service Systems

Potentially Significant Impacts Identified in the DSEIR

All impacts and mitigation measures identified in the DSEIR are summarized in Table I-1 at the end of Chapter I of the DSEIR (See Attachment B). Table I-1 also identifies the level of significance of the impacts after recommended mitigation measures are implemented. Other than the impacts mentioned

below, all of the environmental impacts of the Project can be reduced to less than significant levels with implementation of the recommended mitigation measures or Standard Conditions of Approval.

The DSEIR identified the following significant and unavoidable impacts of the Project related to Transportation and Circulation:

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

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

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

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

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

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

Project Alternatives

Chapter IV of the DSEIR includes an analysis of two alternatives to the proposed Project that meet the requirements of CEQA. CEQA requires that an EIR include a reasonable range of alternatives to a project that would feasibly attain most of the project's basic objectives, and avoid or substantially lessen many of the project's significant environmental effects. The two CEQA alternatives considered in detail in Chapter IV include:

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

In addition to these two alternatives, four other alternatives were considered but rejected from further evaluation as discussed below:

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

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

Publication and Distribution of the DSEIR

The DSEIR was made available for review on July 6, 2012. The 45-day comment period ends on August 20, 2012. The Notice of Availability (see Attachment C) for the DSEIR was mailed to property owners within 300 feet of the Project area, distributed to State and local agencies, mailed to interested parties, and posted on the Project site. Copies of the DSEIR were also previously distributed to City officials, including the Planning Commission and the Landmarks Preservation Advisory Board (LPAB).

The purpose of today's hearing is to solicit comments from the public and the Planning Commission regarding the adequacy of the analysis contained in the DSEIR. There will be opportunities to comment on the merits of the Project at future hearings. Per the direction from the Planning Commission at the DSEIR scoping meeting, City staff will present the proposed mitigation measures from the DSEIR related to cultural resources to the LPAB for comment at the public hearing on August 13, 2012.

Comments may be made at the public hearings on the DSEIR or in writing. Please address all written comments to: Lynn Warner, City of Oakland, Department of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; (510) 238-6538 (fax); or email to lwarners@oaklandnet.com. Comments must be received no later than 4:00 p.m. on August 20, 2012.

CONCLUSION

All comments received on the DSEIR will be considered by the City prior to finalizing the SEIR and making a decision on the Project. Comments on the DSEIR should focus on:

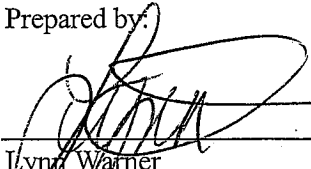
- 1) the adequacy of the DSEIR in discussing possible impacts on the physical environment,
- 2) ways in which potential adverse effects might be minimized, and
- 3) alternatives to the Project in light of the DSEIR's purpose to provide useful and accurate information about such factors.

The purpose of this meeting is to discuss the adequacy of the environmental analysis. There will be opportunities to comment on the merits of the Project at future hearings. After all comments on the DSEIR are received, a Final SEIR/Response to Comments document will be prepared and the Planning Commission will consider certification of the Final SEIR and the requested Project entitlements at future meeting dates.

STAFF RECOMMENDATION

Staff requests that the Planning Commission accept public testimony on the DSEIR and provide comments to staff on the adequacy of the analysis contained in the DSEIR.

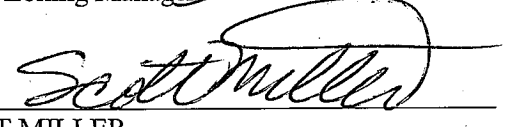
Prepared by:



Lynn Warner
Planner III

Approved for forwarding to the City Planning Commission by:

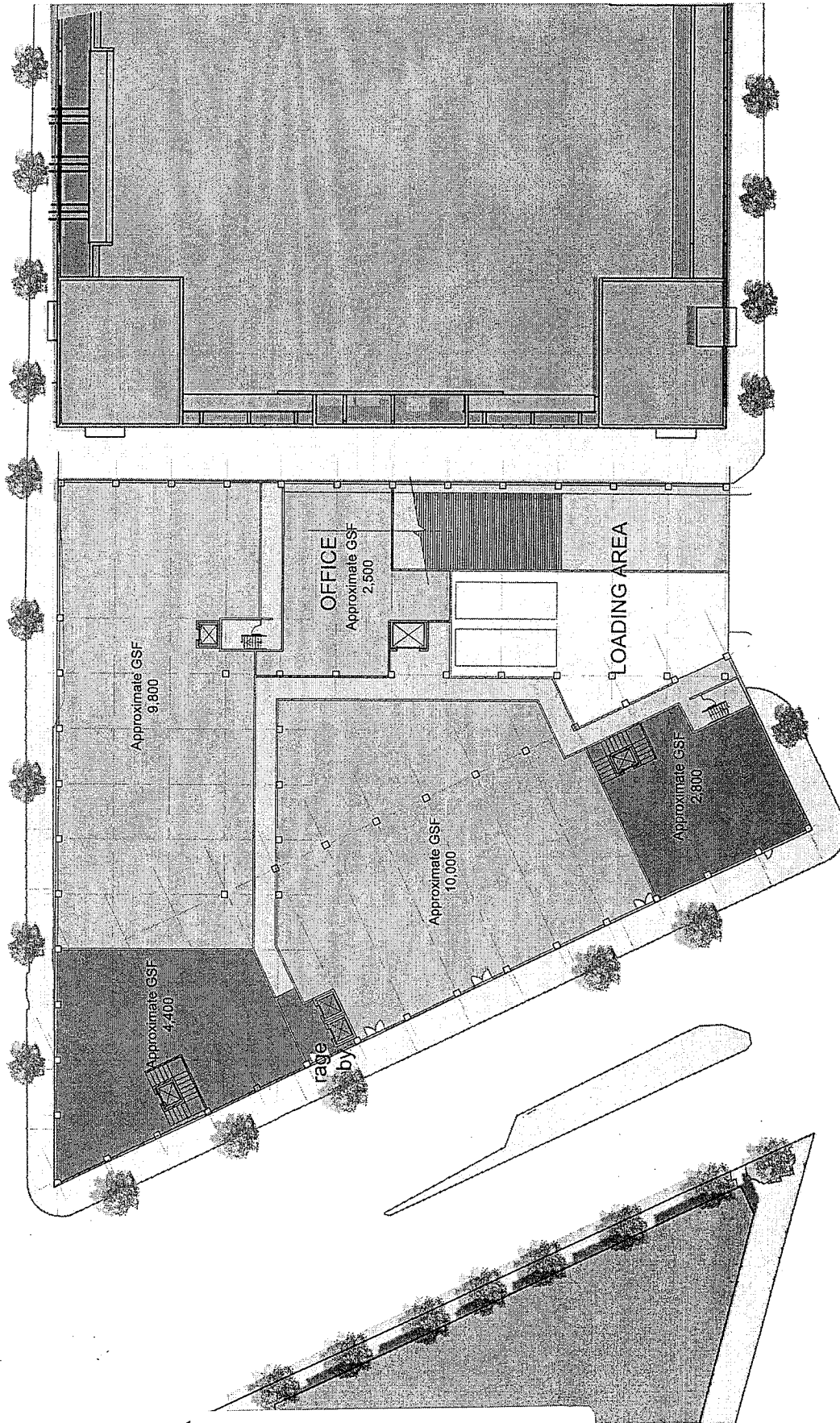


ROBERT MERKAMP
Acting Zoning Manager

SCOTT MILLER
Interim Planning and Zoning Director

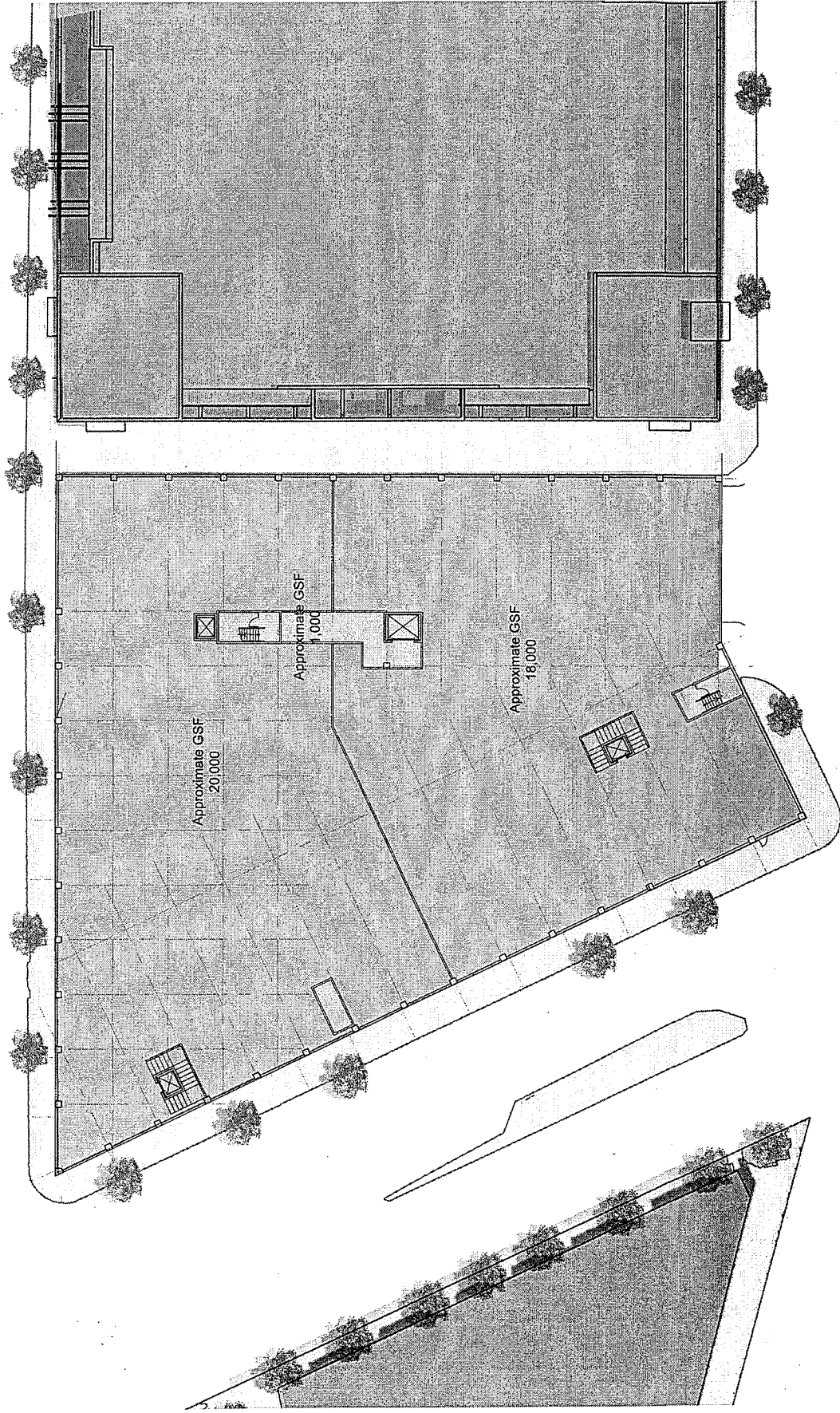
ATTACHMENTS:

- A. Project Plans
- B. Summary Table I-1 from 1800 San Pablo Project DSEIR
- C. Notice of Availability

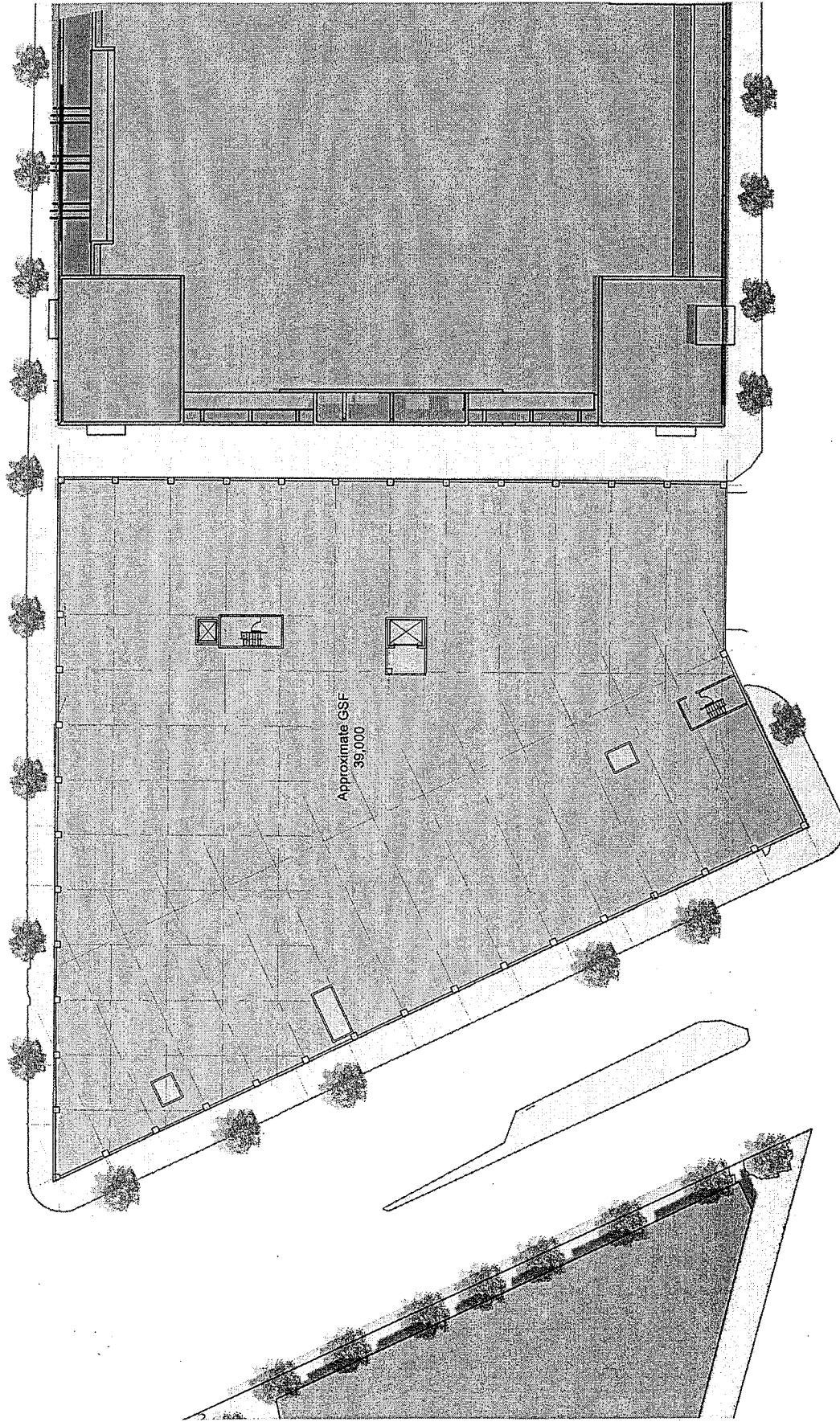


ATTACHMENT A

PLAN: GROUND LEVEL

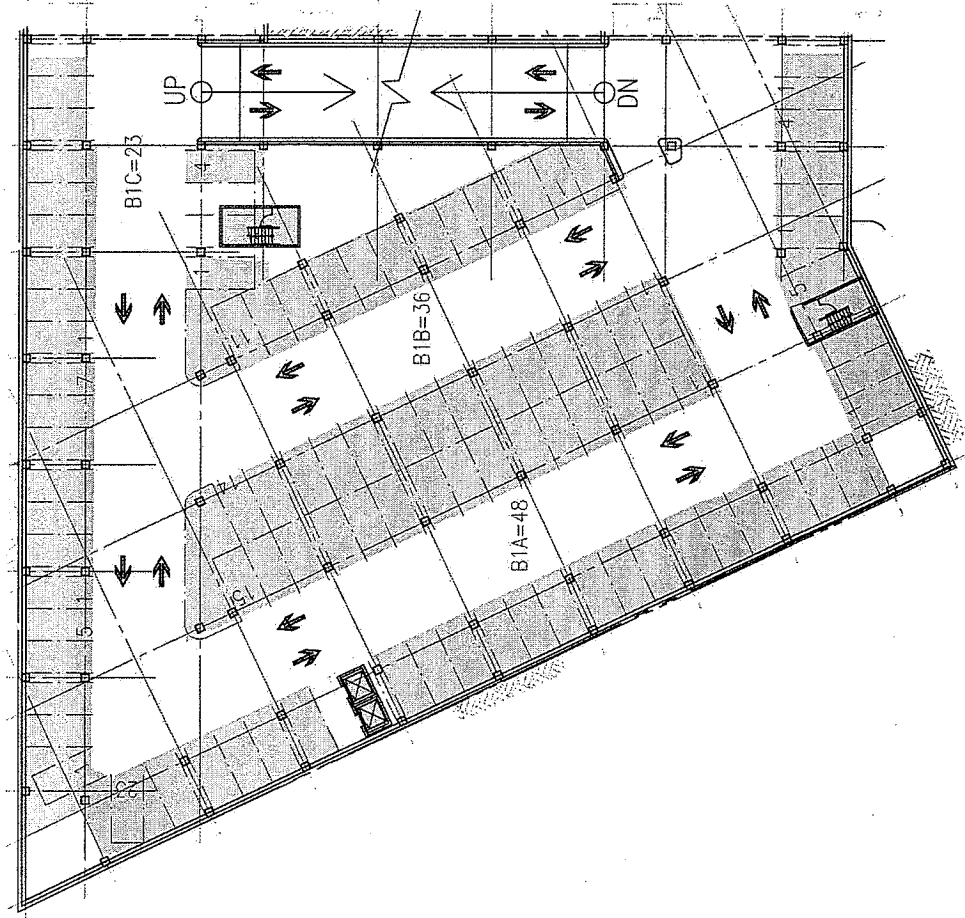


PLAN: 2ND LEVEL

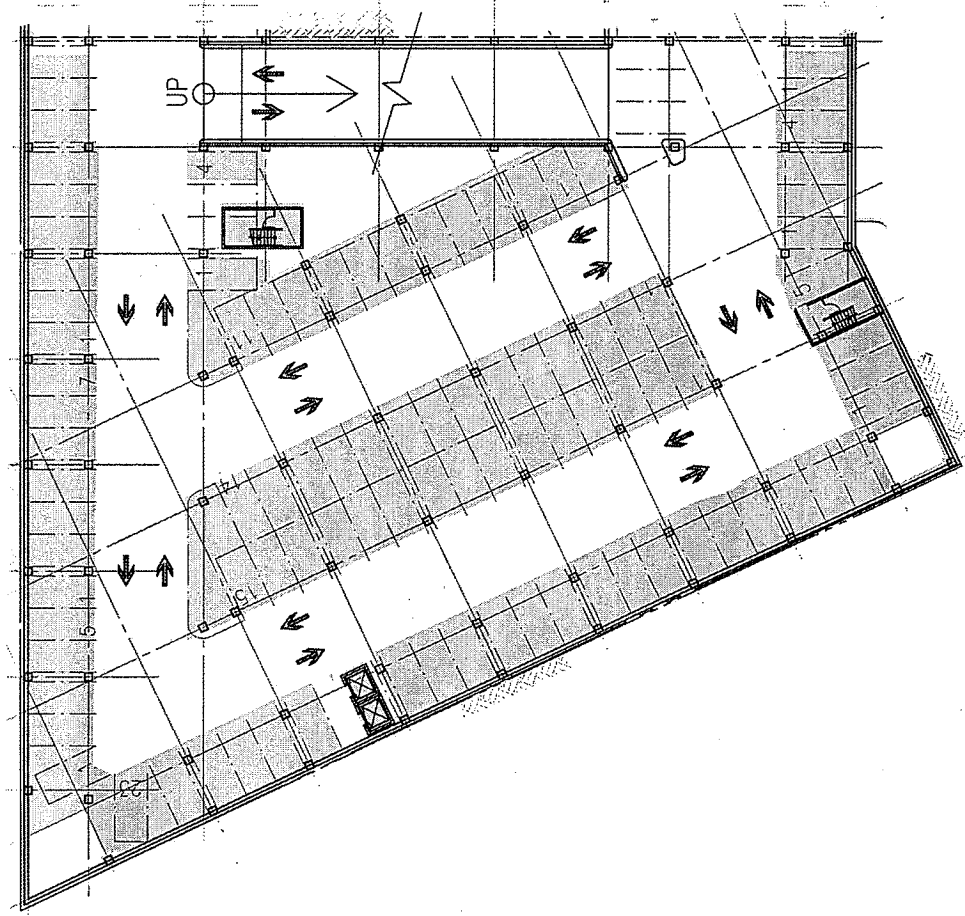


Approximate GSF
39,000

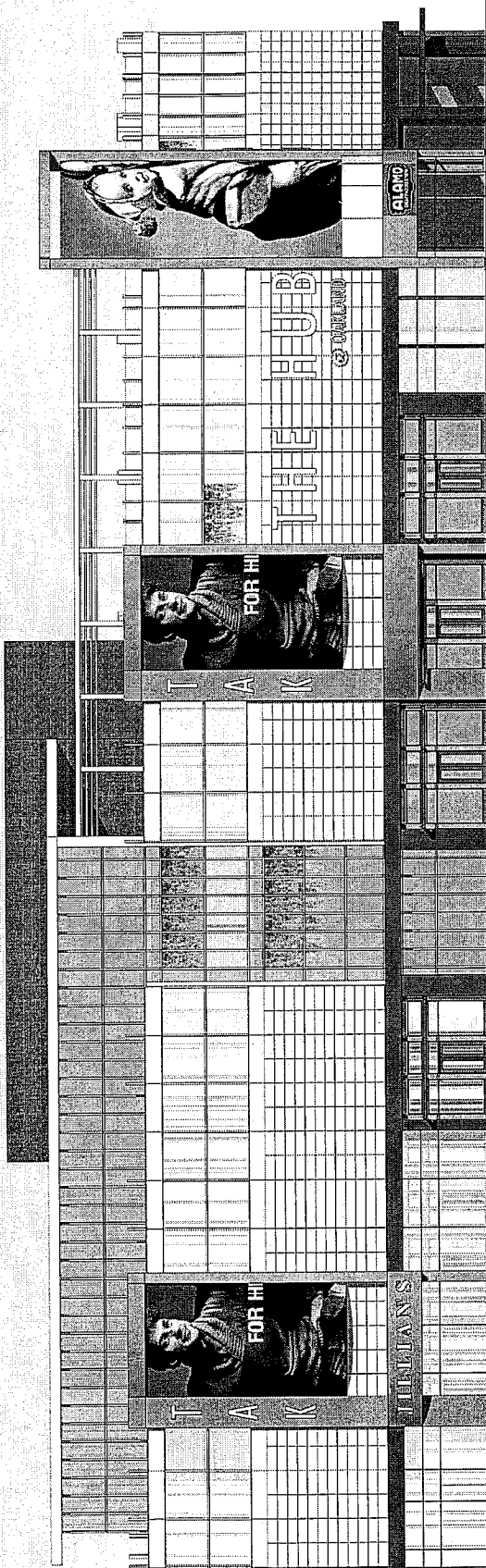
PLAN: 3RD LEVEL

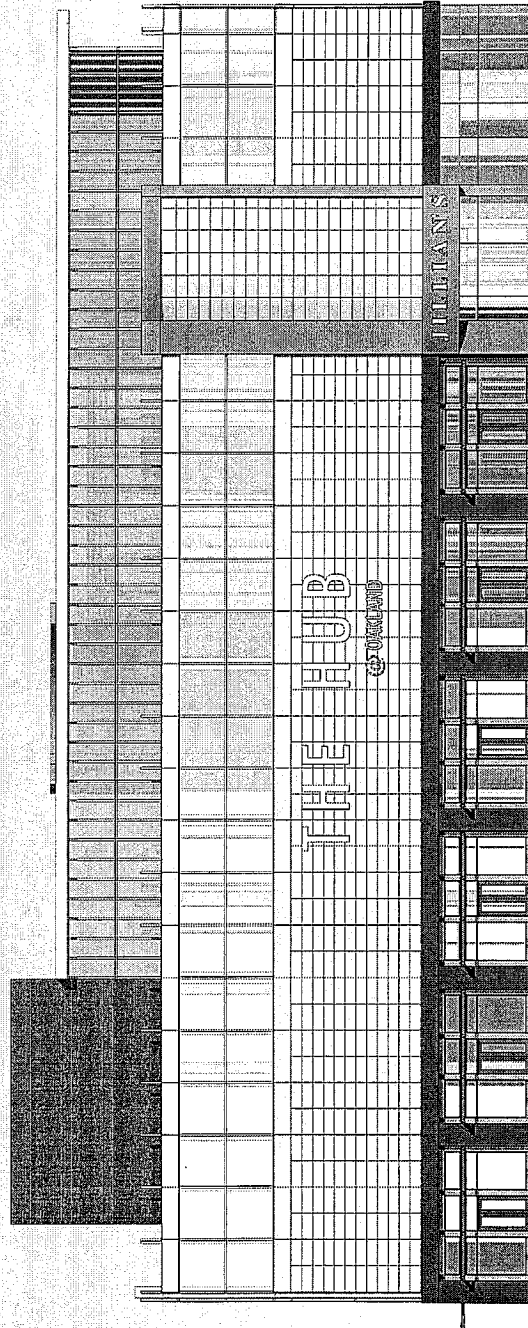


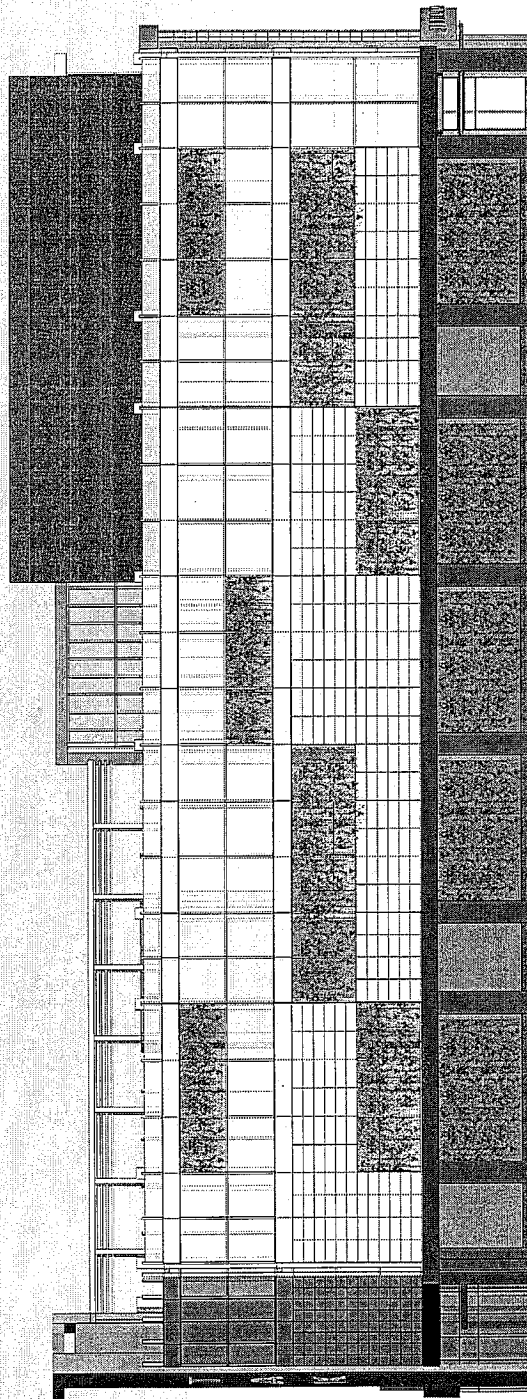
PLAN: BASEMENT LEVEL 1

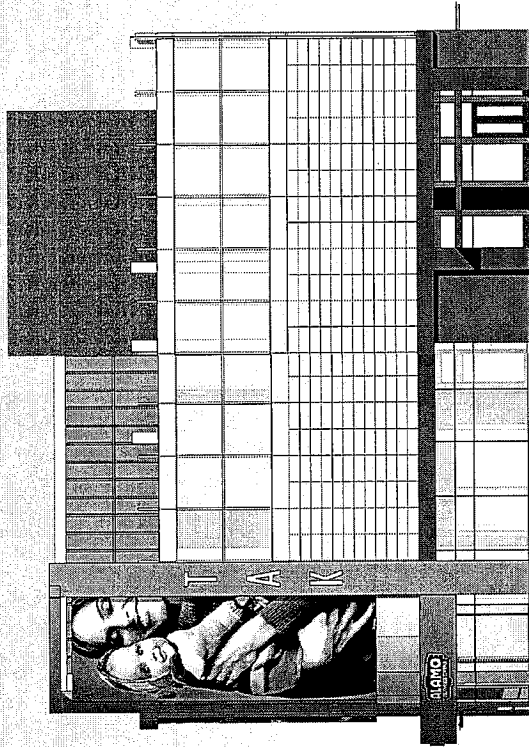


