

|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Location:</b>                    | <b>3001-3039 Broadway (APN's: 009-0705-004-00; - 005-00; -006-00; &amp; -007-00)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Proposal:</b>                    | Public Hearing on the Draft Environmental Impact Report to obtain comments on the environmental analysis related to the proposed commercial development at the northwest corner of Broadway & 30 <sup>th</sup> Street. The project would redevelop the existing 1.9 acre parking lot (formerly used as a surface lot for a used auto dealership and currently being used as temporary construction parking for Alta Bates) with the new construction of a one-story approximately 36,000 square foot development that would include a Sprouts Farmers Market grocery store of approximately 26,000 square feet and approximately 10,000 square feet of additional ground floor commercial space. The project would contain auto access off of 30 <sup>th</sup> Street and provide 162 parking spaces in both ground level parking (18 spaces) and a rooftop parking deck (144 spaces). |
| <b>Applicant:</b>                   | Lowney Architects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Contact Person:</b>              | Ken Lowney - (510)836-5400                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Owner:</b>                       | 30 <sup>th</sup> & Broadway LLC (Portfolio Development Partners LLC)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Planning Permits Required:</b>   | Major Conditional Use permits (New Construction in excess of 10,000 square feet, Alcohol Sales, and a Master Sign Program), Regular Design Review for new construction, Minor Variances for exceeding the maximum front setback of 10 feet for more than 50% of the frontage to create a plaza, for not meeting the minimum conditionally permitted building height of 25 feet, and required loading berths (2 required; 1 proposed), and a Tentative Parcel Map for merging four lots into one.                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>General Plan:</b>                | Community Commercial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Zoning:</b>                      | CC-2, Community Commercial Zone – 2 (Height Area – 75)<br>D-BR, Broadway Retail Frontage Zone                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Environmental Determination:</b> | Draft Environmental Impact Report was published for a 45-day review period from August 16, 2013 to September 30, 2013.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Historic Status:</b>             | Vacant Lot                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Service Delivery District:</b>   | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>City Council District:</b>       | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Action to be Taken:</b>          | Receive public and Planning Commission comments on the Draft Environmental Impact Report                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**SUMMARY**

Ken Lowney Architects, on behalf of 30<sup>th</sup> & Broadway LLC (Portfolio Development Partners LLC), has filed an environmental review application to begin review and consideration of a proposal to develop a commercial project on an existing 1.9 acre parking lot that would include a new 36,000 square foot development that would include a 26,000 square foot Sprouts Farmer's Market grocery store and an additional 10,000 square feet of ground floor commercial. The site is currently a vacant asphalt parking lot that was previously used as part of a used car dealership, but is currently being used as temporary construction parking for Alta Bates. The proposal would

include auto access off of 30<sup>th</sup> Street with parking located behind the storefronts on the ground floor (18 spaces) and also located on the roof deck of the building (144 stalls) for a total of 162 off-street parking stalls. The loading will occur to the side and rear of the commercial spaces with a loading truck exit onto Broadway, which will only be used by departing trucks.

The City is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and has the responsibility to prepare the Environmental Impact Report (EIR) for the Project. Staff published a Notice of Preparation (NOP) of an EIR on July 27, 2012. A scoping session was held before the Oakland Planning Commission on August 29, 2012. Also, on June 26, 2013, the project was considered before the Planning Commission's Design Review Committee.

The Notice of Availability for the Draft EIR was prepared and released on August 16, 2013 beginning a 45 day public comment period. The public comment period ends on September 30, 2013.

Comments on the Draft EIR may be made at the September 11, 2013 public hearing or in writing to the Department of Planning & Building, Planning Division, to the attention of Peterson Vollmann. Written comments must be received prior to the comment period deadline (4:00 p.m. on September 30, 2013). After all comments are received, a Final EIR/Response to Comments document will be prepared and the Planning Commission will consider certification of the Final EIR at a later meeting.

The purpose of this hearing is to solicit comments on the adequacy of specific environmentally-related information, issues and analysis contained in the document. This meeting is not intended to take comments on the merits of the Project and no decisions will be made on the EIR or proposed Project at this hearing. Specifically, comments on the Draft EIR should focus on the adequacy of the EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors.

## **SITE DESCRIPTION**

### *Existing Site Conditions*

The proposed project site is a 1.9 acre (83,143 square feet) lot at 3001 – 3039 Broadway at the northwestern corner of the intersection of Broadway and 30<sup>th</sup> Street in the Broadway Auto Row area of the City. The site is currently vacant and void of any permanent structures, and only contains asphalt paving and striping for the previous used car dealership that occupied the location and is now being used temporarily as construction parking for Alta Bates.

The western end of the site is a tall concrete retaining wall which is the back side of the adjacent skilled nursing facility for seniors.

The northern boundary of the site adjoins another asphalt parking lot for the northern adjacent Bay City car dealership that operates at the corner of Broadway and Hawthorne Street.

### *Surrounding Area*

The project site is located in the Broadway Auto Row Commercial District in Oakland at the intersection of Broadway and 30<sup>th</sup> Street. The surrounding area includes a mix of health-related institutional, automotive sales and service, and commercial entertainment and dining uses.

The project site is also located within the northern end of the proposed Broadway Valdez Specific Plan (BVDSP) area, for which the City is preparing a vision and planning framework for the future growth and development of the area along Broadway between I-580 to the north and Grand Avenue to the south.

### **PROJECT DESCRIPTION**

The Project involves the development of a new, one-story development with 36,000 square feet of high volume retail space and associated parking. Specifically, the proposed development would include a 26,000 square-foot retail grocery store anchor tenant, Sprouts Farmers Market, and an additional 10,000 square feet of ground floor commercial space. All retail areas would be oriented along Broadway and would be primarily accessed through a public plaza connected to the sidewalk along Broadway (the development would be located within one single structure though visibly appearing as two separate buildings from the street – the DEIR refers to the project as two separate buildings at times, which will be clarified in the Final EIR/Response to Comment Document). Public-realm amenities proposed include landscaping, a public gathering area with café style seating for customers, as well as a plaza and garden seating for customers on the rooftop level. A total of 162 parking spaces would be provided in both the ground level parking area (18 spaces behind the retail tenant spaces), and on a rooftop parking deck accessed from an internal ramp (144 spaces). All vehicular access to the project site would be from a driveway on 30th Street, and service vehicles/trucks would exit the site and internal loading dock area via a driveway on Broadway.

### **GENERAL PLAN**

The General Plan's Land Use and Transportation Element (LUTE) classifies the project site as being located in a Community Commercial General Plan area. This land use classification is intended to create, maintain, and enhance areas suitable for a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts and centers. The Community Commercial districts may include Neighborhood Center uses and larger scale retail and commercial uses, such as auto related businesses, business and personal services, health services and medical uses, educational facilities, and entertainment uses.

## ZONING COMPLIANCE

The subject property is located within a CC-2, Community Commercial Zone-2, and is within a Height/Intensity Area 75. The CC-2 zone 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. The 75 Height/Intensity Area allows a Floor Area Ratio (FAR) of 4.0 and a building height of 75 feet, and requires a minimum of 35 feet, which may be reduced to 25 feet upon the granting of a conditional use permit. The current proposal has an FAR of less than 1.0 and is well within the maximum allowed.

The property is also located within the D-BR, Broadway Retail Frontage Combining Zone, which is intended to create, preserve, and enhance ground level retail opportunities within the Broadway/Valdez Retail District area north of the Central Business District. These interim regulations anticipate the adoption of more comprehensive and detailed regulations and a plan to attract retail opportunities within the Broadway/Valdez Retail District area which is currently under development with the Broadway Valdez District Specific Plan process that is ongoing.

## Conditional Use Permits

The proposed project would require approval of a number of Conditional Use permits, including without limitation the following:

- New development in excess of 10,000 square feet (*Planning Code* 17.101C.100)
- Alcohol Beverage Sales (*Planning Code* 17.35.030)
- Master Sign Program (*Planning Code* 17.104.070)

## Minor Variances

The proposed project would require approval of a number of Minor Variances, including without limitation the following:

Building Height – Section 17.35.050C of the Oakland Planning Code requires that new construction fronting on a right of way 100' or greater in width shall have a minimum building height of 35 feet, or reduced to 25 feet with a Conditional Use permit. The proposed roof height of the building would be less than 25 feet and thus would require the granting of a Minor Variance for approval.

Front Setback – Section 17.35.050A of the Oakland Planning Code requires that new construction not contain a setback of greater than 10 feet for 75% of the property frontage, and this may be reduced to 50% upon the granting of a Conditional Use permit. Similarly, Section 17.101C.090 of the Oakland Planning Code requires that any building fronting on Broadway shall not contain a setback more than five feet from the sidewalk except for plazas and only 50% of the frontage may qualify for the plaza exception. The proposed project would be setback more



than ten feet (and more than five feet from the sidewalk) for more than 50% of the frontage, and thus would require the granting of a Minor Variance.

Loading – Section 17.116.140 of the Oakland Planning Code requires that two off-street loading berths be provided for developments between 25,000 – 49,999 square feet. The proposed project is including one loading berths and hence a Minor Variance for one loading berth would be required.

## **SUBDIVISION ORDINANCE**

The proposed development requires a Tentative Parcel Map to merge four parcels into one.

## **ENVIRONMENTAL REVIEW PROCESS**

### **Scope**

The City is the Lead Agency pursuant to CEQA and has the responsibility to prepare the EIR for the Project. Staff published the NOP on July 27, 2012. A scoping session was held before the Oakland Planning Commission on August 29, 2012. The following environmental topics are addressed in detail in the Draft EIR, and other topics (Agriculture and Forestry Resources, Mineral Resources, Population, Housing and Employment, Public Services, and Recreation) were also addressed in the Draft EIR (see Draft EIR page 4.14-1):

- A. Aesthetics, Shadow and Wind
- B. Air Quality
- C. Biological Resources
- D. Cultural Resources
- E. Geology, Soils and Geohazards
- F. Greenhouse Gases and Climate Change
- G. Hazards and Hazardous Materials
- H. Hydrology and Water Quality
- I. Land Use, Plans and Policies
- J. Noise
- K. Transportation and Circulation
- L. Utilities and Service Systems

### **Potentially Significant Impacts Identified in the Draft EIR**

All impacts, City Standard Conditions of Approval and mitigation measures identified in the Draft EIR are summarized in Table 2-1 (see Attachment B) at the end of Chapter 2 (Summary) of the Draft EIR. Table 2-1 also identifies the level of significance of the impact after City Standard Conditions of Approval and recommended mitigation measures are implemented. Other than the impacts discussed below, all of the environmental effects of the Project can be reduced to less

than significant levels through implementation of Standard Conditions of Approval or recommended mitigation measures.

The Draft EIR identifies the following **Significant and Unavoidable** environmental impacts related to Transportation and Circulation and Greenhouse Gases:

#### Transportation & Circulation

The proposed Project would result in one significant and unavoidable traffic impact at one intersection under "Cumulative 2035 plus Project". While the DEIR identifies recommended mitigation measures at this intersection, the measure would not reduce the impact to less than significant.

- **Impact TRANS-3:** The proposed project would increase the V/C ratio for a critical movement by 0.05 or more during the weekday PM peak hour and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more during the Saturday peak hour at the 27<sup>th</sup> Street/ 24<sup>th</sup> Street/ Bay Place/ Harrison Street intersection (Intersection #11), which would operate at LOS F under 2035 conditions.

#### Greenhouse Gases

The proposed project would result in one significant and unavoidable impact related to greenhouse gases. A reduction of 411 MT CO<sub>2</sub>e per year is required to reduce the Project's GHG emissions to below the significance threshold of 1,100 MT.

The proposal also exceeds the 4.6 MT CO<sub>2</sub>e per service population annually, which for this project would only include the employees of the project. A particular shortcoming of the efficiency threshold in accurately capturing the potentially net positive GHG effect of this Project is that it fails to factor in the context of the project site. The Project is infill in an existing mixed use area of established residential neighborhoods in the surrounding area and notable employment hubs (Pill Hill two blocks west/northwest and Kaiser Permanente campus three to four blocks north). Theoretically, if the existing nearby residential and employment population was factored as service population, especially those located within a walkable radius of the store (approximately 4-5 blocks or one-quarter mile), the Project's GHG emissions would not likely exceed the 4.6 MT CO<sub>2</sub>e per service population threshold. The development is also located within a priority development area with respect to the Sustainable Communities plan developed for the Bay Area pursuant to SB 375 which has been implemented to reduce greenhouse gas emissions through the planning process.

However, because the immediately surrounding residential or employment population cannot be included as service population and it cannot be confirmed with quantification guaranteeing that GHG SCA-1 would achieve emissions reduction below significance thresholds, the impact is conservatively considered significant and unavoidable because no feasible reduction measures from the City's Greenhouse Reduction Plan Standard Condition of Approval (GHG SCA-1) were identified to address this level of reduction with this project other than the applicant's purchasing

of carbon credits pursuant to GHG SCA-1, which may not be feasible in the future, as discussed below.

- **Impact GHG-1:** The Project would produce greenhouse gas emissions that exceed 1,100 metric tons of CO<sub>2</sub>e per year and that would exceed 4.6 metric tons of CO<sub>2</sub>e per service population annually.

Foreseeing the future market for and cost of purchasing carbon credits over 40 years, or even in the nearer term, is not possible at this time with any level of certainty. The potential exists for the cost to become prohibitive in the future and render the Project financially infeasible. However, at this time GHG SCA 1, including namely the purchase of carbon credits, will be fully applicable since all other measures that could achieve substantive reductions are considered infeasible or the emissions reduction that would be gained would not be substantial.

However, at some point in the future, the project sponsor could establish that the continued purchase of carbon credits would no longer be financially feasible, making the Project financially infeasible. Also at some point in the future, the project sponsor could provide actual operating data from the Project (after a certain duration of operation determined by the City) that shows the Project's GHG emissions are lower than estimated in this EIR and less than the significance threshold. Moreover, if the City revises its SCA related to GHG reduction or adopts new or amended policies or standards for assessing and mitigating GHG emissions impacts, the project sponsor would obtain any benefit of those changes and have the ability to request that the City consider a modification to the Project's conditions of approval to maintain consistent with the current City GHG reduction policies and requirements at that time.

## **Project Alternatives**

Chapter 5 of the Draft EIR includes the analysis of five alternatives to the Proposed Project that meet the requirements of CEQA, which include a reasonable range of alternatives to the 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 five CEQA alternatives analyzed in Chapter 5 include:

- *Alternative 1 - Mixed Use Alternatives A & B with Grocery* – This alternative includes two variants. Alternative 1A considers 150 multifamily units built above a 28,000 square-foot grocery store and two local-serving retail spaces on the ground/first level. Overall, the tallest portions of the building would be six levels and up to 75 feet tall above grade (compared to one-story with an upper-level parking deck and 40 feet tall with the Project), with one lower level underground. Specifically, on the north portion of the project site, residences would be built in five levels above the ground/first level retail and a lower parking level. The south portion of the project site would be two levels above the ground/first level retail. Alternative 1B considers 225 multifamily units built above a 26,000 square-foot grocery store and three local-serving retail spaces on the ground/first

## **PUBLICATION AND DISTRIBUTION OF THE DRAFT EIR**

The Draft EIR was made available for public review on August 16, 2013. The Notice of Availability for the Draft EIR was mailed to property owners within 300 feet of the Project area, distributed to State and local agencies, posted on the Project site, and mailed to Interested Parties. The Notice of Availability is attached to this report (see Attachment C). Copies of the Draft EIR were also previously distributed to City officials, including the Planning Commission, and is available at the Department of Planning & Building, Planning Division (250 Frank H. Ogawa Plaza, Suite 3315), and the City's website at:

<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>

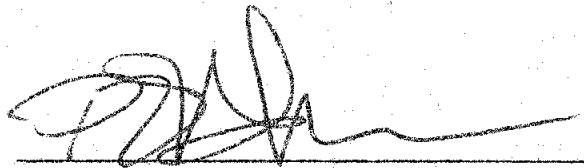
## **CONCLUSION**

All comments received on the Draft EIR will be considered by the City prior to finalizing the EIR and making a decision on the Project. Comments on the Draft EIR should focus on the adequacy of the EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors. The public hearing on September 11, 2013 is not intended for public comments on the Project merits or the Project's detailed design. Comments on the Draft EIR may be made at the September 11, 2013 public hearing or in writing to the Department of Planning & Building, Planning Division, to the attention of Peterson Vollmann. Written comments must be received prior to the comment period deadline (4:00 p.m. on September 30, 2013). After all comments are received, the City will prepare a Final EIR/Response to Comments document will be prepared and the Planning Commission will consider certification of the Final EIR at a future meeting date. Staff will return to the full Planning Commission for action on the development entitlements.

**RECOMMENDATION**

- 1) Receive public and Planning Commission comments on the Draft EIR.
- 2) Close the public hearing with respect to receipt of oral comments; written comments will be accepted until 4:00 pm on Monday, September 30, 2013.

Prepared by:



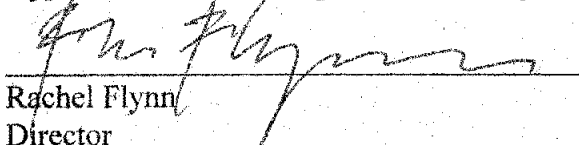
Peterson Z. Vollmann  
Planner III

Approved by:



Scott Miller  
Zoning Manager  
Planning and Zoning Division

Approved for forwarding to the Planning Commission:



Rachel Flynn  
Director  
Department of Planning & Building

Attachments:

- A. Project Plans
- B. Summary Table (DEIR Table 2-1)
- C. Notice of Availability (NOA)
- D. Summary of Alternatives (DEIR Tables 5-1 & 2)

**Note:**

**The Draft EIR was provided under separate cover for review and consideration by the Planning Commission, and is available to the public at the Planning Division office at 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612 and on the City's website at:**

<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>





# THE SHOPS ON BROADWAY



OAKLAND, CALIFORNIA  
PLANNING COMMISSION 9/11/13

ATTACHMENT A



PROJECT NAME  
**THE SHOPS ON  
BROADWAY**

3001-3039 BROADWAY  
OAKLAND, CA

**NOT FOR  
CONSTRUCTION**

CONSULTANT

CONSULTANT STAMP

| NO. | DATE    | ISSUES & REVISIONS  | BY |
|-----|---------|---------------------|----|
| 1.  | 6/26/13 | DRC                 | DB |
| 2.  | 9/11/13 | PLANNING COMMISSION | DB |

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PROJECT NUMBER: 13009  
SHEET TITLE: **COVER**

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# THE SHOPS ON BROADWAY

3001-3039 BROADWAY  
OAKLAND, CA



PROJECT NAME

THE SHOPS ON  
BROADWAY

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PROJECT  
INFORMATION

SHEET NUMBER

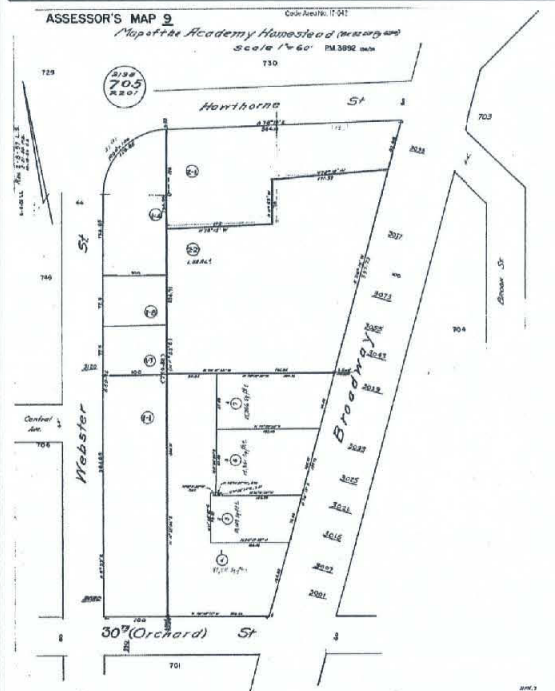
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## ABBREVIATIONS

|        |                                        |        |                                 |
|--------|----------------------------------------|--------|---------------------------------|
| AFF    | ADJUSTABLE                             | (N)    | NEW                             |
| ACOUS  | ACOUSTICAL                             | NEG    | NEGATIVE                        |
| ADJ    | ADJUSTABLE                             | NOM    | NOMINAL                         |
| AL     | ALIGN                                  | NIC    | NOT IN CONTRACT                 |
| ALT    | ALTERNATE                              | NTS    | NOT TO SCALE                    |
| AB     | ANCHOR BOLT                            | NO     | NUMBER                          |
| APPROV | APPROVED                               | OC     | ON CENTER                       |
| ARCH   | ARCHITECTURAL                          | OD     | OUTSIDE DIAMETER                |
| AUTO   | AUTOMATIC                              | OP     | OPENING                         |
|        |                                        | OPP    | OPPOSITE                        |
| BLDG   | BUILDING                               | ORIG   | ORIGINAL                        |
| BLKG   | BLOCKING                               |        |                                 |
| BM     | BEAM                                   | PART   | PARTITION                       |
| BO     | BOARD                                  | PP     | PARTIAL PENETRATION             |
| BS     | BOTTOM OF                              | PAF    | POWDER ACTUATED FASTENER        |
|        | BOTH SIDES                             | PLAM   | PLASTIC LAMINATE                |
|        |                                        | PL     | PLATE                           |
| CAB    | CABINET                                | PN     | PLATE NAILING                   |
| CI     | CAST IRON                              | PLYWD  | PLYWOOD                         |
| GIP    | CAST IN PLACE                          | PT     | POINT                           |
| COL    | COLUMN                                 | LB     | POUND                           |
| CTR    | CENTER                                 | PRES   | PRESSURE                        |
| CL     | CENTER LINE                            |        |                                 |
| CTC    | CENTER TO CENTER                       | QUAL   | QUALITY                         |
| CER    | CERAMIC                                | QUAN   | QUANTITY                        |
| CL     | CONCRETE MASONRY UNIT                  | PT     | PRESSURE/                       |
| CMU    | CONNECTION                             | PRE    | PRESERVATIVE/TREATED            |
| CON    | CONTINUOUS                             | PS     | PRESTRESSED                     |
| CP     | COMPLETE PENETRATION                   | PART   | PARTITION                       |
| CS     | COUNTERSUNK                            |        |                                 |
| CW     | COLD WATER                             | RAD    | RADIUS                          |
|        |                                        | RWL    | RAIN WATER LEADER               |
| DET    | DETAIL                                 | RECPT  | RECEPTACLE                      |
| DEPT   | DEPARTMENT                             | REF    | REFERENCE                       |
| DIA    | DIAMETER                               | REIN   | REINFORCEMENT, REINFORCED       |
| DIV    | DIVISION                               | REQ    | REQUIRED                        |
| DR     | DOOR                                   | RWD    | REDWOOD                         |
| DBL    | DOUBLE                                 | RH     | RIGHT HAND                      |
| DF     | DOUGLAS FIR                            | RHR    | RIGHT HAND REVERSE              |
| DN     | DOWN                                   | RM     | ROOM                            |
| DS     | DIAGONAL SHEATHING                     | RND    | ROUND                           |
| DWG    | DRAWING                                | RO     | ROUGH OPENING                   |
| DRWR   | DRAWER                                 | REV    | REVISION                        |
|        |                                        | SS     | SANITARY SEWER                  |
| (E)    | EXISTING                               | SAD    | SEE ARCHITECTURAL DRAWINGS      |
| EA     | EACH                                   | SCD    | SEE CONSULTANT DRAWINGS         |
| EF     | EACH FACE                              | SED    | SEE ELECTRICAL DRAWINGS         |
| EW     | EACH WALL                              | SKD    | SEE KITCHEN CONSULTANT DRAWINGS |
| EN     | EDGE NAILING                           | STD    | SEE STRUCTURAL DRAWINGS         |
| ELEV   | ELEVATION                              | SLS    | SEE LANDSCAPE DRAWINGS          |
| ELEC   | ELECTRICAL                             | SMD    | SEE MECHANICAL DRAWINGS         |
| ENG    | ENGINEER                               | SFMD   | SEE FINISH CARPENTRY DRAWINGS   |
| EQ     | EQUAL                                  | SPD    | SEE PLUMBING DRAWINGS           |
| EQUIP  | EQUIPMENT                              | SJ     | SEISMIC JOINT                   |
| EX     | EXHAUST                                | SCHED  | SCHEDULE, SCHEDULE              |
| EXP    | EXPEDITE                               | SECT   | SECTION                         |
| EXT    | EXTERIOR                               | SHT    | SHEET                           |
|        |                                        | SM     | SHEET METAL                     |
| FAB    | FABRICATE                              | SM     | SIMILAR                         |
| FOC    | FACE OF CONCRETE                       | SP     | SPECIFICATION                   |
| FOF    | FACE OF FINISH                         | SQ     | SQUARE                          |
| FOS    | FACE OF STUD                           | SQFT   | SQUARE FOOT                     |
| FOW    | FACE OF WALL                           | ST     | STRAP TIE                       |
| FIN    | FINISH                                 | STAG   | STAGGERED                       |
| FF     | FINISHED FLOOR                         | SSTL   | STAINLESS STEEL                 |
| FE     | FIRE EXTINGUISHER                      | STAND  | STANDARD                        |
| FA     | FIRE ALARM                             | STL    | STEEL                           |
| FLR    | FLOOR                                  | STOR   | STORAGE                         |
| FLUOR  | FLUORESCENT                            | STRUCT | STRUCTURAL                      |
| FL     | FLUSH                                  | SUS    | SUSPENDED                       |
| FOUND  | FOUNDATION                             | SYM    | SYMMETRICAL                     |
| FTNG   | FOOTING                                | SYS    | SYSTEM                          |
| FR     | FRAMING                                |        |                                 |
| FUR    | FURRING                                | TEMP   | TEMPERED                        |
|        |                                        | TH     | THICKNESS                       |
| GA     | GAUGE                                  | THR    | THREADED                        |
| GALV   | GALVANIZED, GALVANIZING                | TD     | TIE DOWN                        |
| GL     | GLASS, GLAZING                         | T&B    | TOP AND BOTTOM                  |
| GULAM  | GLUE LAMINATED BEAM                    | T&G    | TONGUE AND GROOVE               |
| GYP BD | GYPSUM BOARD                           | TOC    | TOP OF CONCRETE                 |
|        |                                        | TOP    | TOP OF FINISH                   |
| HVAC   | HEATING VENTILATION & AIR CONDITIONING | TOP    | TOP OF PLATE                    |
| HSR    | HIGH STRENGTH RODS                     | TOS    | TOP OF STEEL                    |
| HSB    | HIGH STRENGTH BOLT                     | TOW    | TOP OF WALL                     |
| HT     | HEIGHT                                 | TN     | TRUE NORTH                      |
| HD     | HOLD DOWN                              | TYP    | TYPICAL                         |
| HORIZ  | HORIZONTAL                             |        |                                 |
| HW     | HOT WATER                              | UL     | UNDER WRITERS LABORATORY        |
|        |                                        | UNON   | UNLESS OTHERWISE NOTED          |
| INC    | INCLUDING, INCLUDED                    | UTIL   | UTILITY, UTILITIES              |
| INFO   | INFORMATION                            |        |                                 |
| INT    | INTERIOR                               | VERT   | VERTICAL                        |
|        |                                        | VIF    | VERIFY IN FIELD                 |
| JH     | JOIST HANGER                           | VER    | VERIFY                          |
| JT     | JOINT                                  | VEST   | VESTIBULE                       |
|        |                                        | WC     | WATER CLOSET                    |
| LAM    | LAMINATE                               | WH     | WATER HEATER                    |
| LH     | LEFT HAND                              | W      | WITH                            |
| LHR    | LEFT HAND REVERSE                      | WO     | WITH OUT                        |
| LT     | LIGHT                                  | WO     | WOOD                            |
| LTW    | LIGHT WEIGHT                           | YD     | YARD                            |
| L      | LONG, LENGTH                           |        |                                 |
|        |                                        |        |                                 |
| MB     | MACHINE BOLTS                          |        |                                 |
| MAINT  | MAINTENANCE                            |        |                                 |
| MAX    | MAXIMUM                                |        |                                 |
| MECH   | MECHANICAL                             |        |                                 |
| MANF   | MANUFACTURER                           |        |                                 |
| MTL    | METAL                                  |        |                                 |
| MEZZ   | MEZZANINE                              |        |                                 |
| MN     | MINIMUM                                |        |                                 |
| MISC   | MISCELLANEOUS                          |        |                                 |
| MTD    | MOUNTED                                |        |                                 |
| MUL    | MULLION                                |        |                                 |

## ASSESSOR'S PARCEL MAP



## GRAPHIC SYMBOLS

|                              |                |       |
|------------------------------|----------------|-------|
| DETAIL REFERENCE             | DRAWING NUMBER | #     |
|                              | SHEET NUMBER   | #     |
| DETAIL SECTION REFERENCE     | DRAWING NUMBER | #     |
|                              | SHEET NUMBER   | #     |
| BUILDING SECTION REFERENCE   | DRAWING NUMBER | #     |
|                              | SHEET NUMBER   | #     |
| WALL SECTION REFERENCE       | DRAWING NUMBER | #     |
|                              | SHEET NUMBER   | #     |
| EXTERIOR ELEVATION REFERENCE | DRAWING NUMBER | 1     |
|                              | SHEET NUMBER   | #     |
| INTERIOR ELEVATION REFERENCE | DRAWING NUMBER | 1     |
|                              | SHEET NUMBER   | 4     |
| REVISION REFERENCE           |                | #     |
| DOOR REFERENCE               |                | ##    |
| WINDOW REFERENCE             |                | #     |
| ELEVATION DATUM              |                | ##    |
| ROOM NUMBER                  |                | ###   |
| PARTITION TYPE               |                | #     |
| FINISH CEILING HEIGHT        |                | X'-X" |

## PROJECT DIRECTORY

|                     |                                                                                                                                                                                      |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| OWNER               | PORTFOLIO DEVELOPMENT PARTNERS<br>1840 SAN MIGUEL DRIVE<br>SUITE 206<br>WALNUT CREEK, CA 94596<br>CONTACT: JEFF NEUSTADT<br>EMAIL: JEFF@PORTFOLIODEVCO.COM<br>PHONE: (925) 939-3010  |
| ARCHITECT           | LOWNEY ARCHITECTURE<br>360 SEVENTEENTH ST. SUITE 100<br>OAKLAND, CA 94612<br>CONTACT: DANIEL BACKMAN<br>EMAIL: DANIEL@LOWNEYARCH.COM<br>PHONE: (510) 836-5400<br>FAX: (510) 836-5454 |
| CIVIL ENGINEER      | BKF ENGINEERS<br>4670 WILLOW ROAD, SUITE 250<br>PLEASANTON, CA 94588<br>CONTACT: ERIC GIROD<br>EMAIL: EGIROD@BKF.COM<br>PHONE: (925) 396-7751                                        |
| LANDSCAPE ARCHITECT | PGA DESIGN<br>444 17TH STREET<br>OAKLAND, CA 94612<br>CONTACT: DIANA PINK<br>EMAIL: PINK@PGADESIGN.COM<br>PHONE: (510) 465-1284<br>FAX: 510-465-1256                                 |
| EIR CONSULTANT      | ESA   COMMUNITY DEVELOPMENT GROUP<br>350 FRANK H. OGAWA PLAZA, SUITE 300<br>OAKLAND, CA 94612<br>CONTACT: CRESCENTIA BROWN, AICP<br>EMAIL: CBROWN@ESASOC.COM<br>PHONE: 510.839-5066  |

## PROJECT INFORMATION

### EXISTING SITE INFORMATION

|      |                                                          |
|------|----------------------------------------------------------|
| APN: | 009-705-004<br>009-705-005<br>009-705-006<br>009-705-007 |
|------|----------------------------------------------------------|

|                     |            |
|---------------------|------------|
| EXISTING SITE AREA: | 83,143 SF  |
| EXISTING PARKING:   | 287 STALLS |

|                  |                                     |
|------------------|-------------------------------------|
| CURRENT ZONING:  | CC-2 AND D-BR                       |
| PROPOSED ZONING: | (PER BROADWAY VALDEZ SPECIFIC PLAN) |

### PROPOSED RENTABLE BUILDING AREA

|               |           |
|---------------|-----------|
| RETAIL ANCHOR | 26,000 SF |
| RETAIL TENANT | 10,000 SF |
| TOTAL         | 36,000 SF |

|                  |                                                           |
|------------------|-----------------------------------------------------------|
| FLOOR AREA RATIO |                                                           |
| PROPOSED FAR:    | 36,000 SF BUILDING AREA<br>/ 83,143 SF LOT AREA<br>= 0.43 |

|                    |                 |
|--------------------|-----------------|
| HEIGHT LIMIT       |                 |
| CURRENT MAXIMUM:   | 75'             |
| POTENTIAL MAXIMUM: | 120' (PER BVSP) |

|                   |                                 |
|-------------------|---------------------------------|
| PROPOSED MAXIMUM: | 40', SEE ELEVATIONS             |
| MINIMUM ALLOWED:  | 25' WITH CONDITIONAL USE PERMIT |
| PROPOSED MINIMUM: | 25', SEE ELEVATIONS             |

|              |                                                              |
|--------------|--------------------------------------------------------------|
| LOT COVERAGE | 63,755 SF IMPERVIOUS AREA<br>/ 83,143 SF SITE AREA<br>= 0.77 |
|--------------|--------------------------------------------------------------|

|                         |                                        |
|-------------------------|----------------------------------------|
| CONDITIONAL USE PERMITS | - GREATER THAN 10,000 SF AREA BUILDING |
|-------------------------|----------------------------------------|

## PROJECT DESCRIPTION

THE PROPOSED PROJECT WOULD CONSTRUCT A NEW STRUCTURE WITH ROOFTOP PARKING THAT OCCUPIES THE MAJORITY OF THE SITE. AT THE GROUND LEVEL, THE STRUCTURE WILL CONTAIN APPROXIMATELY 36,000 SQUARE FEET OF RETAIL FLOOR AREA, CONSISTING OF A 26,000 SQUARE FOOT GROCERY AND SHOPS WITH A TOTAL AREA OF 10,000 SQUARE FEET. ALL RETAIL AREAS ARE ORIENTED ALONG BROADWAY AND ARE ACCESSED THROUGH A PUBLIC PLAZA CONNECTED TO THE SIDEWALK ALONG BROADWAY. PLANTERS AND STEPS WILL DEFINE THE EDGE OF THE PLAZA, AND BICYCLE PARKING WILL BE INTEGRATED INTO THESE ELEMENTS. CAFE STYLE SEATING WILL ALSO BE PROVIDED IN THE PLAZA. A PAIR OF ELEVATORS AND A STAIR CONNECTS THE PLAZA TO THE ROOF LEVEL.

THE PROJECT WOULD PROVIDE A TOTAL OF 162 PARKING SPACES. A CURB CUT ON 30TH STREET NEAR THE SOUTHWEST CORNER OF THE SITE WILL PROVIDE ALL VEHICULAR ACCESS TO THE PROJECT SITE. AT GROUND LEVEL, 18 AT-GRADE PARKING SPACES ARE PROVIDED BEHIND THE SHOPS. THESE SPACES WILL BE PRIORITIZED FOR ACCESSIBLE PARKING, SHORT-TERM PARKING AND STAFF PARKING. A PEDESTRIAN PASSAGEWAY NEAR THE CENTER OF THE SITE CONNECTS THE PLAZA TO THIS AREA. DELIVERY AND GARBAGE TRUCKS WILL CONTINUE THROUGH A SECURED GATEWAY TO THE REAR OF THE SITE, WHERE THE GROCERY'S LOADING DOCK AND TRASH AREA ARE LOCATED. THESE TRUCKS WILL THEN EXIT ONTO BROADWAY THROUGH ANOTHER SECURED GATE LOCATED AT A SECOND CURB CUT ON THE NORTHEAST CORNER OF THE SITE.

CUSTOMERS AND STAFF ARRIVING BY AUTOMOBILE MAY CONTINUE UP A RAMP ON THE WEST SIDE OF THE SITE TO PARKING PROVIDED ON THE ROOF DECK, WHICH IS APPROXIMATELY 24' ABOVE GRADE. 144 PARKING SPACES WILL BE PROVIDED AT THE ROOF LEVEL. A ROOFTOP PLAZA AND GARDEN WILL PROVIDE SEATING FOR CUSTOMERS AND CONNECTS TO THE ENTRY PLAZA BELOW VIA THE ELEVATOR AND STAIR. AN AREA ADJACENT TO THE ROOFTOP PLAZA WILL CONTAIN THE GROCERY'S MECHANICAL EQUIPMENT. VIEWS OF THIS EQUIPMENT WILL BE SCREENED FROM BOTH LEVELS. ADDITIONAL MECHANICAL UNITS SERVING THE SHOP SPACES WILL ALSO BE LOCATED ON THE ROOF DECK. A SECOND EXIT STAIR AT THE SOUTHEAST CORNER OF THE ROOF WILL ALLOW PEOPLE TO EXIT DIRECTLY TO 30TH STREET.

A LANDSCAPED AREA ALONG THE WESTERN BOUNDARY OF THE SITE BUFFERS THE PROJECT FROM THE NEIGHBORING PROPERTY TO THE WEST. THE WIDTH OF THIS AREA RANGES FROM 10 FEET TO 24 FEET. THIS AREA WILL CONTAIN PLANTINGS AND BIOSWALES DESIGNED TO MANAGE THE STORMWATER RUNOFF OF THE SITE.

## PARKING DATA

|                         |           |
|-------------------------|-----------|
| RETAIL PARKING REQUIRED |           |
| FOOD SALES AREA:        | 30,300 SF |
| REQUIRED STALL RATIO:   | 1:200 SF  |
| REQUIRED STALLS:        | 151.5     |

|                        |          |
|------------------------|----------|
| FINANCIAL TENANT AREA: | 3,000 SF |
| REQUIRED STALL RATIO:  | 1:600 SF |
| REQUIRED STALLS:       | 5        |

|                       |          |
|-----------------------|----------|
| RETAIL TENANT AREA:   | 2,700 SF |
| REQUIRED STALL RATIO: | 1:400 SF |
| REQUIRED STALLS:      | 6.75     |

|                            |               |
|----------------------------|---------------|
| BASELINE PARKING REQUIRED: | 163.25 SPACES |
|----------------------------|---------------|

|                                                                                      |              |
|--------------------------------------------------------------------------------------|--------------|
| BICYCLE PARKING CREDIT:                                                              | -1.25 SPACES |
| (CREDIT OF ONE PARKING STALL AT 1:6 RATIO FOR BIKE PARKING IN EXCESS OF REQUIREMENT) |              |

|                         |            |
|-------------------------|------------|
| TOTAL PARKING REQUIRED: | 162 SPACES |
| TOTAL PARKING PROVIDED: | 162 SPACES |

|                                     |     |
|-------------------------------------|-----|
| PARKING RATIO:                      | 4.5 |
| (PARKING SPACES PER 1000 SF RETAIL) |     |

|                  |            |
|------------------|------------|
| BIKE PARKING     |            |
| SHORT TERM RATIO | 1:2,000 SF |
| REQUIRED SPACES  | 19         |
| PROVIDED SPACES  | 30         |

|                 |             |
|-----------------|-------------|
| LONG TERM RATIO | 1:12,000 SF |
| REQUIRED SPACES | 5           |
| PROVIDED SPACES | 7           |

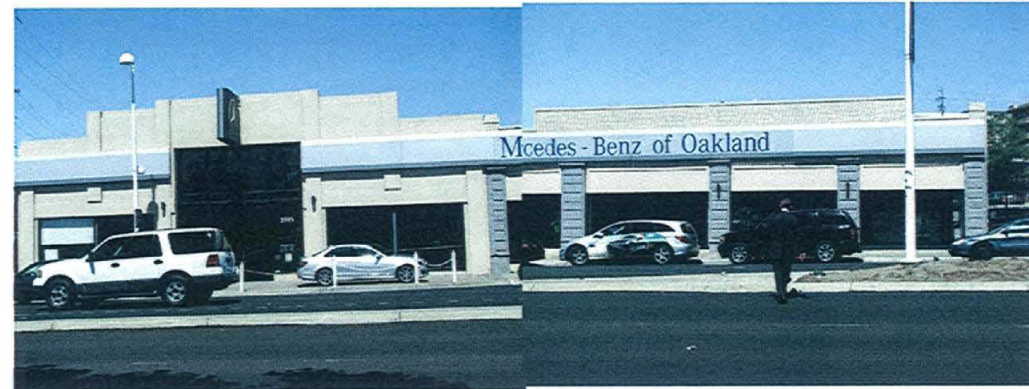
## DRAWING LIST

| SHEET NUMBER  | SHEET NAME                         |
|---------------|------------------------------------|
| ARCHITECTURAL |                                    |
| A0.0          | COVER                              |
| A0.1          | PROJECT INFORMATION                |
| A0.3          | SITE PHOTOS                        |
| A0.4          | SITE PHOTOS                        |
| A0.5          | SITE PHOTOS                        |
| A1.1          | SITE PLAN                          |
| A2.1          | FLOOR PLAN                         |
| A2.2          | ROOF PLAN                          |
| A3.1          | ELEVATIONS                         |
| A3.2          | SECTIONS                           |
| A3.3          | SECTIONS                           |
| A4.1          | AXONOMETRIC VIEWS                  |
| A4.2          | 3D VIEWS                           |
| A4.3          | 3D VIEWS                           |
| A6.1          | SIGNAGE PLAN                       |
| LANDSCAPE     |                                    |
| L1.0          | GROUND FLOOR LANDSCAPE PLAN        |
| L1.1          | ROOF DECK LANDSCAPE PLAN           |
| L1.2          | SITE MATERIALS                     |
| CIVIL         |                                    |
| C1.1          | EXISTING CONDITIONS / SURVEY NOTES |
| C1.2          | EXISTING CONDITIONS / SURVEY NOTES |
| C2.1          | GRADING AND DRAINAGE PLAN          |
| C3.1          | C.3 STORMWATER MANAGEMENT PLAN     |
| C4.1          | EROSION CONTROL PLAN               |
| LIGHTING      |                                    |
| LL1           | ROOFTOP LIGHTING PLAN              |