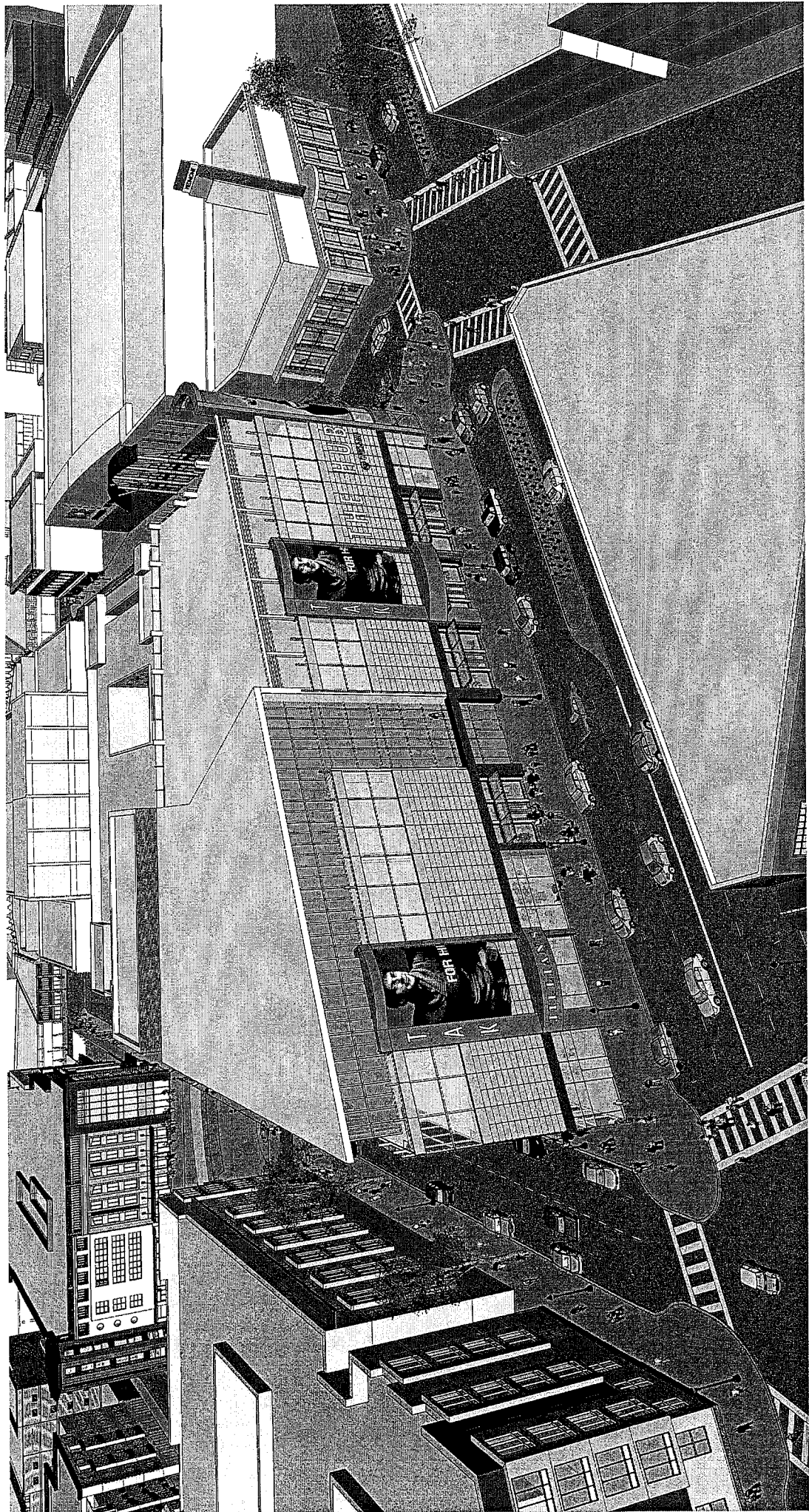
PLAN: BASEMENT LEVEL 2

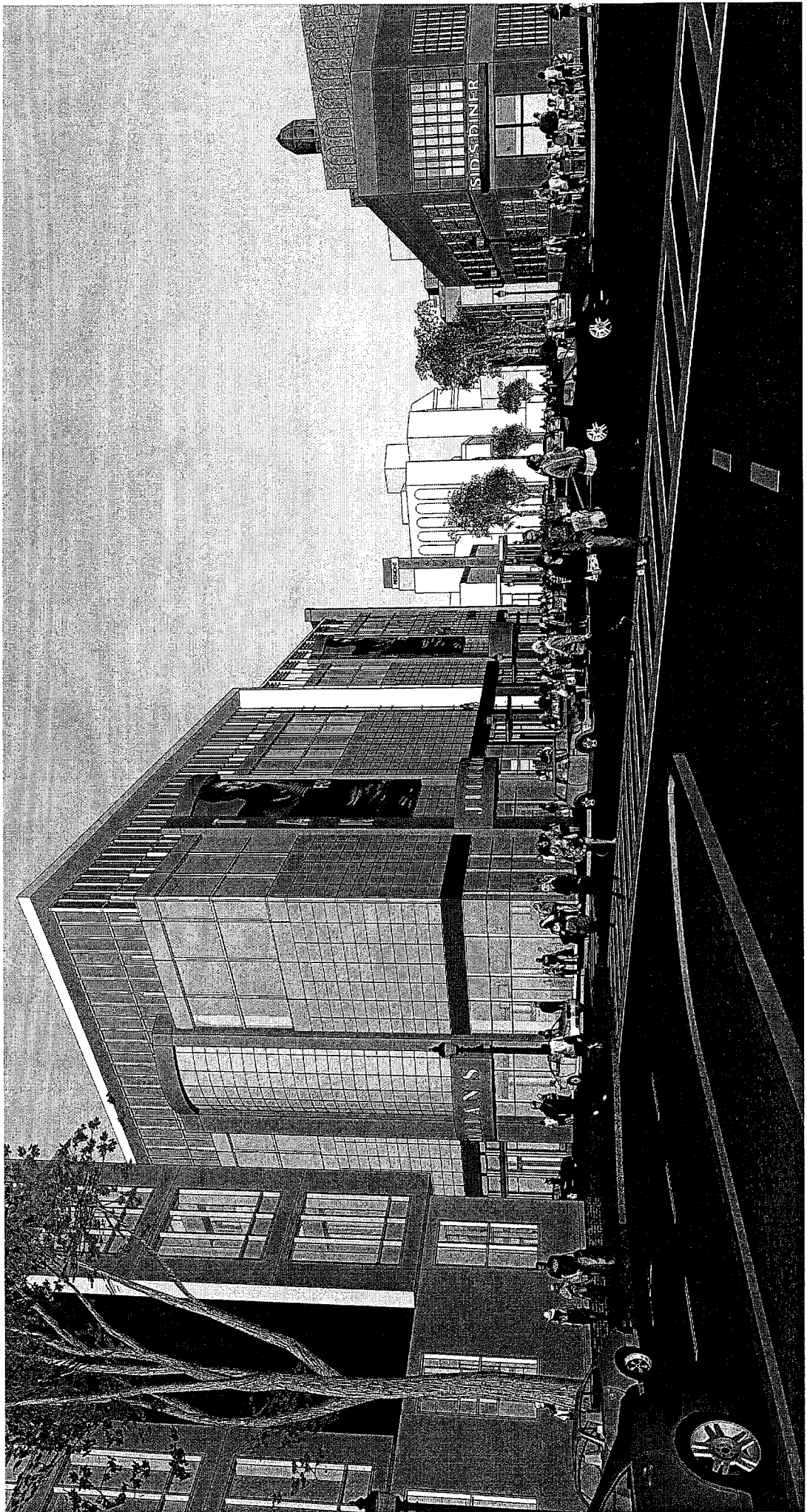












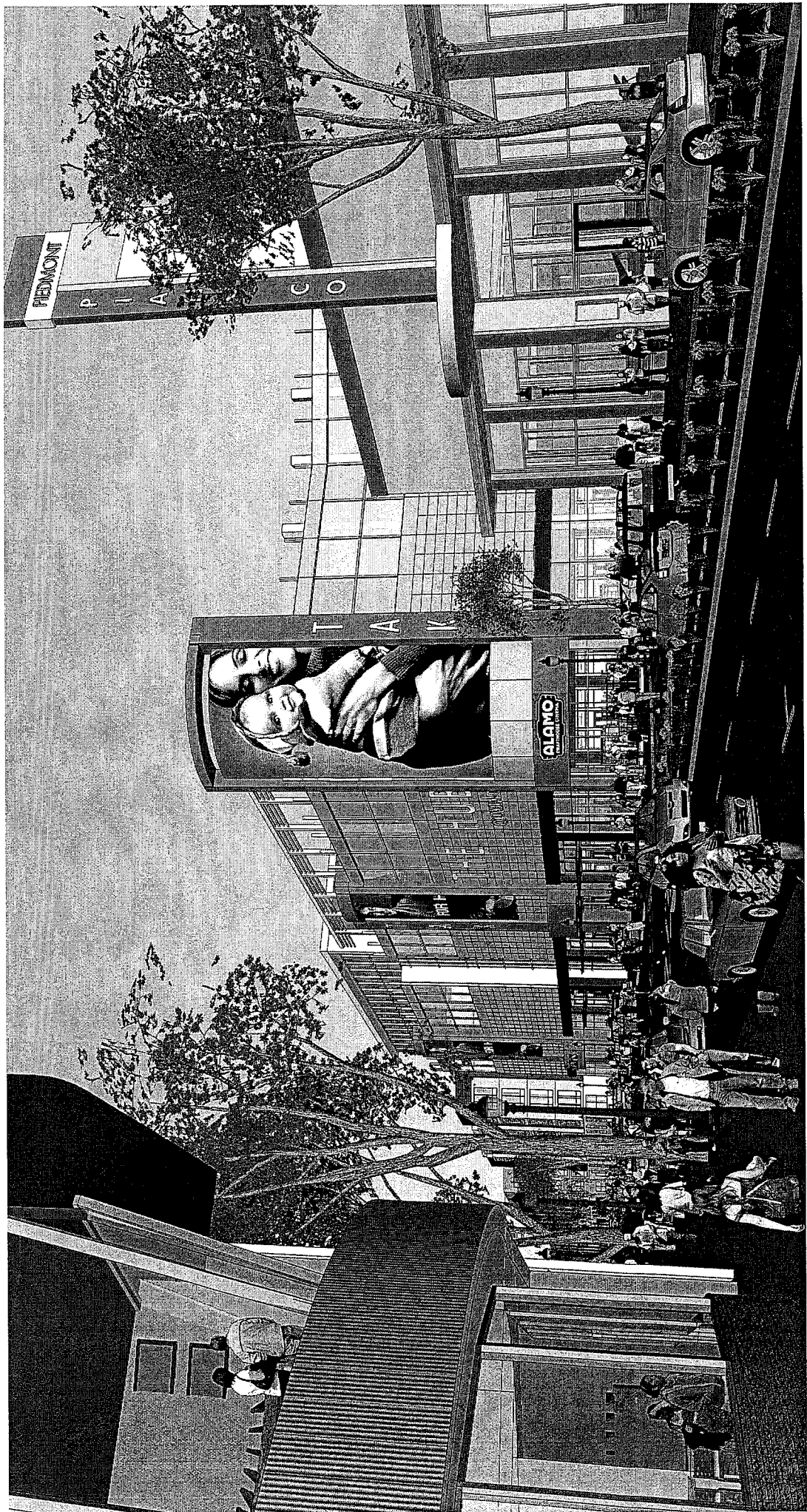


Table I-1: Summary of Impacts and Mitigation Measures

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

ATTACHMENT B

Table I-1 *Continued*

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

Table I-1 Continued

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

Table I-1 *Continued*

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