## PROJECT LOCATION







01 - 2915 BROADWAY



02 - 2939 BROADWAY



03 - 2943 BROADWAY



04 - 2965 BROADWAY



05 - 3093 BROADWAY



06 - 3093 BROADWAY



07 - 3305 BROADWAY



08 - 3080 BROADWAY



09 - 3074 BROADWAY



10 - 3068 BROADWAY



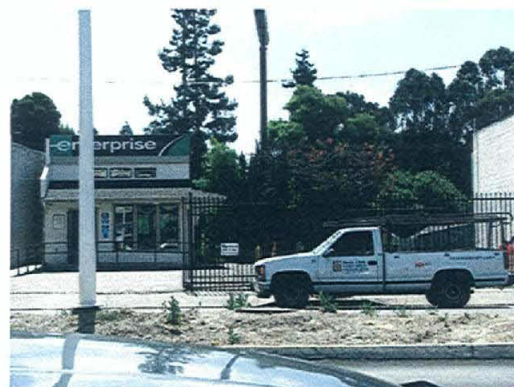
11 - 3060 BROADWAY



12 - 3050 BROADWAY



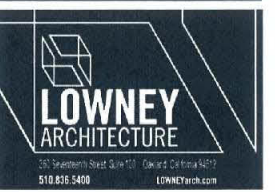
13 - 3050 BROADWAY



14 - 3040 BROADWAY



SITE KEY PLAN



PROJECT NAME  
**THE SHOPS ON BROADWAY**

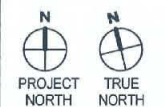
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OAKLAND, CA

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PROJECT NUMBER: 13009  
SHEET TITLE:

**SITE PHOTOS**

SHEET NUMBER

**A0.3**

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01 - 3026  
BROADWAY



02 - 3022  
BROADWAY



03 - 3020  
BROADWAY



04 - 3000  
BROADWAY



05 - 2964  
BROADWAY



06 - 2900  
BROADWAY



07 - 2900  
BROADWAY



08 - 250 30TH  
STREET



09 - 3000  
BROADWAY



10 - 3030 WEBSTER  
STREET



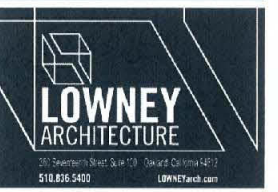
11 - 3005 WEBSTER  
STREET



12 - 2964 BROADWAY



SITE KEY  
PLAN



PROJECT NAME  
**THE SHOPS ON  
BROADWAY**

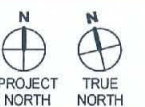
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| 2.  | 9/11/13 | PLANNING COMMISSION | DB |



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PROJECT NUMBER: 13009  
SHEET TITLE:

**SITE PHOTOS**

SHEET NUMBER

**A0.4**

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01 - 2943 WEBSTER STREET



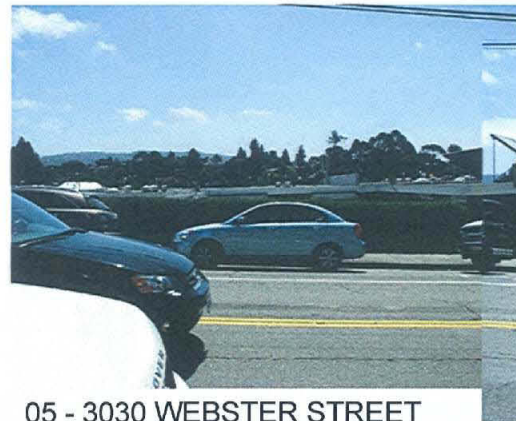
02 - 371 30TH STREET



03 - 3120 WEBSTER STREET



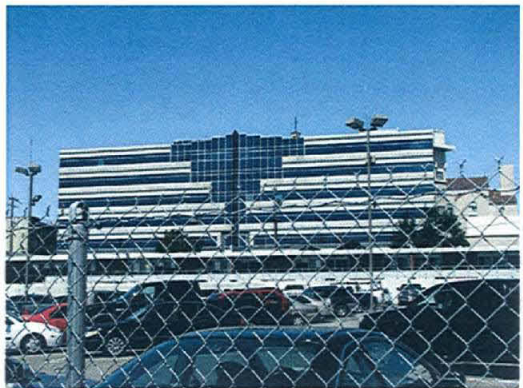
04 - 3030 WEBSTER STREET



05 - 3030 WEBSTER STREET



06 - 3030 WEBSTER STREET



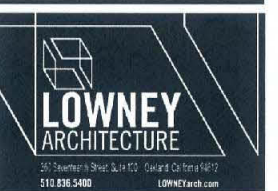
07 - 3005 WEBSTER STREET



08 - 3100 SUMMIT STREET



SITE KEY PLAN



PROJECT NAME  
**THE SHOPS ON BROADWAY**

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| 2.  | 9/11/13 | PLANNING COMMISSION | DB |



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PROJECT NUMBER: 13009  
SHEET TITLE: **SITE PHOTOS**

SHEET NUMBER  
**A0.5**

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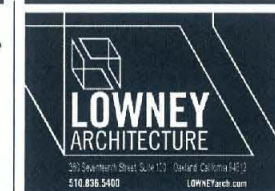


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## NOTES

1.



PROJECT NAME

## THE SHOPS ON BROADWAY

3001-3039 BROADWAY  
OAKLAND, CA

## KEYNOTES

- 1 PUBLIC PLAZA
- 2 CURB CUT
- 3 SECURED VEHICULAR GATE
- 4 ROOFTOP PARKING
- 5 LANDSCAPE BUFFER
- 6 (E) RETAINING WALL
- 7 (E) BUS STOP
- 8 RELOCATED BUS STOP
- 9 ADJACENT NURSING HOME
- 10 ADJACENT AUTO DEALERSHIP
- 11 POTENTIAL PEDESTRIAN PATH BY CITY

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PROJECT NUMBER: 13009  
SHEET TITLE:

## SITE PLAN

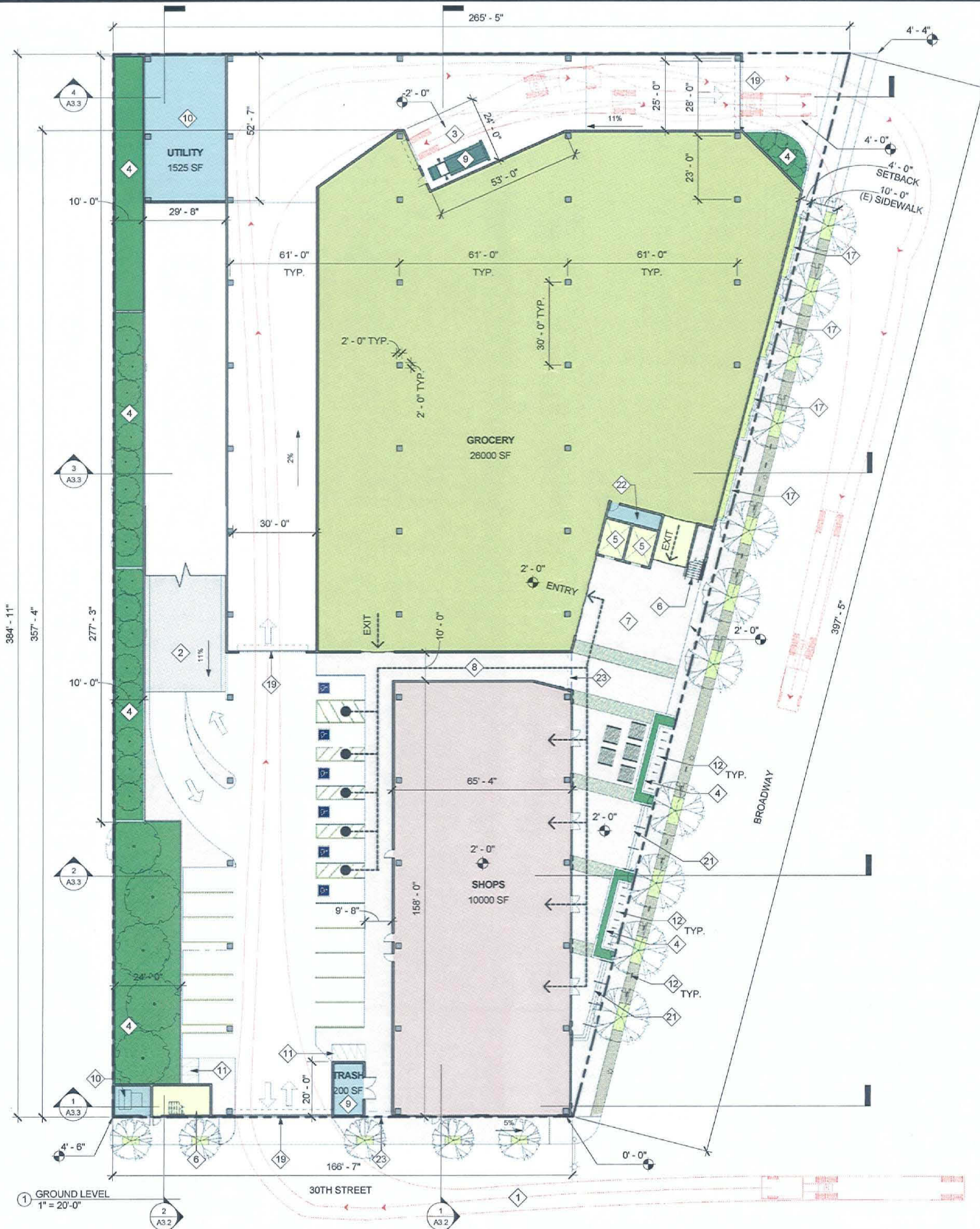
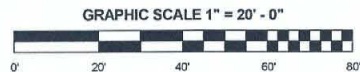
SHEET NUMBER

# A1.1

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8/26/2013 9:47:30 AM



## NOTES

1. CODE REQUIRES 4% OF IMPERVIOUS SURFACE AREA TO BE USED AS A LANDSCAPED STORMWATER TREATMENT AREA. SEE CIVIL DRAWING C3.1 FOR C.3 STORMWATER MANAGEMENT PLAN
2. STRUCTURAL DIMENSIONS AND SPACING IS APPROXIMATE UNTIL FINAL ENGINEERING IS COMPLETED
3. SLOPE OF ROOFTOP PARKING DECK WILL NOT EXCEED 2%

## KEYNOTES

- 1 TRUCK PATH
- 2 AUTO RAMP UP TO ROOFTOP PARKING
- 3 LOADING DOCK
- 4 LANDSCAPING
- 5 ELEVATOR
- 6 STAIR
- 7 RETAIL ENTRY PLAZA
- 8 PEDESTRIAN PASSAGEWAY
- 9 TRASH ROOM
- 10 UTILITY / TRANSFORMER ROOM
- 11 LONG TERM BIKE RACKS
- 12 SHORT TERM BIKE RACKS
- 13 ROOFTOP PARKING OVER RETAIL
- 14 ROOFTOP PLAZA / GARDEN
- 15 ROOFTOP MECHANICAL UNITS
- 16 CART CORRAL
- 17 PLANTER
- 18 OPEN TO BELOW
- 19 GARAGE DOOR
- 20 AWNING
- 21 STEPS FROM SIDEWALK TO PLAZA
- 22 ELEVATOR MACHINE ROOM
- 23 ROLL DOWN SECURITY GRILLE
- 24 LIGHT POLE

## PLAN LEGEND

- RETAIL ANCHOR
- RETAIL TENANT
- CIRCULATION / LOBBY
- LANDSCAPE
- UTILITIES / TRASH / SERVICES
- ENTRANCE / EXIT
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL



PROJECT NAME

## THE SHOPS ON BROADWAY

3001-3039 BROADWAY  
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PROJECT NUMBER: 13009  
SHEET TITLE:

## FLOOR PLAN

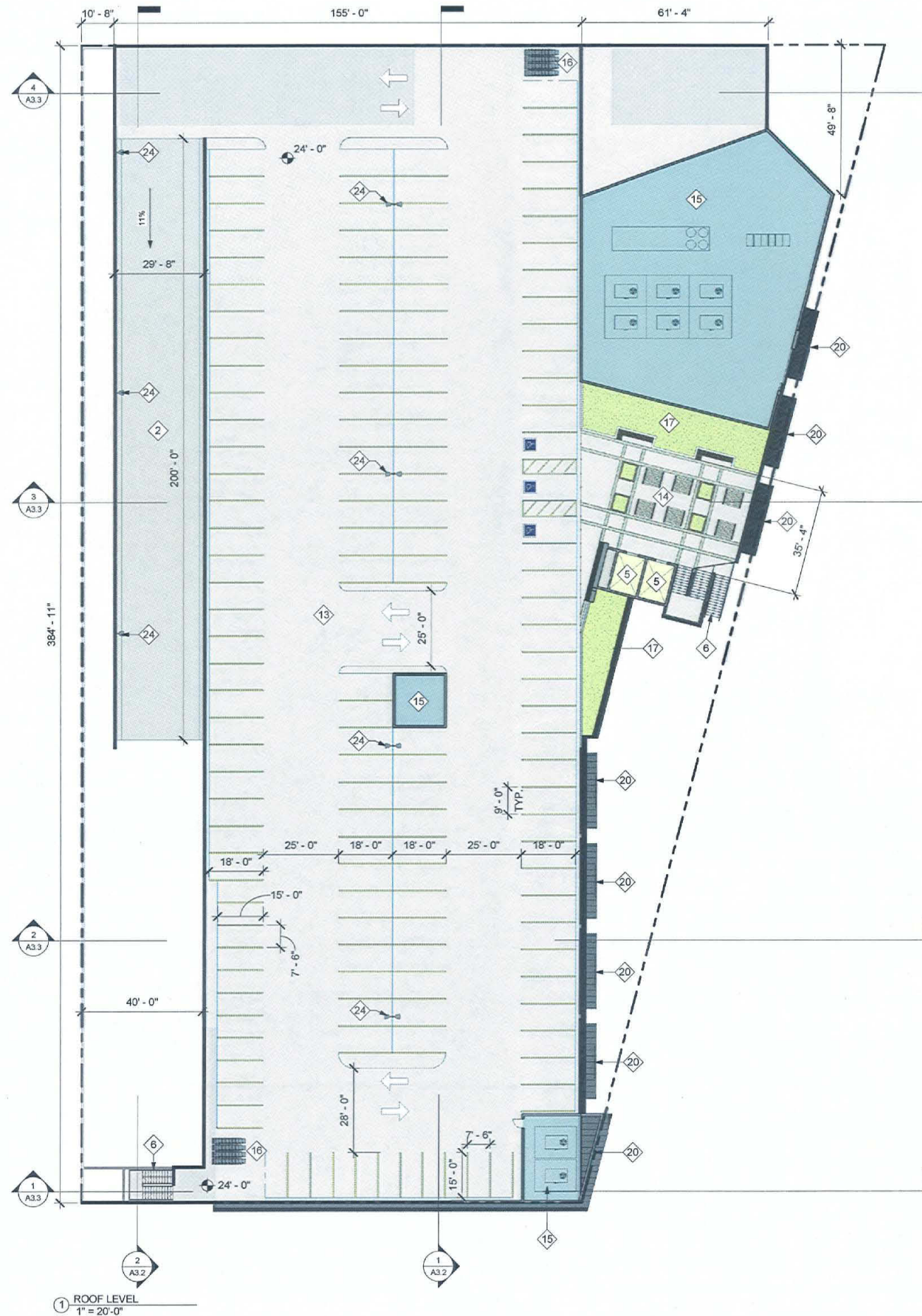
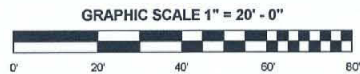
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## NOTES

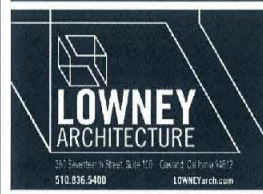
1. CODE REQUIRES 4% OF IMPERVIOUS SURFACE AREA TO BE USED AS A LANDSCAPED STORMWATER TREATMENT AREA. SEE CIVIL DRAWING C3.1 FOR C.3 STORMWATER MANAGEMENT PLAN
2. STRUCTURAL DIMENSIONS AND SPACING IS APPROXIMATE UNTIL FINAL ENGINEERING IS COMPLETED
3. SLOPE OF ROOFTOP PARKING DECK WILL NOT EXCEED 2%

## KEYNOTES

- 1 TRUCK PATH
- 2 AUTO RAMP UP TO ROOFTOP PARKING
- 3 LOADING DOCK
- 4 LANDSCAPING
- 5 ELEVATOR
- 6 STAIR
- 7 RETAIL ENTRY PLAZA
- 8 PEDESTRIAN PASSAGEWAY
- 9 TRASH ROOM
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- 12 SHORT TERM BIKE RACKS
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- 21 STEPS FROM SIDEWALK TO PLAZA
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## PLAN LEGEND

- RETAIL ANCHOR
- RETAIL TENANT
- CIRCULATION / LOBBY
- LANDSCAPE
- UTILITIES / TRASH / SERVICES
- ENTRANCE / EXIT
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL



PROJECT NAME

## THE SHOPS ON BROADWAY

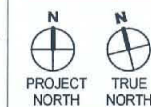
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DRAWN BY: DB  
PROJECT NUMBER: 13009  
SHEET TITLE:

## ROOF PLAN

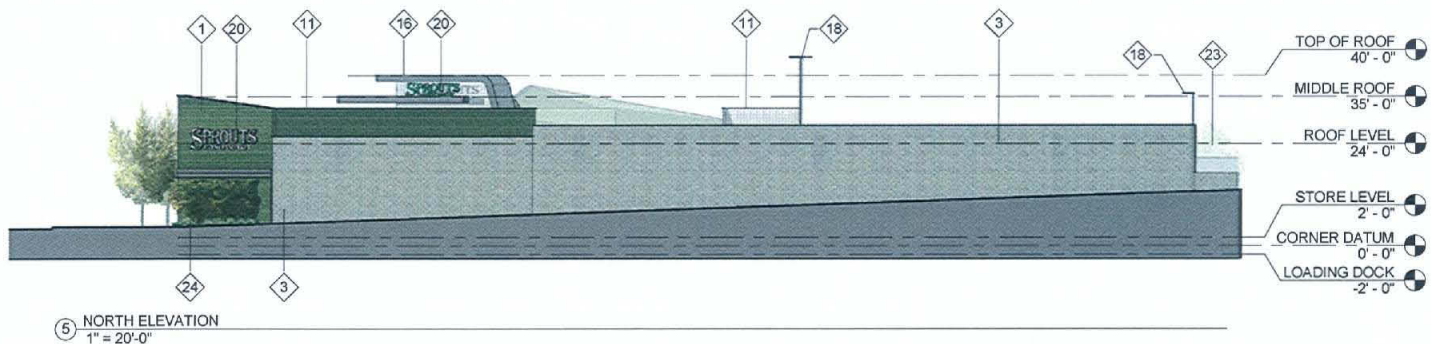
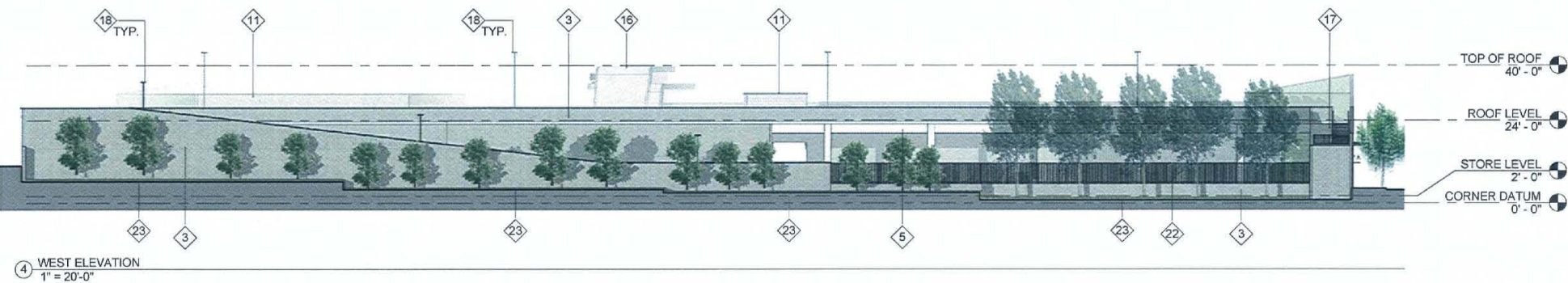
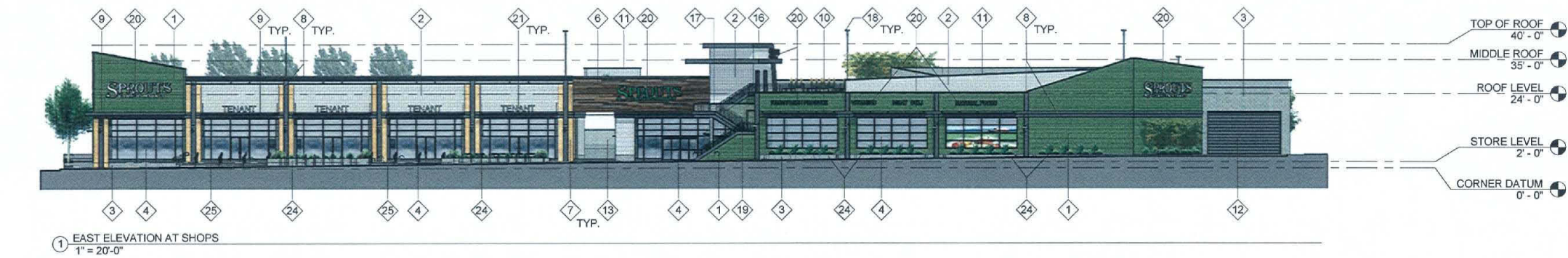
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# A2.2

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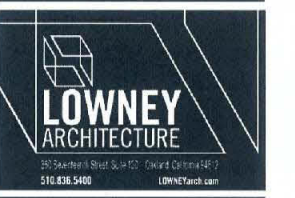


## NOTES

## KEYNOTES

- 1 GREEN CORRUGATED METAL
- 2 GRAY CORRUGATED METAL
- 3 CONCRETE MASONRY BLOCK
- 4 STOREFRONT GLAZING SYSTEM  
TYPICAL DARK ANODIZED OR BLACK
- 5 CONCRETE STRUCTURE  
POURED IN PLACE AND PRE-CAST
- 6 RECLAIMED WOOD SIDING
- 7 TERRA COTTA CLADDING
- 8 ARCHITECTURAL METAL DETAILS  
PAINTED DARK GRAY
- 9 ARCHITECTURAL METAL AWNING  
WITH RECLAIMED WOOD UNDERSIDE
- 10 ARCHITECTURAL METAL TRELLIS  
DARK ANODIZED OR BLACK
- 11 SCREENED ROOFTOP MECHANICAL  
EQUIPMENT (TBD)
- 12 TRUCK EXIT FROM COVERED  
TRASH AND LOADING
- 13 PEDESTRIAN BREEZEWAY CONNECTING  
COVERED PARKING TO SHOPS
- 14 COVERED STREET LEVEL  
PARKING AREA
- 15 ROOF PLAZA AT UPPER  
PARKING DECK
- 16 CUSTOMER ELEVATORS
- 17 CUSTOMER STAIRWAY
- 18 SHIELDED PARKING LIGHTING
- 19 EXIT STAIRWAY ENCLOSURE
- 20 SPROUTS SIGNAGE
- 21 TENANT RETAIL SIGNAGE (TBD)
- 22 METAL FENCE
- 23 PLANTED BIO-FILTRATION  
WATER TREATMENT AREA
- 24 RAISED PLANTER
- 25 STEPS UP TO PUBLIC PLAZA

## LEGEND



PROJECT NAME  
**THE SHOPS ON  
BROADWAY**

3001-3039 BROADWAY  
OAKLAND, CA

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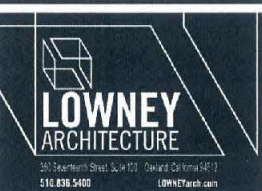
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PROJECT NUMBER: 13009  
SHEET TITLE:

**ELEVATIONS**

SHEET NUMBER  
**A3.1**

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NOTES

- 1. ELEVATIONS SHOWN ARE RELATIVE. PROJECT ELEVATION 0' - 0" IS EQUAL TO 46'-9" ABOVE SEA LEVEL. REFER TO CIVIL SURVEY FOR MORE DETAILED INFORMATION
- 2. ELEVATIONS OF ADJACENT PROPERTIES ARE APPROXIMATE AND FOR REFERENCE ONLY.

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**SECTIONS**

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**A3.2**

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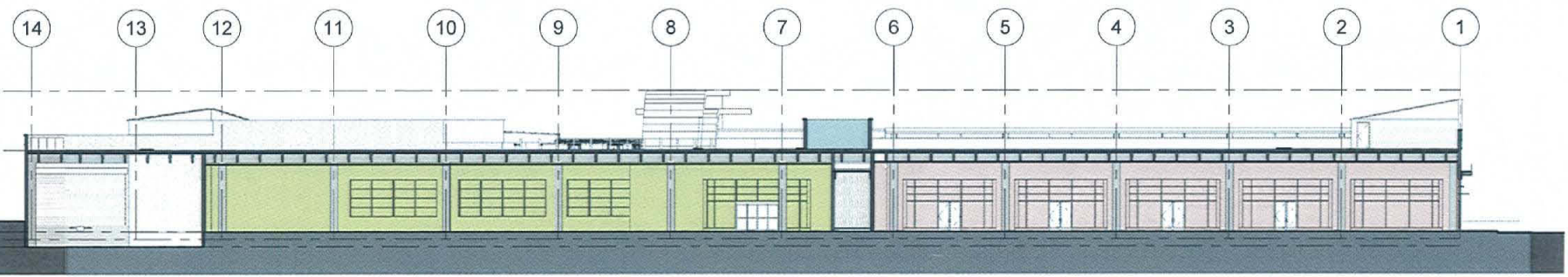
KEYNOTES

- 1 CUSTOMER ELEVATOR
- 2 CUSTOMER STAIR
- 3 MECHANICAL ENCLOSURE
- 4 AUTO RAMP
- 5 TRUCK RAMP
- 6 PUBLIC PLAZA
- 7 PLANTER
- 8 BIOFILTRATION AREA
- 9 ADJACENT HOUSING

LEGEND

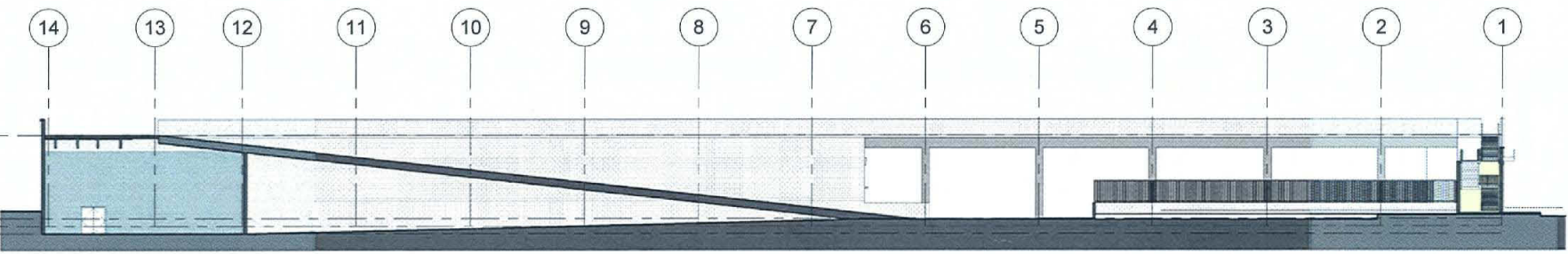
- RETAIL ANCHOR
- RETAIL TENANT
- CIRCULATION / LOBBY
- LANDSCAPE
- SERVICES

GRAPHIC SCALE 1" = 20' - 0"



1 LONGITUDINAL SECTION THROUGH RETAIL  
1" = 20'-0"

- TOP OF ROOF  
40' - 0"
- ROOF LEVEL  
24' - 0"
- STORE LEVEL  
2' - 0"
- CORNER DATUM  
0' - 0"
- LOADING DOCK  
-2' - 0"

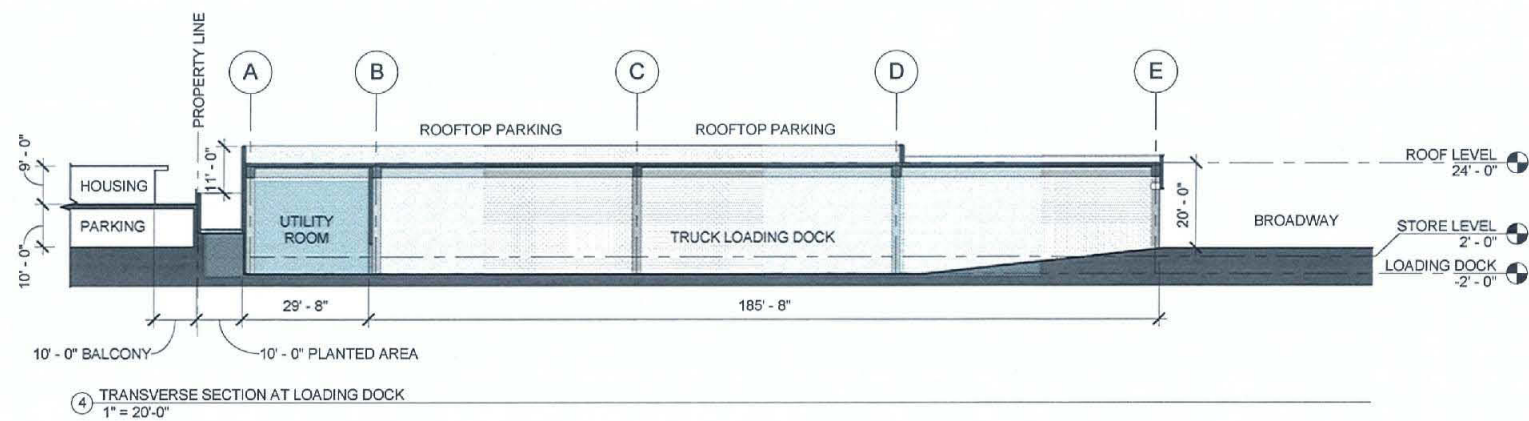
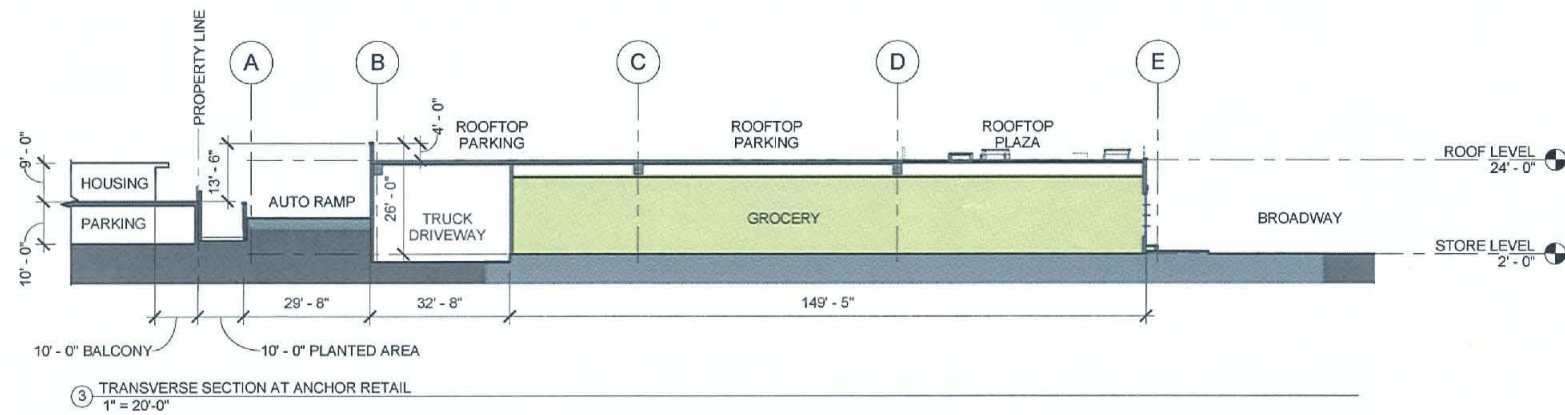
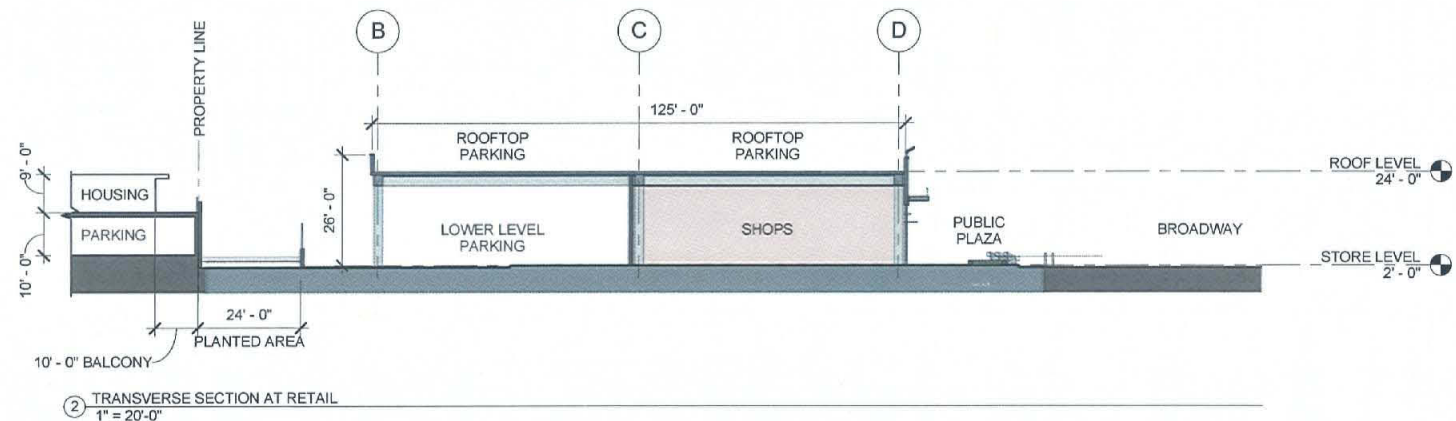
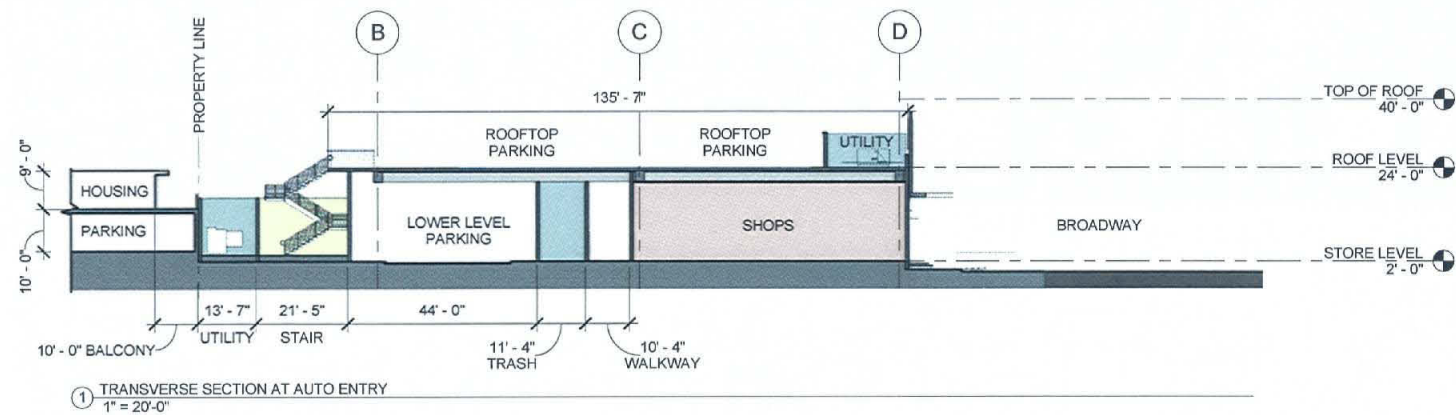
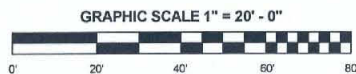


2 LONGITUDINAL SECTION THROUGH RAMP  
1" = 20'-0"

- ROOF LEVEL  
24' - 0"
- STORE LEVEL  
2' - 0"
- CORNER DATUM  
0' - 0"
- LOADING DOCK  
-2' - 0"

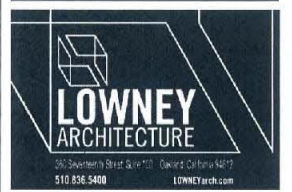


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## NOTES

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PROJECT NAME  
**THE SHOPS ON BROADWAY**

3001-3039 BROADWAY  
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## KEYNOTES

- 1 CUSTOMER ELEVATOR
- 2 CUSTOMER STAIR
- 3 MECHANICAL ENCLOSURE
- 4 AUTO RAMP
- 5 TRUCK RAMP
- 6 PUBLIC PLAZA
- 7 PLANTER
- 8 BIOFILTRATION AREA
- 9 ADJACENT HOUSING

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## LEGEND

- RETAIL ANCHOR
- RETAIL TENANT
- CIRCULATION / LOBBY
- LANDSCAPE
- SERVICES

DRAWN BY: DB  
PROJECT NUMBER: 13009  
SHEET TITLE:

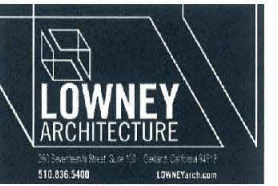
**SECTIONS**

SHEET NUMBER

**A3.3**

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PROJECT NUMBER: 13009  
SHEET TITLE:

**AXONOMETRIC  
VIEWS**

SHEET NUMBER

**A4.1**

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② AXONOMETRIC VIEW - ROOF LEVEL

① AXONOMETRIC VIEW - GROUND LEVEL





① 30TH AND BROADWAY CORNER



② PUBLIC PLAZA



④ PLAZA FACING SHOPS



③ BIRD'S EYE VIEW



PROJECT NAME  
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PROJECT NUMBER: 13009  
SHEET TITLE:

**3D VIEWS**

SHEET NUMBER

**A4.2**

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① NORTH CORNER OF SPROUTS



② SPROUTS ELEVATION



④ PARKING LOT ENTRY



③ ROOFTOP PLAZA



PROJECT NAME

**THE SHOPS ON  
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DRAWN BY: DB  
PROJECT NUMBER: 13009  
SHEET TITLE:

**3D VIEWS**

SHEET NUMBER

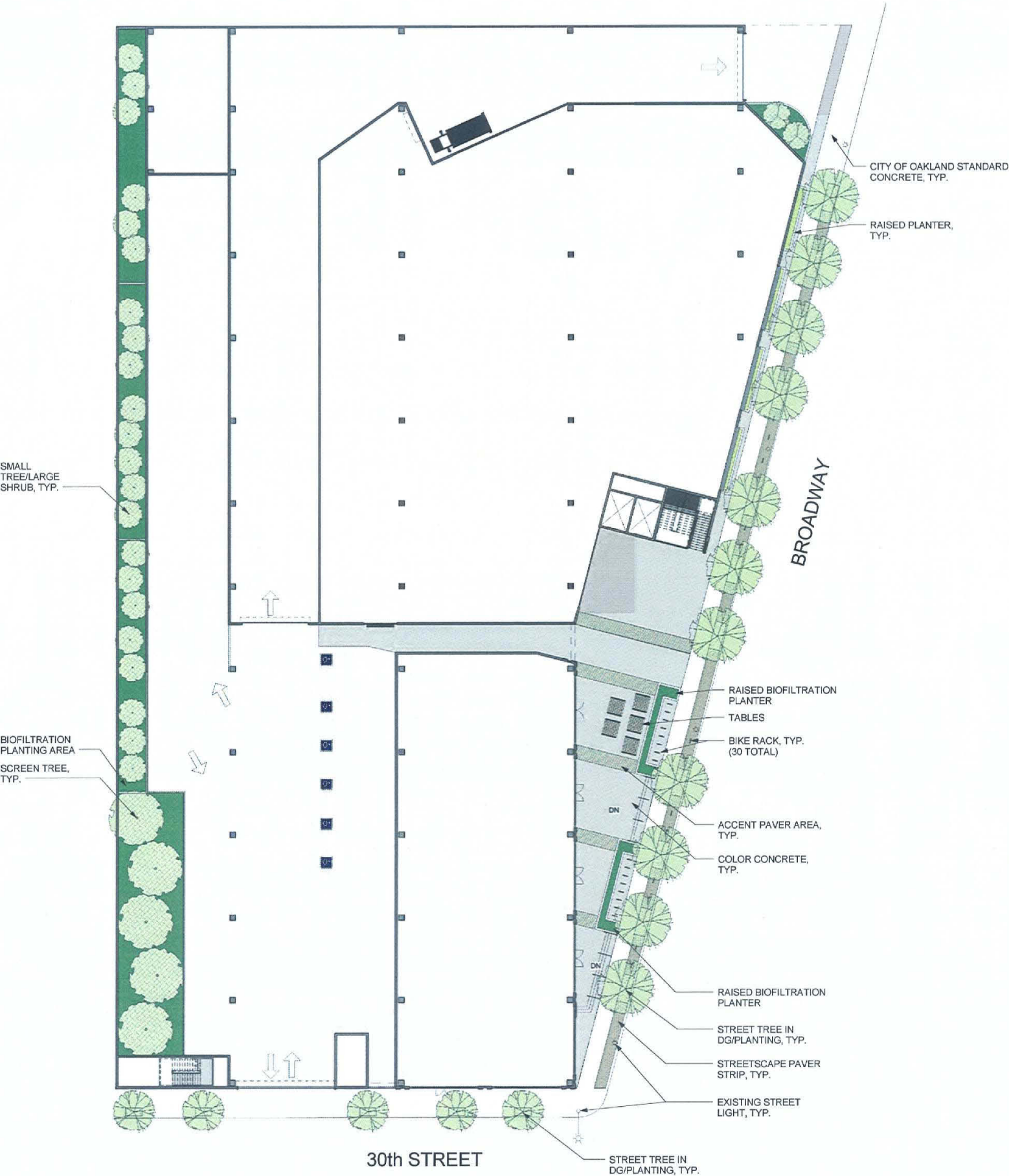
**A4.3**

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① SCREEN TREE - POPULUS FREMONTII  
3/4" = 1'-0"



② 30th STREET TREE - TRISTANIA LAURINA  
'ELEGANT'  
3/4" = 1'-0"

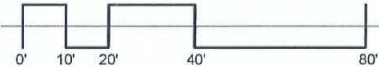


③ BROADWAY STREET TREE - ACER RUBRUM 'OCTOBER GLORY'  
3/4" = 1'-0"

# LANDSCAPE MATERIAL LEGEND

- COLOR CONCRETE
- ACCENT PAVERS
- STREETSCAPE PAVERS
- CITY OF OAKLAND STANDARD CONCRETE
- PLANTING AREA, SEE PLANT LIST FOR SPECIES
- BIOFILTRATION PLANTING AREA, SEE PLANT LIST FOR SPECIES
- STREET TREE
- SCREEN TREE/LARGE SHRUB IN BIOFILTRATION AREA
- ACCENT TREE
- TABLE
- BIKE RACK