Table I-1 *Continued*

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

Table I-1 *Continued*

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

Table I-1 Continued

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

Table I-1 Continued

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

Table I-1 *Continued*

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

Table I-1 Continued

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

Table I-1 Continued

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

Table I-1 *Continued*

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

Table I-1 *Continued*

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

Source: LSA Associates, Inc., 2012.

CITY OF OAKLAND



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

TO: All Interested Parties

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

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

PROJECT SPONSOR: Sunfield Development

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

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

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

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

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

ATTACHMENT C

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

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

PUBLIC HEARINGS ON DSEIR:

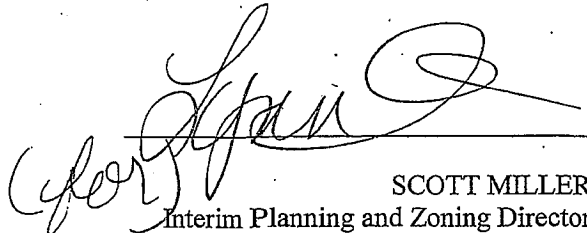
1. The Oakland Landmarks Preservation Advisory Board will conduct a public hearing on the historic resource analysis in the DSEIR on **August 13, 2012, at 6:00 p.m.** in Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza.
2. The Oakland City Planning Commission will conduct a public hearing on the DSEIR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

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

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

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

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


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