\*FOR PLANT LIST SEE SHEET L1.1



PROJECT NAME  
**THE SHOPS ON BROADWAY**

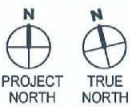
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SHEET TITLE:

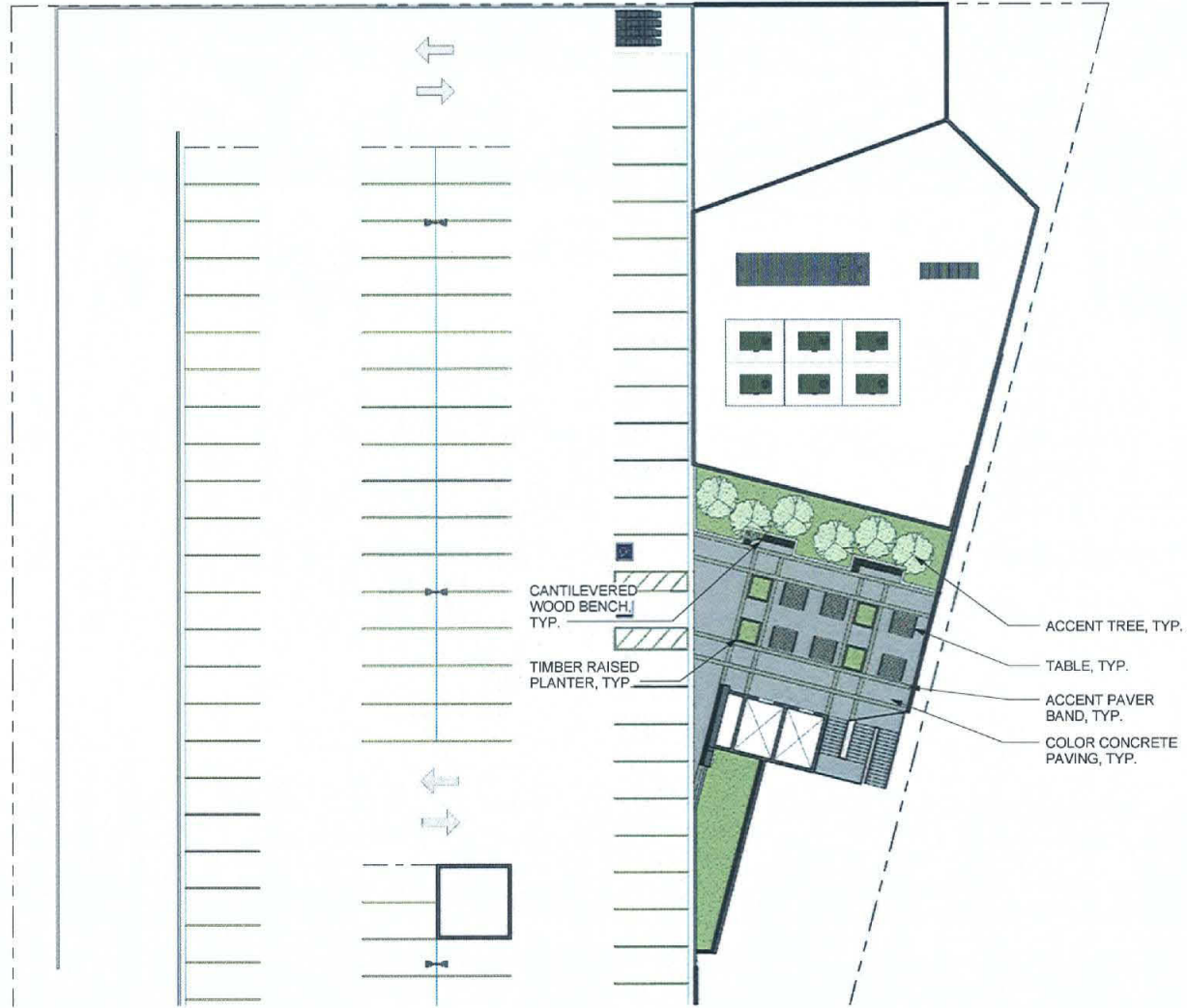
**GROUND FLOOR LANDSCAPE PLAN**

SHEET NUMBER

**L1.0**

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| PLANT LIST                                  |                         |                |                     |                     |
|---------------------------------------------|-------------------------|----------------|---------------------|---------------------|
| BOTANICAL NAME                              | COMMON NAME             | CONTAINER SIZE | SPACING (ON CENTER) | BIOFILTRATION PLANT |
| TREE                                        |                         |                |                     |                     |
| ACER CIRCINATUM                             | VINE MAPLE              | 24" BOX        | 6'                  | Yes                 |
| ACER RUBRUM 'OCTOBER GLORY'                 | OCTOBER GLORY RED MAPLE | 24" BOX        | 25'                 | No                  |
| ARBUTUS UNEDO 'COMPACTA'                    | COMPACT STRAWBERRY TREE | 24" BOX        | 6'                  | No                  |
| CERCIS OCCIDENTALIS                         | WESTERN REDBUD          | 24" BOX        | 10'                 | No                  |
| POPULUS FREMONTII                           | FREMONT POPLAR          | 24" BOX        | 20'                 | Yes                 |
| TRISTANIA LAURINA 'Elegant'                 | WATER GUM               | 24" BOX        | 20'                 | No                  |
| SHRUB                                       |                         |                |                     |                     |
| DIETES BICOLOR                              | FORTNIGHT LILY          | 5 GAL          | 3'-0"               | Yes                 |
| PHLOMIS LANATA                              | JERUSALEM SAGE          | 5 GAL          | 5' O.C.             | No                  |
| PHORMIUM 'JACK SPRATT'                      | NEW ZEALAND FLAX        | 5 GAL          | 1'-6"               | No                  |
| PHORMIUM 'SURFER'                           | NEW ZEALAND FLAX        | 5 GAL          | 2'-0"               | No                  |
| RIBES SANGUINEUM 'CLAREMONT'                | FLOWERING CURRENT       | 5 GAL          |                     | Yes                 |
| SALVIA MICROPHYLLA 'FREE SPEECH'            | FREE SPEECH SAGE        | 5 GAL          | 4'-0"               | No                  |
| GROUND COVER                                |                         |                |                     |                     |
| ACHILLEA MILLEFOLIUM                        | YARROW                  | 1 GAL          | 2'-0"               | Yes                 |
| CHONDROPETALUM TECTORUM                     | CAPE RUSH               | 5 GAL          | 4'-0"               | Yes                 |
| CROCOSMIA 'LUCIFER'                         | CROCOSMIA               | 5 GAL          | 2'-0"               | Yes                 |
| ERIGERON 'WAYNE RODERICK'                   | WAYNE RODERICK DAISY    | 5 GAL          | 2'                  | No                  |
| GREVILLEA LANIGERA 'COASTAL GEM'            | COASTAL GEM GREVILLEA   | 5 GAL          | 4'-0"               | No                  |
| STIPA ARUNDINACEA                           | NEW ZEALAND WIND GRASS  | 5 GAL          | 2'-0"               | No                  |
| GRASS                                       |                         |                |                     |                     |
| CALAMAGROSTIS X ACUTIFLORA 'KARL FOERESTER' | FEATHER REED GRASS      | 5 GAL          | 2'-0"               | No                  |
| CAREX DIVULSA                               | BERKELEY SEDGE          | 1 GAL          | 1'-6"               | Yes                 |
| CAREX PANSA                                 | PACIFIC DUNE SEDGE      | 5 GAL          | 1'-6"               | Yes                 |
| LIRIOPE MUSCARI 'BIG BLUE'                  | LILY TURF               | 5 GAL          | 1'-0"               | No                  |
| SISYRINCHIUM BELLUM                         | BLUE-EYED GRASS         | 1 GAL          | 1'-6"               | Yes                 |
| FERN                                        |                         |                |                     |                     |
| POLYSTICHUM MUNITUM                         | WESTERN SWORD FERN      | 5 GAL          | 3'-0"               | No                  |

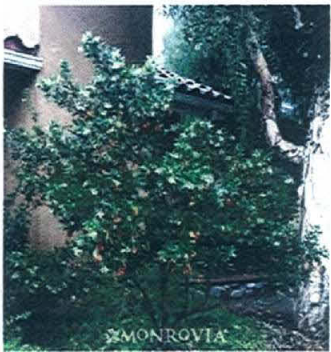
THE IRRIGATION SYSTEM WILL INCLUDE STATE-OF-THE-ART, COMMERCIAL, GRADE EQUIPMENT. ALL SPECIFIED EQUIPMENT AND METHODS WILL COMPLY WITH CALIFORNIA'S WATER EFFICIENT LANDSCAPE ORDINANCE (WELO) AND EBMUD'S SECTION 31 GUIDELINES. THE SYSTEM WILL UTILIZE A "SMART" CONTROLLER TO MANAGE IRRIGATION SCHEDULING, ALLOWING FOR DAILY, AUTOMATIC ADJUSTMENT OF THE IRRIGATION SCHEDULES BASED ON REAL-TIME WEATHER DATA. ALL SPECIFIED EQUIPMENT, AS WELL AS THE DESIGN ITSELF, WILL REFLECT THE NEED FOR DURABILITY AND MINIMAL MAINTENANCE COSTS OVER THE LIFE OF THE PROJECT.



CERCIS OCCIDENTALIS - WESTERN REDBUD



ARBUTUS UNEDO 'COMPACTA' - COMPACT STRAWBERRY TREE



MONROVIA

1 ACCENT TREE  
3/4" = 1'-0"



PROJECT NAME  
**THE SHOPS ON BROADWAY**

3001-3039 BROADWAY OAKLAND, CA

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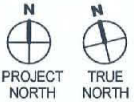
**PGA design** INC.

LANDSCAPE ARCHITECTS

444 17th Street  
Oakland CA 94612  
T 510 465 1284  
F 510 465 1256  
Lic #1925

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PROJECT NUMBER: Project Number  
SHEET TITLE:

**ROOF DECK LANDSCAPE PLAN**

SHEET NUMBER

**L1.1**

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2930 WOA

EQUIPARC EP 2930 PICNIC TABLE

① TABLES  
1" = 1'-0"



2930 WOA

Photo © Adrian Williams



MADRAX 'SQUARE U' BIKE RACK

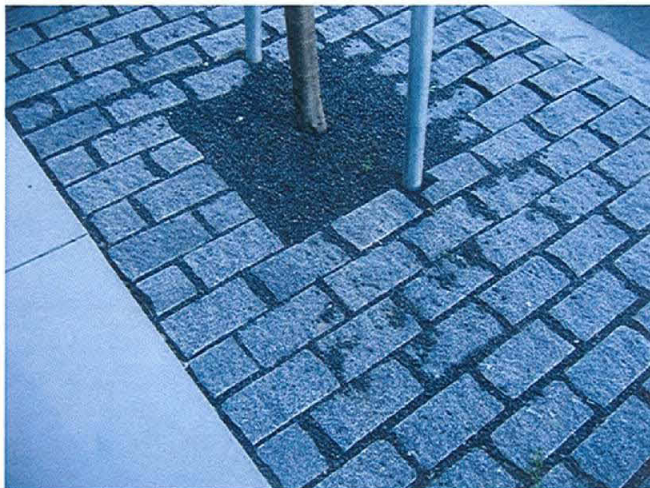
② BIKE RACK  
1" = 1'-0"



③ TIMBER RAISED PLANTER  
1" = 1'-0"

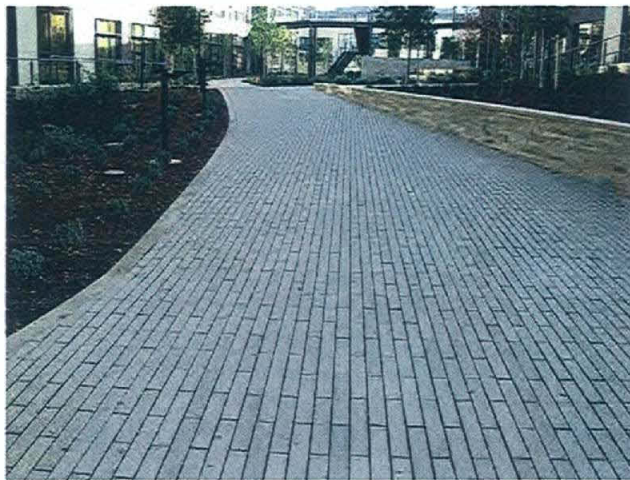


④ CANTILEVERED WOOD BENCH  
1" = 1'-0"

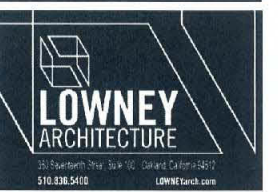


STREETScape PAVERS

⑤ PAVING  
1" = 1'-0"



ACCENT PAVERS



PROJECT NAME  
**THE SHOPS ON BROADWAY**

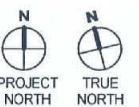
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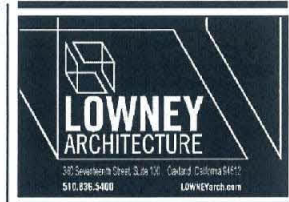
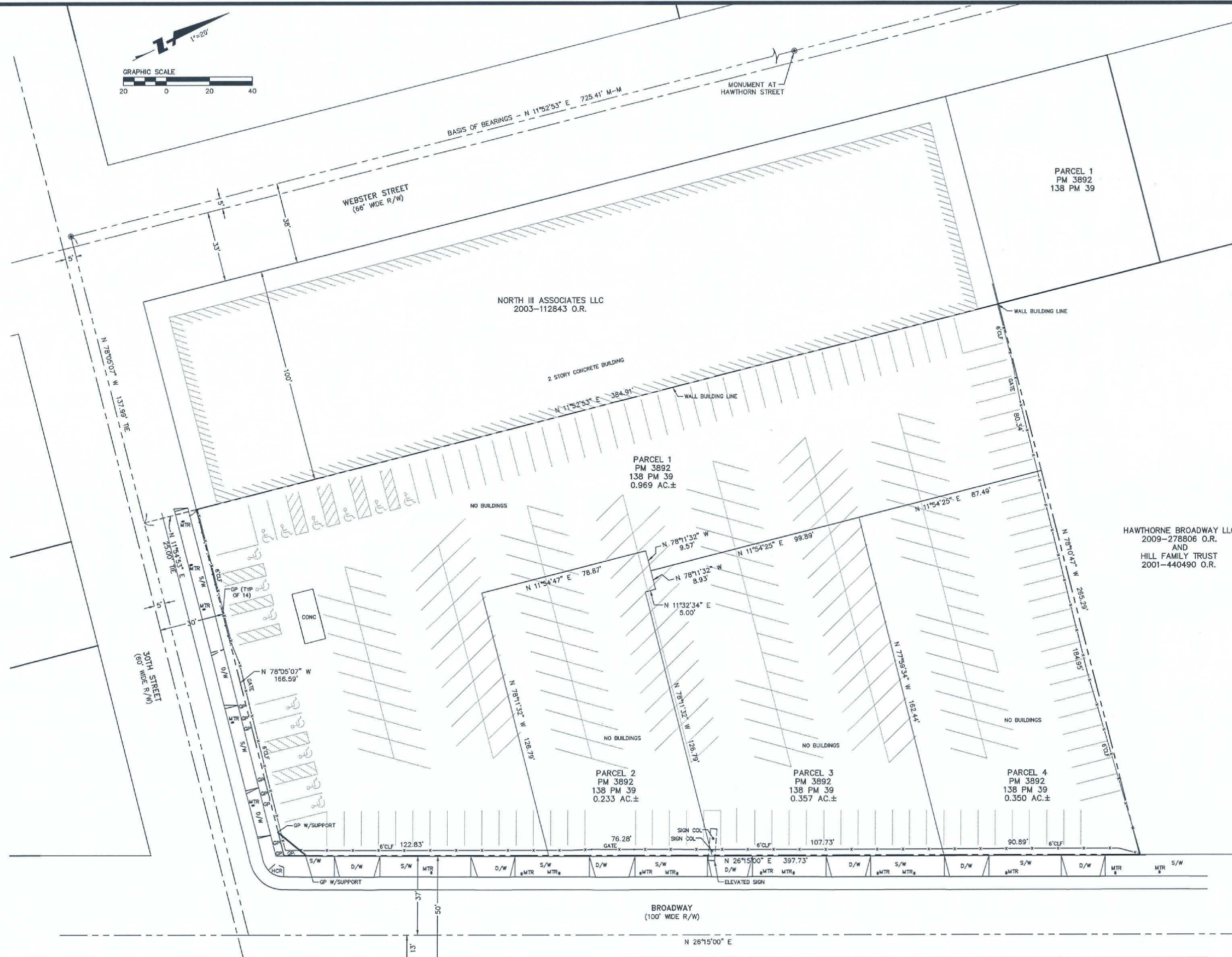


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PROJECT NUMBER: Project Number  
SHEET TITLE: **SITE MATERIALS**

SHEET NUMBER  
**L1.2**

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|     |         |                    |    |
|     |         |                    |    |
|     |         |                    |    |



DRAWN BY: JCI  
PROJECT NUMBER: 127065  
SHEET TITLE:

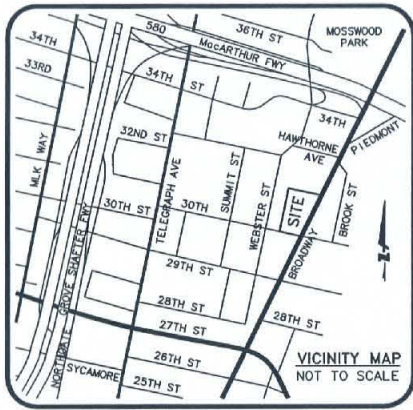
**EXISTING  
CONDITIONS/  
SURVEY**

SHEET NUMBER  
**C1.1**

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| LEGEND: |                                 |                              |
|---------|---------------------------------|------------------------------|
|         | SUBJECT PROPERTY LINE           | FE FENCE                     |
|         | CENTER LINE                     | GP 4" HIGH GUARD POST        |
|         | MONUMENT LINE                   | HCR HANDICAP RAMP            |
|         | FENCE LINE                      | IN INSIDE SUBJECT PROPERTY   |
|         | OVERHEAD LINES                  | JP JOINT POLE                |
|         | FOUND STANDARD CITY MONUMENT    | M-M MONUMENT TO MONUMENT     |
|         | ELECTROLIER                     | MTR PARKING METER            |
|         | ELECTROLIER WITH TRAFFIC SIGNAL | N'LY NORTHERLY               |
|         | FIRE HYDRANT                    | NW'LY NORTHWESTERLY          |
|         | GUY WIRE                        | PM PARCEL MAP                |
|         | TRAFFIC SIGNAL                  | PP POWER POLE                |
|         | BLDG BUILDING                   | OFFICIAL RECORDS             |
|         | BACK OF WALL                    | OUT OUTSIDE SUBJECT PROPERTY |
|         | CATV CABLE TELEVISION BOX       | R/W RIGHT OF WAY             |
|         | CLF CHAINLINK FENCE             | S'LY SOUTHERLY               |
|         | COL COLUMN                      | SE'LY SOUTHEASTERLY          |
|         | CONC CONCRETE                   | SSCO SANITARY SEWER CLEANOUT |
|         | D/W DRIVEWAY ENTRANCE           | S/W SIDEWALK                 |
|         | EB ELECTRIC BOX                 | TEMP TEMPORARY               |
|         | ELEC ELECTRIC                   | W/ WITH                      |
|         | EL'Y EASTERLY                   | WM WATER METER               |



#### SURVEY REFERENCE NOTES:

TITLE COMPANY: FIRST AMERICAN TITLE COMPANY  
THREE LAGOON DRIVE, SUITE 270  
REDWOOD CITY, CA 94065  
PHONE: (650) 226-2238

TITLE ORDER NO.: 4101-3922389 UPDATED

ESCROW OFFICER: RHONDA WATTS

TITLE REPORT DATE: NOVEMBER 7, 2012

NATURE OF TITLE: A FEE

TITLE VESTED IN: 3640 ASSOCIATES, A CALIFORNIA LIMITED PARTNERSHIP, AS TO AN UNDIVIDED 56% INTEREST, BW30 ASSOCIATES, LP, A CALIFORNIA LIMITED PARTNERSHIP, AS TO AN UNDIVIDED 28% INTEREST, TED W. DANG AND SANDRA WONG DANG, AS TRUSTEES OF THE TD/SW FAMILY TRUST AS DATED JANUARY 25, 1996, AS TO AN UNDIVIDED 16% INTEREST

ZONING: CC-2/D-BR (COMMUNITY COMMERCIAL)/(OVERLAY BROADWAY DISTRICT)

SETBACKS: MINIMUM FRONT: 0'; MAXIMUM FRONT: 10';  
MINIMUM INTERIOR SIDE: 0'; MINIMUM STREET SIDE: 0';  
REAR (RESIDENTIAL FACILITIES): 10'/15';  
REAR (NONRESIDENTIAL FACILITIES): 0'/10'/15'

BUILDING HEIGHT: 75' MAXIMUM

PROPERTY ADDRESS: 3001, 3015, 3025 & 3039 BROADWAY  
OAKLAND, CA

ASSESSOR'S PARCEL NO.: 009-0705-004 (PARCEL 1, PM 3892)  
009-0705-005 (PARCEL 2, PM 3892)  
009-0705-006 (PARCEL 3, PM 3892)  
009-0705-007 (PARCEL 4, PM 3892)

AREA: 83,154 SQUARE FEET OR 1.909 ACRES, MORE OR LESS

FLOOD ZONE RATING: FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FEMA FLOOD INSURANCE RATE MAP NUMBER 06001C0059G, EFFECTIVE DATE: AUGUST 3, 2009

#### PROPERTY DESCRIPTION: (ORDER NO. 4101-3922389)

REAL PROPERTY IN THE CITY OF OAKLAND, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 1, 2, 3 AND 4, PARCEL MAP 3892, FILED MAY 20, 1983, BOOK 138 OF MAPS, PAGE 39, ALAMEDA COUNTY RECORDS.

#### EXCEPTIONS TO FIRST AMERICAN TITLE COMPANY ORDER NO. 4101-3922389

1. GENERAL AND SPECIAL TAXES AND ASSESSMENTS. NOT PLOTTABLE.
2. GENERAL AND SPECIAL TAXES AND ASSESSMENTS. NOT PLOTTABLE.
3. GENERAL AND SPECIAL TAXES AND ASSESSMENTS. NOT PLOTTABLE.
4. GENERAL AND SPECIAL TAXES AND ASSESSMENTS. NOT PLOTTABLE.
5. LIEN OF SUPPLEMENTAL TAXES, IF ANY. NOT PLOTTABLE.
6. DEED OF TRUST. NOT PLOTTABLE.
7. MEMORANDUM OF CO-TENANCY AGREEMENT, RECORDED AUGUST 24, 2004, INSTRUMENT NO. 2004384686, OFFICIAL RECORDS. NOT PLOTTABLE.
8. THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE BROADWAY/MACARTHUR/SAN PABLO REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED DECEMBER 3, 2007, INSTRUMENT NO. 2007409575, OFFICIAL RECORDS. NOT PLOTTABLE.
9. RIGHTS OF PARTIES IN POSSESSION. NOT PLOTTABLE.
10. FINANCING STATEMENT. NOT PLOTTABLE.
11. TITLE COMPANY REQUIREMENTS. NOT PLOTTABLE.
12. TITLE COMPANY REQUIREMENTS. NOT PLOTTABLE.
13. TITLE COMPANY REQUIREMENTS. NOT PLOTTABLE.

#### NOTES:

1. THE BOLD TYPE FOR THE NOTES REGARDING TITLE EXCEPTIONS ARE COMMENTS MADE BY THE PROFESSIONAL SURVEYOR PREPARING THIS ALTA/ACSM LAND TITLE SURVEY AND FOR CLARITY AND EMPHASIS OF THEIR EFFECT.
2. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
3. DATE OF FIELD SURVEY: DECEMBER 11, 2012.
4. REFER TO RECORD DOCUMENTS AND MAPS FOR FULL REFERENCE OF TITLE EXCEPTIONS WHICH MAY HAVE BEEN OMITTED IN THE INTEREST OF CLARITY AND WHICH ARE BEING MADE A PART OF THIS ALTA/ACSM LAND TITLE SURVEY BY REFERENCE THERETO.
5. ENCROACHMENTS SHOWN ON THIS SURVEY ARE MARKED TO THE NEAREST ONE-TENTH (0.1) OF A FOOT AND LABELED IN OR OUT, INDICATING THE ENCROACHMENT LIMIT INSIDE OR OUTSIDE OF SUBJECT BOUNDARY.
6. THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
7. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
8. THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
9. ZONING, SETBACKS, AND BUILDING HEIGHT OBTAINED FROM THE CITY OF OAKLAND PLANNING DEPARTMENT.

#### BASIS OF BEARINGS:

THE BEARING "NORTH 11°52'53" EAST" OF THE MONUMENT LINE OF WEBSTER STREET AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP NO. 3892", FILED MAY 25, 1983, IN BOOK 138 OF PARCEL MAPS AT PAGE 39, IN THE OFFICE OF THE RECORDER OF ALAMEDA COUNTY, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

#### SURVEYOR'S CERTIFICATION:

TO: PORTFOLIO DEVELOPMENT PARTNERS; WELLS FARGO BANK, NATIONAL ASSOCIATION, IT SUCCESSORS AND ASSIGNS; AND FIRST AMERICAN TITLE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(b), 7(a), 7(b)(1), 8, 9, 10, 11(a) (SURFACE ONLY), 13, 16, 17, 18, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 11, 2012.

FOR BKF ENGINEERS:

BARRY T. WILLIAMS, P.L.S. NO. 6711  
LICENSE EXPIRES: 06/30/14

DATE: \_\_\_\_\_



#### PARKING:

REGULAR SPACES: 228  
HANDICAP SPACES: 14  
TOTAL SPACES: 242



PROJECT NAME

## THE SHOPS ON BROADWAY

3001-3039 BROADWAY  
OAKLAND, CA

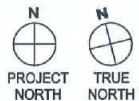
## NOT FOR CONSTRUCTION

CONSULTANT



CONSULTANT STAMP

| NO. | DATE    | ISSUES & REVISIONS | BY |
|-----|---------|--------------------|----|
| 1   | 6/26/13 | PLANNING SUBMITTAL |    |



DRAWN BY: JJC  
PROJECT NUMBER: 127065  
SHEET TITLE:

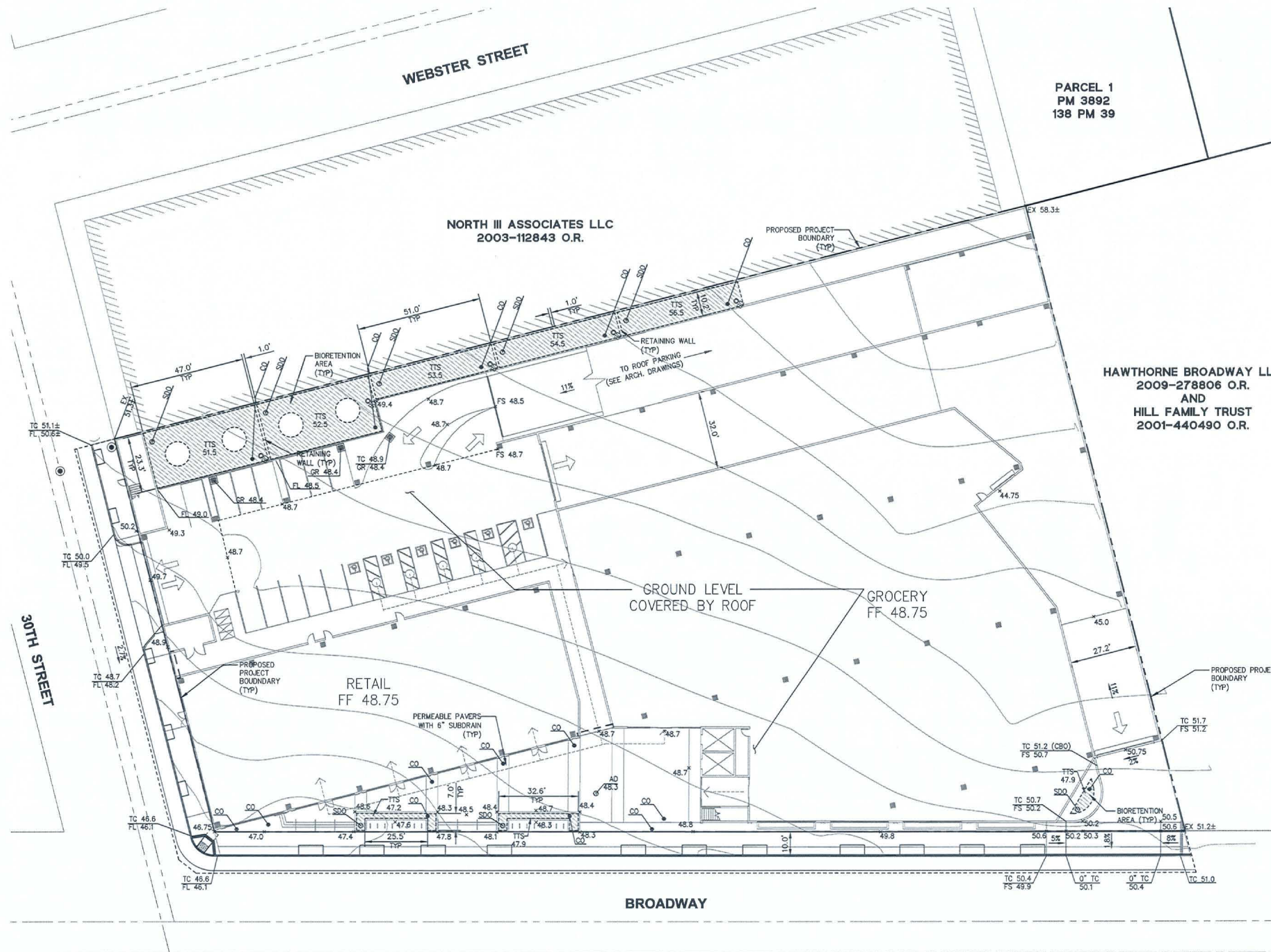
## EXISTING CONDITIONS/ SURVEY NOTES

SHEET NUMBER

# C1.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

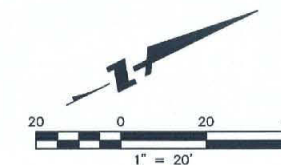




PARCEL 1  
PM 3892  
138 PM 39

NORTH III ASSOCIATES LLC  
2003-112843 O.R.

HAWTHORNE BROADWAY LLC  
2009-278806 O.R.  
AND  
HILL FAMILY TRUST  
2001-440490 O.R.



**GRADING LEGEND:**

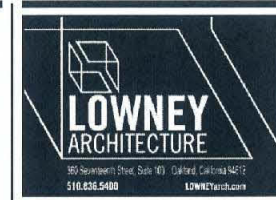
- EXISTING CONTOUR
- GB GRADE BREAK
- 1.0% SLOPE AND DIRECTION LABEL
- 112.28 NEW FINISH SURFACE ELEVATION
- (52.98) EXISTING GRADE CALLOUT
- 112.2 EXISTING AERIAL ELEVATION

**ABBREVIATIONS:**

- CBO CURB OPENING (CENTERLINE)
- EX EXISTING
- FF FINISH FLOOR
- FS FINISH SURFACE
- GB GRADE BREAK
- GND GROUND
- GR GRATE
- LP LOW POINT
- TC TOP OF CURB
- TTS TOP OF TREATMENT SURFACE

**ON-SITE PLAN LEGEND:**

- BIORETENTION AREA
- PROPOSED PROJECT BOUNDARY



PROJECT NAME

**THE SHOPS ON  
BROADWAY**

3001-3039 BROADWAY  
OAKLAND, CA

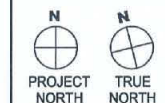
**NOT FOR  
CONSTRUCTION**

CONSULTANT



CONSULTANT STAMP

| NO. | DATE    | ISSUES & REVISIONS | BY |
|-----|---------|--------------------|----|
| 1   | 6/26/13 | PLANNING SUBMITTAL |    |



DRAWN BY: JCJ  
PROJECT NUMBER: 127065  
SHEET TITLE:

**GRADING AND  
DRAINAGE  
PLAN**

SHEET NUMBER

**C2.1**

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OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE  
ARCHITECT





PROJECT NAME  
**THE SHOPS ON BROADWAY**

3001-3039 BROADWAY  
OAKLAND, CA

**NOT FOR  
CONSTRUCTION**



CONSULTANT STAMP

| NO. | DATE    | ISSUES & REVISIONS | BY |
|-----|---------|--------------------|----|
| 1   | 6/26/13 | PLANNING SUBMITTAL |    |



DRAWN BY: JCJ  
PROJECT NUMBER: 127065

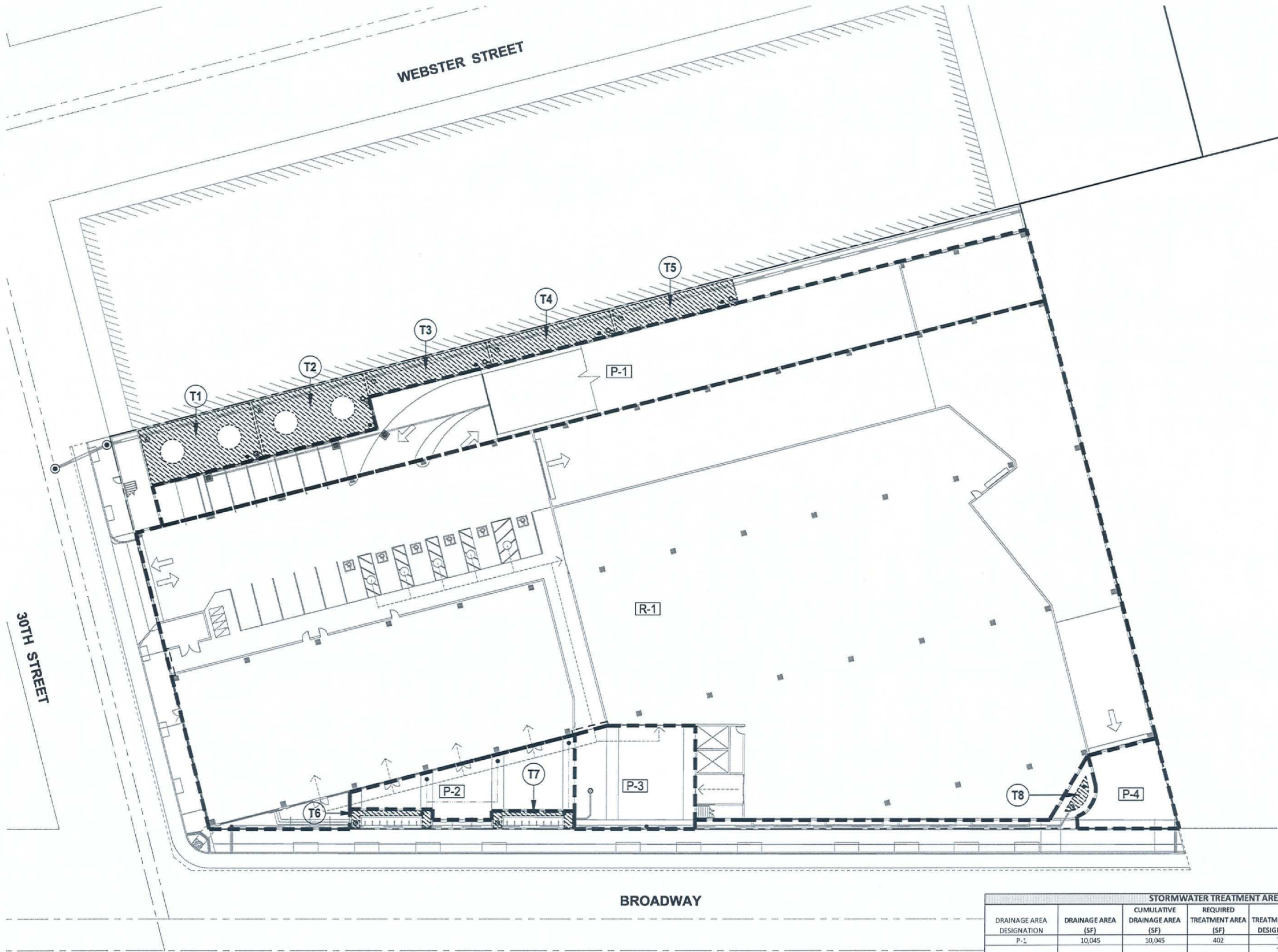
SHEET TITLE:

**STORMWATER  
TREATMENT  
PLAN**

SHEET NUMBER

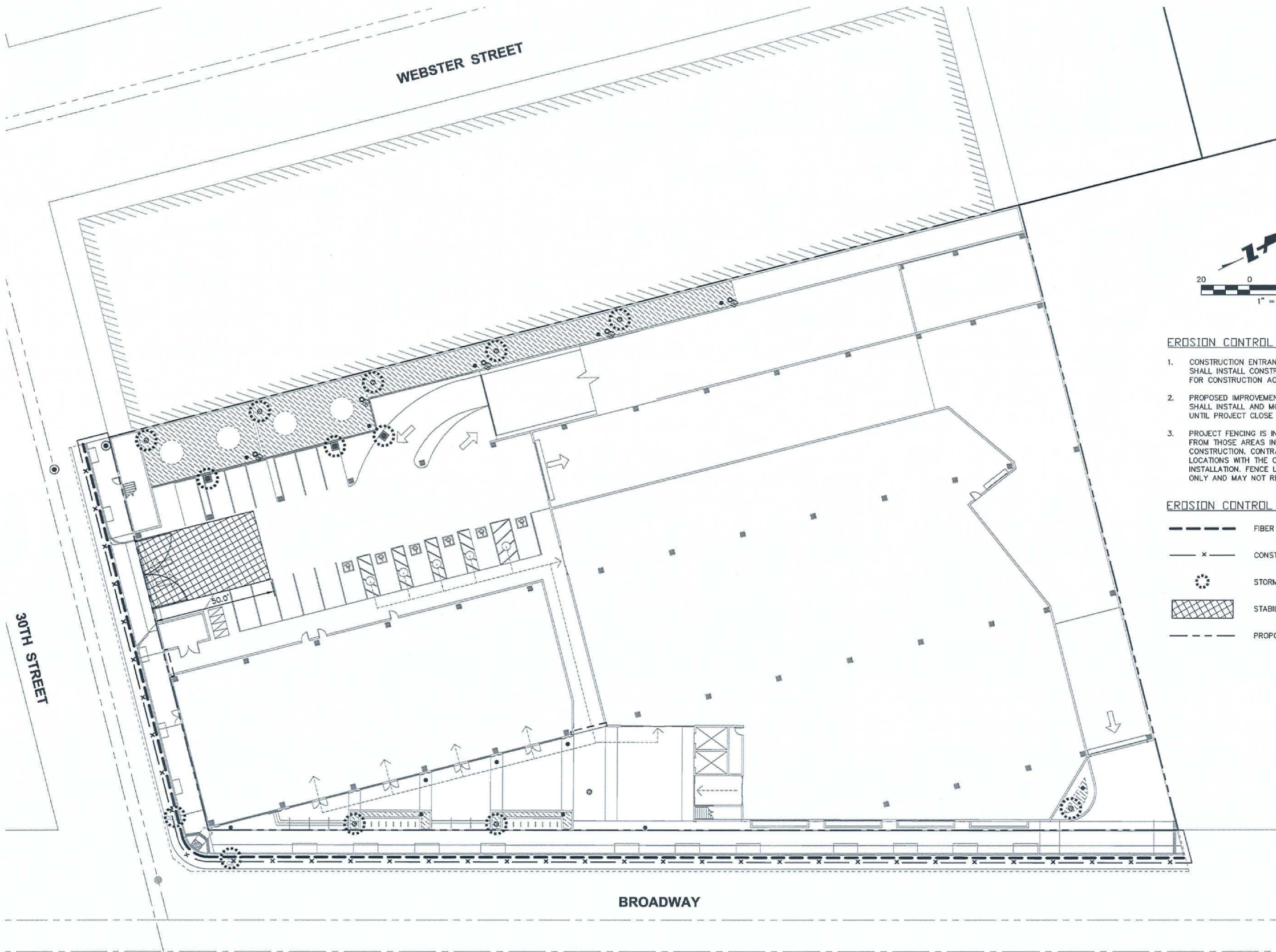
**C3.1**

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OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED  
OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE  
ARCHITECT



| STORMWATER TREATMENT AREA SIZING TABLE |                    |                               |                              |                            |                              |                          |                            |
|----------------------------------------|--------------------|-------------------------------|------------------------------|----------------------------|------------------------------|--------------------------|----------------------------|
| DRAINAGE AREA DESIGNATION              | DRAINAGE AREA (SF) | CUMULATIVE DRAINAGE AREA (SF) | REQUIRED TREATMENT AREA (SF) | TREATMENT AREA DESIGNATION | PROVIDED TREATMENT AREA (SF) | CUMULATIVE DRAINAGE AREA | EXCESS TREATMENT AREA (SF) |
| P-1                                    | 10,045             | 10,045                        | 402                          | T1                         | 940                          | 940                      | 538                        |
| R-1                                    | 60,791             | 60,791                        | 2,432                        | T2                         | 940                          | 2,494                    | 62                         |
|                                        |                    |                               |                              | T3                         | 518                          |                          |                            |
|                                        |                    |                               |                              | T4                         | 518                          |                          |                            |
|                                        |                    |                               |                              | T5                         | 518                          |                          |                            |
|                                        |                    |                               |                              | T6                         | 100                          |                          |                            |
| P-2                                    | 1,863              | 1,863                         | 75                           | T7                         | 100                          | 100                      | 25                         |
| P-4                                    | 2,073              | 2,073                         | 83                           | T8                         | 102                          | 102                      | 17                         |
| P-6                                    | 1,106              | 1,106                         | 44                           |                            |                              | 58                       | 14                         |



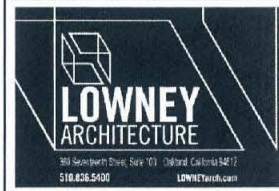


**EROSION CONTROL NOTES:**

1. CONSTRUCTION ENTRANCES SHOWN IS A RECOMMENDATION ONLY. CONTRACTOR SHALL INSTALL CONSTRUCTION ENTRANCES AND PROTECT FENCING AS NEEDED FOR CONSTRUCTION ACTIVITIES.
2. PROPOSED IMPROVEMENTS ARE SHOWN WITHIN THE LIMIT OF WORK. CONTRACTOR SHALL INSTALL AND MODIFY, AS NECESSARY, EROSION CONTROL MEASURES UNTIL PROJECT CLOSE OUT.
3. PROJECT FENCING IS INTENDED TO SEPARATE THE AREAS OF CONSTRUCTION FROM THOSE AREAS INTENDED TO BE KEPT OPEN AND ACCESSIBLE DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE ALL PROPOSED FENCING LOCATIONS WITH THE OWNER FOR ALL PHASES OF CONSTRUCTION PRIOR TO INSTALLATION. FENCE LOCATIONS SHOWN ON THIS PLAN ARE DIAGRAMMATIC ONLY AND MAY NOT REPRESENT ULTIMATE FENCING LOCATIONS.

**EROSION CONTROL LEGEND:**

- FIBER ROLL AND LIMIT OF WORK
- x - CONSTRUCTION FENCING
- ⊙ STORMWATER INLET SEDIMENT BARRIER
- ▨ STABILIZED CONSTRUCTION ENTRANCE
- - - PROPOSED PROPERTY BOUNDARY



PROJECT NAME  
**THE SHOPS ON BROADWAY**

3001-3039 BROADWAY  
OAKLAND, CA

**NOT FOR  
CONSTRUCTION**



CONSULTANT STAMP

| NO. | DATE    | ISSUES & REVISIONS | BY |
|-----|---------|--------------------|----|
| 1   | 6/26/13 | PLANNING SUBMITTAL |    |
|     |         |                    |    |
|     |         |                    |    |
|     |         |                    |    |
|     |         |                    |    |
|     |         |                    |    |



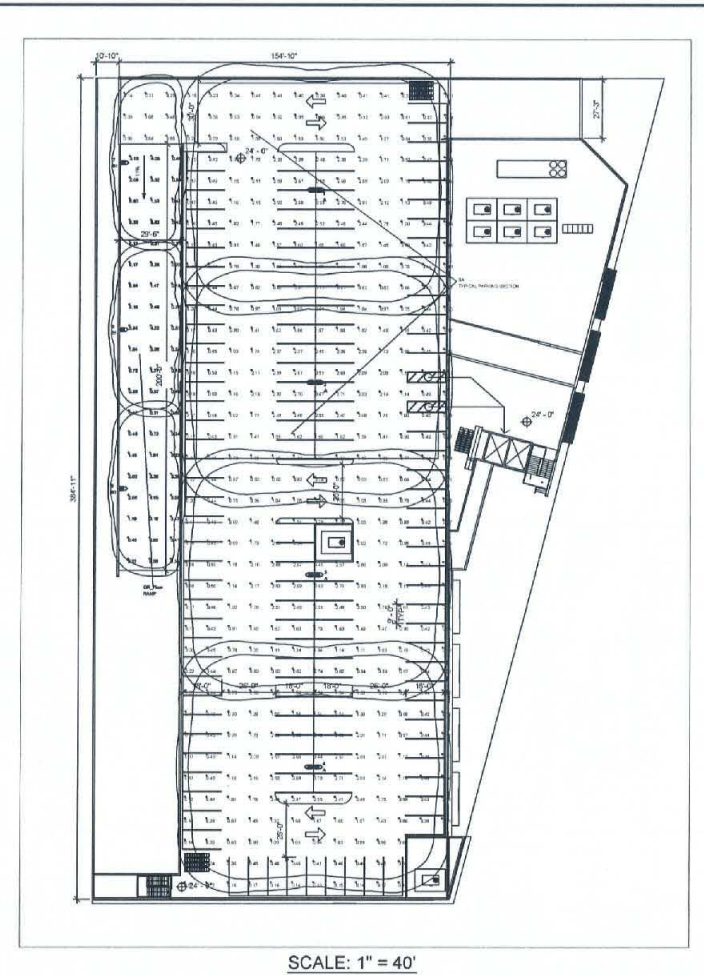
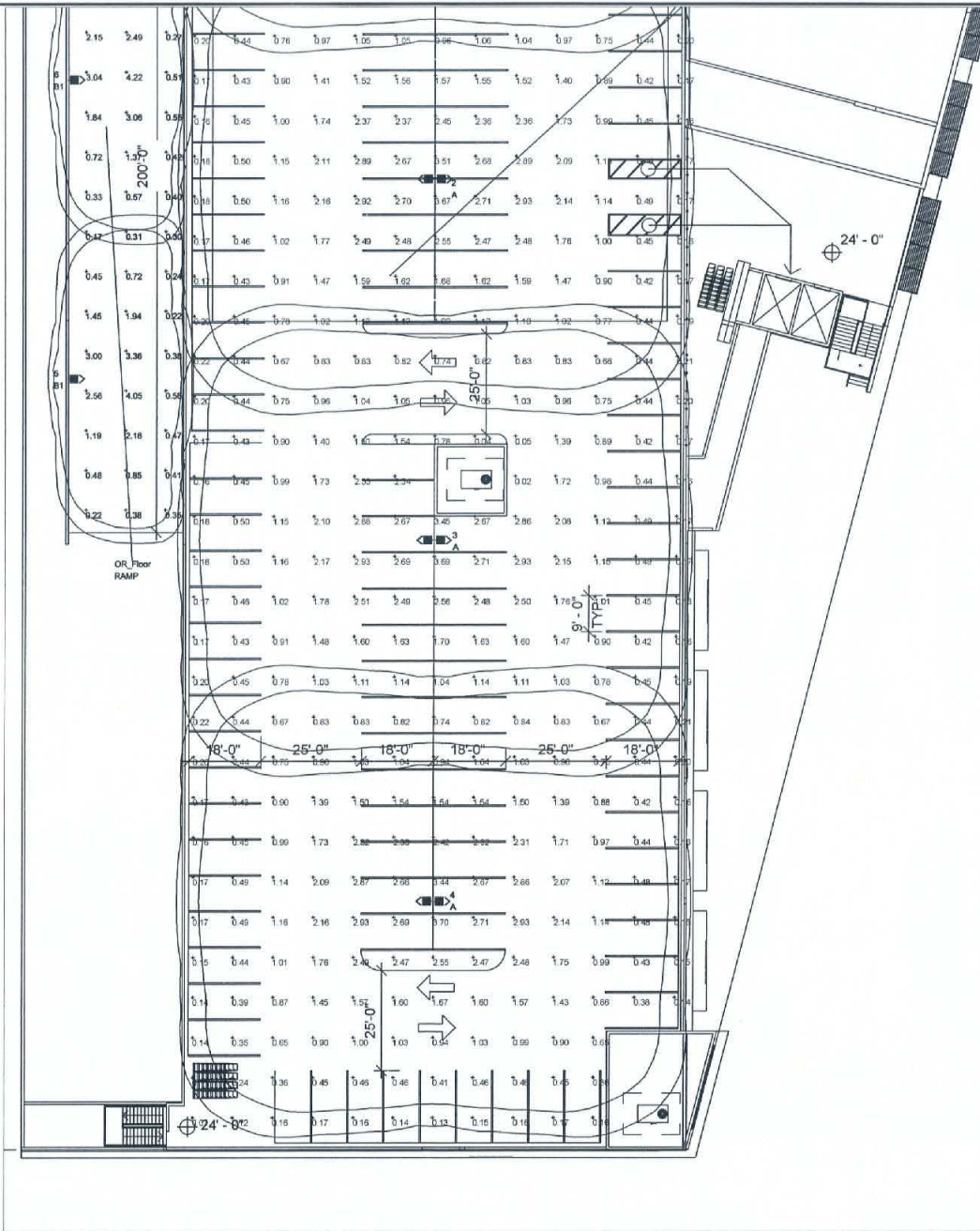
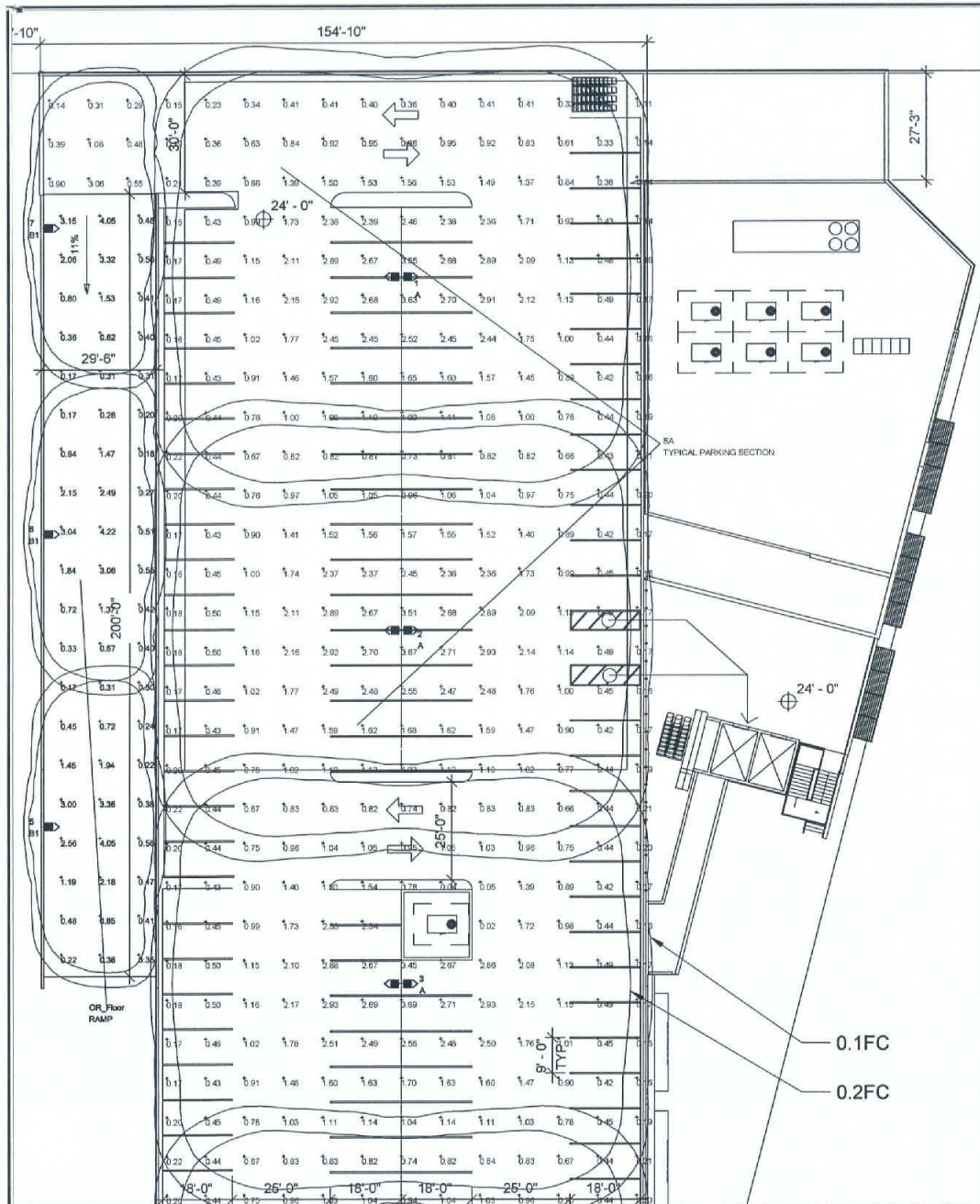
DRAWN BY: JCY  
PROJECT NUMBER: 127065  
SHEET TITLE:

**EROSION  
CONTROL  
PLAN**

SHEET NUMBER  
**C4.1**

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SCALE: 1" = 40'

| Luminaire Schedule                      |     |       |             |             |                  |       |       |
|-----------------------------------------|-----|-------|-------------|-------------|------------------|-------|-------|
| Project: 30TH & BROADWAY - ROOF PARKING |     |       |             |             |                  |       |       |
| Symbol                                  | Qty | Label | Arrangement | Lum. Lumens | Arr. Lum. Lumens | LLF   | LLD   |
|                                         | 4   | A     | BACK-BACK   | 8152        | 16304            | 0.850 | 0.900 |
|                                         | 3   | B     | SINGLE      | 3552        | 3552             | 0.850 | 0.900 |

| Calculation Summary                     |             |       |      |      |      |         |         |
|-----------------------------------------|-------------|-------|------|------|------|---------|---------|
| Project: 30TH & BROADWAY - ROOF PARKING |             |       |      |      |      |         |         |
| Label                                   | CalcType    | Units | Avg  | Max  | Min  | Avg/Min | Max/Min |
| OR_Floor                                | Illuminance | Fc    | 1.17 | 4.22 | 0.17 | 8.88    | 24.82   |
| SA                                      | Illuminance | Fc    | 1.34 | 3.67 | 0.22 | 6.09    | 16.68   |

| Luminaire Location Summary              |       |         |          |        |        |      |          |
|-----------------------------------------|-------|---------|----------|--------|--------|------|----------|
| Project: 30TH & BROADWAY - ROOF PARKING |       |         |          |        |        |      |          |
| LumNo                                   | Label | X       | Y        | Z      | Orient | Tilt | Switched |
| 1                                       | A     | 104.156 | -401.851 | 19.75  | 0      | 0    | On       |
| 2                                       | A     | 104.156 | -491.906 | 19.75  | 0      | 0    | On       |
| 3                                       | A     | 104.156 | -582.235 | 19.75  | 0      | 0    | On       |
| 4                                       | A     | 104.156 | -672.319 | 19.75  | 0      | 0    | On       |
| 5                                       | B1    | 12.433  | -541.915 | -5.779 | 0      | 0    | On       |
| 6                                       | B1    | 12.433  | -467.252 | 2.43   | 0      | 0    | On       |
| 7                                       | B1    | 12.433  | -388.012 | 11.066 | 0      | 0    | On       |

Total Quantity: 7

\*\*\*LIGHTING LAYOUT VERIFICATION\*\*\*

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

\*\*\*\*\*  
PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS  
IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP,  
RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST,  
ELECTRICAL AND SITE CHARACTERISTICS.  
\*\*\*\*\*

Calculations have been performed according to IES standards and good practice.  
Some differences between measured values and calculated results may occur due  
to tolerances in calculation methods, testing procedures, component performance,  
measurement techniques and field conditions such as voltage and temperature  
and temperature variations. Input data used to generate the attached calculations such  
as room dimensions, reflectances, furniture and architectural elements significantly  
affect the lighting calculations. If the real environment conditions do not match the  
input data, differences will occur between measured values and calculated values.

**Associated Lighting Representatives, Inc.**

**ALR**

ASSOCIATED LIGHTING REPRESENTATIVES, INC.  
7777 PARDEE LANE  
P.O. BOX 2265  
OAKLAND, CA 94621  
PHONE: (510) 638-0156 - FAX (510) 638-2908

REPORT FOR: LOWNEY ARCHITECTURE; DANIEL BACKMAN  
BY: APPLICATIONS ENGINEERING, GILBERTO J. RODRIGUEZ  
SALES REPRESENTATIVE: ALR, TIM HALEY



AGI32 VERSION 2.36  
AGI (C) 1999-2012 LIGHTING ANALYSIS, INC.  
104440 BRADFORD ROAD - UNIT A  
LITTLETON, CO 80127

PROJECT DESCRIPTION

30TH & BROADWAY - ROOF PARKING  
OAKLAND, CA

DRAWING NO. / INPUT FILE

11041HAL-E ROOF.DWG / AGI

SCALE  
AS NOTED

SHEET  
1 OF 1

DATE  
06.06.2013

REV  
3



**TABLE 2-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                                                       | Mitigation Measures and Recommendations | Standard Condition of Approval                                                              | Level of Significance after application of Mitigation and SCA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Aesthetics</b>                                                                                                                                                                                                                                                                                                                                                                                          |                                         |                                                                                             |                                                               |
| <b>Impact AES-1:</b> The Project would not adversely affect scenic public vistas or views of scenic resources (Criteria 1 and 2). (Less than Significant)                                                                                                                                                                                                                                                  | None required                           |                                                                                             | Less than Significant                                         |
| <b>Impact AES-2:</b> The Project would not substantially degrade the existing visual character or quality of the site and its surroundings (Criterion 3). (Less than Significant)                                                                                                                                                                                                                          | None required                           |                                                                                             | Less than Significant                                         |
| <b>Impact AES-3:</b> The Project would result in new sources of light or glare which would not substantially and adversely affect day or nighttime views in the area (Criterion 4). (Less than Significant)                                                                                                                                                                                                | None required                           | <b>AES SCA 1: Lighting Plan</b>                                                             | Less than Significant                                         |
| <b>Impact AES-4:</b> The Project, in combination with other past, present, and reasonably foreseeable future projects within and around the project vicinity, would result in less-than-significant cumulative aesthetics effects. (Less than Significant)                                                                                                                                                 | None required                           |                                                                                             | Less than Significant                                         |
| <b>Air Quality</b>                                                                                                                                                                                                                                                                                                                                                                                         |                                         |                                                                                             |                                                               |
| <b>Impact AIR-1:</b> Construction of the Project would not result in average daily emissions of 54 pounds per day of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 82 pounds per day of PM <sub>10</sub> . (Criterion 1) (Less than Significant)                                                                                                                                                          | None required                           | <b>AQ SCA 1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</b> | Less than Significant                                         |
| <b>Impact AIR-2:</b> The Project would not result in operational average daily emissions of more than 54 pounds per day of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 82 pounds per day of PM <sub>10</sub> , or result in maximum annual emissions of 10 tons per year of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 15 tons per year of PM <sub>10</sub> . (Criterion 2) (Less than Significant) | None required                           |                                                                                             | Less than Significant                                         |
| <b>Impact AIR-3:</b> The Project would not contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour. (Criterion 3) (Less than Significant)                                                                                                                       | None required                           |                                                                                             | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                                                                                                   | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                 | Level of Significance after application of Mitigation and SCA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Air Quality (continued)</b>                                                                                                                                                                                                                                                                                                                                                                                                                         |                                         |                                                                                                                                                |                                                               |
| <b>Impact AIR-4:</b> The Project would not expose persons to substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 micrograms per cubic meter by siting a new source or a new sensitive receptor. (Criterion 4) (Less than Significant) | None required                           |                                                                                                                                                | Less than Significant                                         |
| <b>Impact AIR-5:</b> The Project would not frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people. (Criterion 5) (Less than Significant)                                                                                                                                                                                                          | None required                           |                                                                                                                                                | Less than Significant                                         |
| <b>Impact AIR-6:</b> The Project would not expose persons, by siting a new source or a new sensitive receptor, to substantial levels of TACs resulting in (a) a cumulative cancer risk level greater than 100 in a million, (b) a cumulative non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 micrograms per cubic meter. (Criterion 6) (Less than Significant)                 | None required                           | <b>AQ SCA 1:</b> Construction-Related Air Pollution Controls (Dust and Equipment Emissions)                                                    | Less than Significant                                         |
| <b>Biological Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                            |                                         |                                                                                                                                                |                                                               |
| <b>Impact BIO-1:</b> The Project could fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code Chapter 12.36) by removal of protected trees under certain circumstances (Criterion 6). (Less than Significant)                                                                                                                                                                                               | None required                           | <b>BIO SCA 3:</b> Tree Replacement Plantings                                                                                                   | Less than Significant                                         |
| <b>Impact BIO-2:</b> Construction activity and operations of the Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects in the project vicinity, would not result in impacts on special-status species, sensitive habitats, wildlife movement corridors, wetlands, and other waters of the U.S. (Less than Significant)                                                                    |                                         | <b>BIO SCA 1:</b> Tree Removal During Breeding Season; <b>BIO SCA 2:</b> Tree Removal Permit; and <b>BIO SCA 3:</b> Tree Replacement Plantings | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                            | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                               | Level of Significance after application of Mitigation and SCA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Cultural and Paleontological Resources</b>                                                                                                                                                                                                                                                                                                   |                                         |                                                                                                                                                                              |                                                               |
| <b>Impact CUL-1:</b> The Project would not result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources (Criterion 1). (Less than Significant)                                         | None required                           | <b>CUL SCA 4:</b> <i>Vibrations to Adjacent Historic Structures</i>                                                                                                          | Less than Significant                                         |
| <b>Impact CUL-2:</b> The Project could result in significant impacts to unknown archaeological resources (Criterion 2). (Less than Significant)                                                                                                                                                                                                 | None required                           | <b>CUL SCA 1:</b> <i>Archaeological Resources</i>                                                                                                                            | Less than Significant                                         |
| <b>Impact CUL-3:</b> The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Criterion 3). (Less than Significant)                                                                                                                                                               | None required                           | <b>CUL SCA 3:</b> <i>Paleontological Resources</i>                                                                                                                           | Less than Significant                                         |
| <b>Impact CUL-4:</b> The Project could disturb human remains, including those interred outside of formal cemeteries (Criterion 4). (Less than Significant)                                                                                                                                                                                      | None required                           | <b>CUL SCA 2:</b> <i>Human Remains; and CUL SCA 3: Paleontological Resources</i>                                                                                             | Less than Significant                                         |
| <b>Impact CUL-5:</b> The Project, combined with cumulative development in the project vicinity and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development within and around the Project, would not result in a significant adverse impact to cultural resources. (Less than Significant) | None required                           | <b>CUL SCA 1:</b> <i>Archaeological Resources; CUL SCA 2: Human Remains; CUL SCA 3: Paleontological Resources; and CUL SCA 4: Vibrations Adjacent to Historic Structures</i> | Less than Significant                                         |
| <b>Geology, Soils, and Seismicity</b>                                                                                                                                                                                                                                                                                                           |                                         |                                                                                                                                                                              |                                                               |
| <b>Impact GEO-1:</b> The Project could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spread (Criteria 1 through 4). (Less than Significant)                                                                      | None required                           | <b>GEO SCA 3:</b> <i>Geotechnical Report</i>                                                                                                                                 | Less than Significant                                         |
| <b>Impact GEO-2:</b> The Project could be subjected to geologic hazards, including expansive soils, subsidence, seismically-induced settlement and differential settlement (Criterion 7). (Less than Significant)                                                                                                                               | None required                           | <b>GEO SCA 2:</b> <i>Soils Report; and GEO SCA 3: Geotechnical Report</i>                                                                                                    | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                   | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Level of Significance after application of Mitigation and SCA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Geology, Soils, and Seismicity (cont.)</b>                                                                                                                                                                                                                                          |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                               |
| <b>Impact GEO-3:</b> The Project, when combined with other past, present, existing, approved, pending and reasonably foreseeable development in the vicinity, would not result in significant cumulative impacts with respect to geology, soils or seismicity. (Less than Significant) | None required                           | <b>GEO SCA 1:</b> Erosion and Sedimentation Control Plan; <b>GEO SCA 2:</b> Soils Report; and <b>GEO SCA 3:</b> Geotechnical Report                                                                                                                                                                                                                                                                                                                                                                                                     | Less than Significant                                         |
| <b>Greenhouse Gases and Climate Change</b>                                                                                                                                                                                                                                             |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                               |
| <b>Impact GHG-1:</b> The Project would produce greenhouse gas emissions that exceed 1,100 metric tons of CO <sub>2</sub> e per year, and that would exceed 4.6 metric tons of CO <sub>2</sub> e per service population annually (Criterion 1). (Significant and Unavoidable)           | None feasible                           | <b>GHG SCA 1:</b> GHG Reduction Plan; <b>GHG SCA 2:</b> Green Building for Residential Structures and Non-residential Structures; <b>GHG SCA 3:</b> Green Building for Building and Landscape Projects; <b>TRANS SCA 1:</b> Parking and Transportation Demand Management; <b>UTIL SCA 1:</b> Waste Reduction and Recycling; <b>AES SCA 1:</b> Lighting Plan; <b>BIO SCA 3:</b> Tree Replacement Plantings; <b>GEO SCA 1:</b> Erosion and Sedimentation Control Plan; and <b>HYD SCA 1:</b> Stormwater Pollution Prevention Plan (SWPPP) | Conservatively Significant and Unavoidable                    |
| <b>Impact GHG-2:</b> The Project would not conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions (Criterion 2). (Less than Significant)                                              | None required                           | <b>GHG SCA 1:</b> GHG Reduction Plan; <b>AQ SCA 1:</b> Construction-Related Air Pollution Controls (Dust and Equipment Emissions); <b>HAZ SCA 2:</b> Asbestos Removal in Structures; <b>GEO SCA 1:</b> Erosion and Sedimentation Control Plan; <b>HYD SCA 1:</b> Stormwater Pollution Prevention Plan (SWPPP); <b>AES SCA 1:</b> Lighting Plan; <b>BIO SCA 2:</b> Tree Removal Permit; and <b>UTIL SCA 1:</b> Waste Reduction and Recycling                                                                                             | Less than Significant                                         |
| <b>Hazards and Hazardous Materials</b>                                                                                                                                                                                                                                                 |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                               |
| <b>Impact HAZ-1:</b> The Project would result in an increase in the routine transportation, use, and storage of hazardous chemicals, however, no significant public hazard would result (Criteria 1 and 3). (Less than Significant)                                                    | None required                           | <b>HAZ SCA 1:</b> Hazards Best Management Practices                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                        | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                                                                                                                                                           | Level of Significance after application of Mitigation and SCA |
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| <b>Hazards and Hazardous Materials (cont.)</b>                                                                                                                                                                                                                                                              |                                         |                                                                                                                                                                                                                                                                                                                          |                                                               |
| <b>Impact HAZ-2:</b> The Project could result in the accidental release of hazardous materials used during construction through improper handling or storage, however, compliance with regulatory requirements will ensure no significant public hazard would result (Criterion 2). (Less than Significant) | None required                           | <b>HAZ SCA 1:</b> Hazards Best Management Practices; <b>HAZ SCA 5:</b> Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment; <b>HAZ SCA 6:</b> Environmental Site Assessment Reports Remediation; and <b>HAZ SCA 9:</b> Health and Safety Plan per Assessment                                               | Less than Significant                                         |
| <b>Impact HAZ-3:</b> The Project could result in the exposure of hazardous materials in soil and ground water, however, compliance with regulatory requirements will ensure no significant public hazard would result (Criteria 2 and 5). (Less than Significant)                                           | None required                           | <b>HAZ SCA 1:</b> Hazards Best Management Practices; <b>HAZ SCA 5:</b> Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment; <b>HAZ SCA 6:</b> Environmental Site Assessment Reports Remediation; <b>HAZ SCA 9:</b> Health and Safety Plan per Assessment; and <b>HAZ SCA 10:</b> Radon or Vapor Intrusion. | Less than Significant                                         |
| <b>Impact HAZ-4:</b> The Project could result in the exposure of hazardous building materials during building demolition, however, compliance with regulatory requirements will ensure no significant public hazard would result (Criterion 2). (Less than Significant)                                     | None required                           | <b>HAZ SCA 7:</b> Lead-based Paint Remediation, and <b>HAZ SCA 2:</b> Asbestos Removal in Structures                                                                                                                                                                                                                     | Less than Significant                                         |
| <b>Impact HAZ-5:</b> The Project would require use of hazardous materials within 0.25 mile of a school, however, compliance with regulatory requirements will ensure that no significant public hazard would result (Criteria 3 and 4). (Less than Significant)                                             | None required                           | <b>HAZ SCA 11:</b> Hazardous Materials Business Plan                                                                                                                                                                                                                                                                     | Less than Significant                                         |
| <b>Impact HAZ-6:</b> The Project would not result in fewer than two emergency access routes for streets exceeding 600 feet in length and would not physically interfere with an adopted emergency response plan or emergency evacuation plan (Criteria 6 and 9). (Less than Significant)                    | None required                           |                                                                                                                                                                                                                                                                                                                          | Less than Significant                                         |
| <b>Impact HAZ-7:</b> The Project, when combined with other past, present, existing, approved, pending and reasonably foreseeable development in the vicinity, would not result in significant cumulative hazards. (Less than Significant)                                                                   | None required                           | <b>HAZ SCA 8:</b> Other Materials Classified as Hazardous Waste; <b>HAZ SCA 12:</b> Hazardous Materials Business Plan; and <b>HAZ SCA 3:</b> Site Review by Fire Services Division                                                                                                                                       | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                      | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                                                               | Level of Significance after application of Mitigation and SCA |
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| <b>Hydrology and Water Quality</b>                                                                                                                                                                                                                                                                                                                                        |                                         |                                                                                                                                                                                                                              |                                                               |
| <b>Impact HYD-1:</b> The Project could alter drainage patterns and increase the volume of stormwater, or the level of contamination or siltation in stormwater flowing from the project site, however, compliance with applicable regulatory requirements will ensure that no significant impacts would result (Criteria 1, 3 through 7, and 12). (Less than Significant) | None required                           | HYD SCA 1: Stormwater Pollution Prevention Plan; HYD SCA 2: Post-construction Stormwater Pollution Management Plan; HYD SCA 3: Maintenance Agreement for Stormwater Treatment Measures; and UTIL SCA 2: Stormwater and Sewer | Less than Significant                                         |
| <b>Impact HYD-2:</b> The Project could be susceptible to flooding hazards in the event of dam or reservoir failure (Criteria 10 and 11). (Less than Significant)                                                                                                                                                                                                          | None required                           |                                                                                                                                                                                                                              | Less than Significant                                         |
| <b>Impact HYD-3:</b> The Project would not be susceptible to inundation in the event of sea-level rise (Criterion 11). (Less than Significant)                                                                                                                                                                                                                            | None required                           |                                                                                                                                                                                                                              | Less than Significant                                         |
| <b>Impact HYD-4:</b> The Project would not adversely affect the availability of groundwater supplies or interfere substantially with groundwater recharge (Criterion 2) (Less than Significant)                                                                                                                                                                           | None required                           |                                                                                                                                                                                                                              | Less than Significant                                         |
| <b>Impact HYD-5:</b> The Project would not be susceptible to mudflow, seiche, and tsunami-related hazards (Criterion 11). (Less than Significant)                                                                                                                                                                                                                         | None required                           |                                                                                                                                                                                                                              | Less than Significant                                         |
| <b>Impact HYD-6:</b> The Project, combined with past, present, existing, approved, pending, and reasonably foreseeable future projects would not result in potentially significant cumulative impacts to hydrologic resources. (Less than Significant)                                                                                                                    | None required                           |                                                                                                                                                                                                                              | Less than Significant                                         |
| <b>Land Use, Plans, and Policies</b>                                                                                                                                                                                                                                                                                                                                      |                                         |                                                                                                                                                                                                                              |                                                               |
| <b>Impact LU-1:</b> The Project would not result in the physical division of an existing community or conflict with adjacent or nearby land uses (Criteria 1 and 2). (Less than Significant)                                                                                                                                                                              | None required                           |                                                                                                                                                                                                                              | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                 | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Level of Significance after application of Mitigation and SCA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Land Use, Plans, and Policies (cont.)</b>                                                                                                                                                                                                                                                                                                                         |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                               |
| <b>Impact LU-2:</b> The Project would not conflict with applicable land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect (Criterion 3). (Less than Significant)                                                                                                                                                      | None required                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Less than Significant                                         |
| <b>Impact LU-3:</b> The Project would not fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan (Criterion 4). (Less than Significant)                                                                                                                                                                         | None required                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Less than Significant                                         |
| <b>Impact LU-4:</b> The Project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, does not result in any significant adverse cumulative impacts in the area. (Less than Significant)                                                        |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Less than Significant                                         |
| <b>Noise and Vibration</b>                                                                                                                                                                                                                                                                                                                                           |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                               |
| <b>Impact NOI-1:</b> The Project would not result in substantial temporary or periodic increases in ambient noise levels in the project area above existing levels without the Project and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Criteria 1, 2 and 8). (Less than Significant) | None required                           | <p><b>NOI SCA 1:</b> <i>Days/Hours of Construction</i><br/> <b>Operation; NOI SCA 2:</b> <i>Noise Control; NOI SCA 3:</i> <i>Noise Complaint Procedures; NOI SCA 5:</i> <i>Vibration; and NOI 7:</i> <i>Pile Driving and Other Extreme Noise Generators</i></p> <p><b>Implementation of NOI SCA 2: Noise Control:</b><br/> 1. <b>Temporary Noise Barrier:</b> During all construction activities, a temporary noise barrier of approximately 385 feet in length shall be located along or near the west property line of the project site, as shown generally in <b>Figure 4.10-3</b>. The noise barrier shall require a maximum 10-foot return on each end and be oriented 45 degrees into the construction site.<br/> a. <u>Construction Site</u><br/> (i) The temporary noise barrier could be constructed of a sound blanket system hung on scaffolding to achieve a minimum height (described below) and to allow the</p> | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                           | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Level of Significance after application of Mitigation and SCA |
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| <p>Noise and Vibration (cont.)</p> <p>Impact NOI-1 (cont.)</p> |                                         | <p>system to be moved or adjusted if necessary to allow construction activity immediately adjacent to the west property line.</p> <p>(ii) An alternative temporary noise barrier design could consist of plywood installed on top of a portable concrete K-Rail system which also allows the ability to move or adjust the wall location.</p> <p>The minimum height of the temporary noise barrier design "i" or "ii" situated on the project site would range from at least 16 feet tall near the south property line (30th Street end) to 10 feet tall near the north property line, to maintain at least 6 feet of the barrier above the existing retaining wall (which is approximately 10 feet tall at the south property line and four feet tall at the north property line). This minimum height is prescribed to block the line of sight between the receptor property and the construction site for maximum effectiveness.</p> <p><u>b. Receptor Site</u></p> <p>(i) As an alternative to an on-site temporary noise barrier (described above in "a" and "b"), the applicant shall coordinate with the owner/operator of the adjacent Oakland Healthcare and Wellness Center property and evaluate the feasibility of locating a temporary noise barrier design on the receptor property, specifically along the elevated walkway between the residential units and the shared property line. This approach would allow a 6-foot-tall barrier on top of the elevated walkway to block the line of</p> |                                                               |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                  | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Level of Significance after application of Mitigation and SCA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <p>Noise and Vibration (cont.)</p> <p>Impact NOI-1 (cont.)</p>                                                                                                                                                                        |                                         | <p>sight between the receptor property and the construction site, but would also require a 10-foot long return on each end of the barrier on the construction site, if feasible in a manner that improves the effective noise reduction.</p> <p>(iii) <b>Effectiveness Monitoring.</b> The applicant shall monitor the effectiveness of the implemented temporary noise barrier design by taking noise measurements during each construction phase (excavation, foundations, erection, interior and exterior finishing). Implementation of the temporary noise barrier designs described in #1 are estimated to achieve noise level reduction of approximately 5 dBA from the construction noise levels at the adjacent receptor, where levels are estimated to be as high as 96.5 dBA at the west property line. Up to 5 dBA is considered the maximum feasible noise attenuation that would be achieved with installation of a temporary noise barrier, and some additional level of additional reduction would be achieved with adherence to NOI SCA 2. The applicant shall submit the recorded noise measurements to the Planning and Zoning Division and the Building Services Division.</p> <p><b>NOI SCA 4: Interior Noise; and NOI SCA 5: Operational Noise (General)</b></p> | <p>Less than Significant</p>                                  |
| <p>Impact NOI-2: The Project would not increase operational noise levels in the project area to levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 3). (Less than Significant)</p> | None required                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>Less than Significant</p>                                  |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                   | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                             | Standard Condition of Approval   | Level of Significance after application of Mitigation and SCA |
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| <b>Noise and Vibration (cont.)</b>                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                     |                                  |                                                               |
| <b>Impact NOI-2 (cont.)</b>                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                     |                                  |                                                               |
|                                                                                                                                                                                                                                                                                                                                        | <b>Recommendation NOI-1:</b> Acoustical louvers could be installed in these ventilation openings on the west elevation of the ground-level of the garage to reduce the transmission of garage sounds.                                                                                               |                                  | Less than Significant                                         |
|                                                                                                                                                                                                                                                                                                                                        | <b>Recommendation NOI-2:</b> To reduce the noise levels within the garage and further reduce noise emanating from the garage, the underside of the garage ceiling could be fully lined with spray-on thermal/acoustic insulation, and sound-absorptive material could be applied to the ramp walls. |                                  |                                                               |
|                                                                                                                                                                                                                                                                                                                                        | <b>Recommendation NOI-3:</b> Potential tire noise could be reduced by avoiding a polished (squeaky) concrete slab surface.                                                                                                                                                                          |                                  |                                                               |
|                                                                                                                                                                                                                                                                                                                                        | <b>Recommendation NOI-4:</b> Power washing of shopping carts should occur within the enclosed loading dock area, or at the far end of the service deck, away from residential neighbors.                                                                                                            |                                  |                                                               |
| <b>Impact NOI-3:</b> The Project would not expose persons to exterior noise levels in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (Criterion 6) (Less than Significant)                                                      | None required                                                                                                                                                                                                                                                                                       | <b>NOI SCA 4: Interior Noise</b> | Less than Significant                                         |
| <b>Impact NOI-4:</b> The Project would not expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities to noise levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 5). (Less than Significant) | None required                                                                                                                                                                                                                                                                                       |                                  | Less than Significant                                         |
| <b>Impact NOI-5:</b> Traffic generated by Project could substantially increase traffic noise levels in the project area (Criterion 4). (Less than Significant)                                                                                                                                                                         | None required                                                                                                                                                                                                                                                                                       |                                  | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                                                                                                                                                                  | Level of Significance after application of Mitigation and SCA |
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| <b>Noise and Vibration (cont.)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         |                                                                                                                                                                                                                                                                                                                                 |                                                               |
| <b>Impact NOI-6:</b> Traffic generated by the Project, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could substantially increase traffic noise levels in the project area, and construction and operational noise levels in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could increase ambient noise levels (Criterion 4). (Less than Significant) | None required                           | <b>NOI SCA 1:</b> Days/Hours of Construction Operation; <b>NOI SCA 2:</b> Noise Control; and <b>NOI SCA 3:</b> Noise Complaint Procedures; <b>NOI SCA 4:</b> Interior Noise; and <b>NOI SCA 5:</b> Operational Noise (General); <b>NOI SCA 6:</b> Vibration, <b>NOI SCA 7:</b> Pile Driving and Other Extreme Noise Generators. | Less than Significant                                         |
| <b>Impact NOI-7:</b> Stationary noise sources such as rooftop mechanical equipment in combination with traffic generated by the Project; and from past, present, existing, approved, pending and reasonably foreseeable future projects; could substantially increase noise levels at sensitive land uses in the project area. (Criterion 4). (Less than Significant)                                                                                                                                  | None required                           | <b>NOI SCA 4:</b> Interior Noise; and <b>NOI SCA 5:</b> Operational Noise (General)                                                                                                                                                                                                                                             | Less than Significant                                         |
| <b>Population, Housing, and Employment</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                         |                                                                                                                                                                                                                                                                                                                                 |                                                               |
| <b>Impact POP-1:</b> The Project would not induce substantial population growth in a manner not contemplated in the General Plan, either directly or indirectly (Criterion 1). (Less than Significant)                                                                                                                                                                                                                                                                                                 | None required                           |                                                                                                                                                                                                                                                                                                                                 | Less than Significant                                         |
| <b>Public Services and Recreation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |                                                                                                                                                                                                                                                                                                                                 |                                                               |
| <b>Impact PSR-1:</b> The Project could result in an increase in calls for police services, but would not require new or physically altered police facilities in order to maintain acceptable performance objectives (Criterion 1). (Less than Significant)                                                                                                                                                                                                                                             | None required                           |                                                                                                                                                                                                                                                                                                                                 | Less than Significant                                         |
| <b>Impact PSR-2:</b> The Project could result in an increase in calls for fire protection and emergency medical response services, but would not require new or physically altered fire protection facilities in order to maintain acceptable performance objectives (Criterion 1). (Less than Significant)                                                                                                                                                                                            | None required                           | <b>PSR SCA 2:</b> Fire Safety Phasing Plan                                                                                                                                                                                                                                                                                      | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| <b>Public Services and Recreation (cont.)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                               |
| <b>Impact PSR-3:</b> The Project, in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the project site, would not result in a cumulative increase in demand for police, fire, and school services. (Less than Significant)                                                                                                                                                                                                             | None required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                | Less than Significant                                         |
| <b>Impact PSR-4:</b> The Project could result in new students for local schools, but would not require new or physically altered school facilities to maintain acceptable performance objectives (Criterion 1). (Less than Significant)                                                                                                                                                                                                                                                                               | None required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                | Less than Significant                                         |
| <b>Recreation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                               |
| <b>Impact REC-1:</b> The Project could increase the use of existing neighborhood or regional parks or other recreational facilities, but not such that substantial physical deterioration of the facility would occur or be accelerated, or cause the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios (Recreation Criterion 1 and Public Services Criterion 1). (Less than Significant) | None required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                | Less than Significant                                         |
| <b>Transportation and Circulation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                               |
| <b>Impact TRANS-1:</b> The Project would increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour at the <i>Piedmont Avenue/Hawthorne Avenue/Broadway</i> intersection (#6), which would operate at LOS F under 2035 conditions. (Significant)                                                                                                                                                                                                       | <p><b>Mitigation Measure TRANS-1:</b> Implement the following measures at the <i>Piedmont Avenue/Hawthorne Avenue/Broadway</i> Street/Broadway intersection:</p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> |                                | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                   | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| Transportation and Circulation (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                                                               |
| Impact TRANS-1 (cont.)                 | <ul style="list-style-type: none"> <li>Plans, Specifications, and Estimates (PS&amp;E) to modify intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below:               <ul style="list-style-type: none"> <li>2070L Type Controller with cabinet assembly</li> <li>GPS communications (clock)</li> <li>Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)</li> <li>Countdown pedestrian head module switch out</li> <li>City standard ADA wheelchair ramps</li> <li>Video detection on existing equipment (or new, if required)</li> <li>Mast arm poles, full actuation (where applicable)</li> <li>Polaris push buttons (full actuation)</li> <li>Bicycle detection (full actuation)</li> <li>Pull boxes</li> <li>Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable)- 600 feet maximum</li> <li>Conduit replacement contingency</li> <li>Fiber Switch</li> <li>PTZ Camera (where applicable)</li> </ul> </li> </ul> |                                |                                                               |

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                               | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| <b>Transportation and Circulation (cont.)</b>                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                |                                                               |
| <b>Impact TRANS-1 (cont.)</b>                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>- Transit Signal Priority (TSP) equipment consistent with other signals along corridor</li> <li>• Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.</p> |                                |                                                               |
| <b>Impact TRANS-2:</b> The Project would increase the total intersection v/c ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more during the weekday PM peak hour (Significant Threshold #5) at the 27th Street/Broadway intersection (#10), which would operate at LOS F under 2035 conditions. (Significant) | <p><b>Mitigation Measures TRANS-2:</b> implement the following measures at the 27th Street/Broadway intersection:</p> <ul style="list-style-type: none"> <li>• Upgrade traffic signal operations at the intersection to actuated-coordinated operations</li> <li>• Provide protected left-turn phase(s) for the southbound approach.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                   | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| Transportation and Circulation (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                |                                                               |
| Impact TRANS-2 (cont.)                 | <ul style="list-style-type: none"><li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li><li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li></ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"><li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-1.</li><li>Signal timing plans for the signals in the coordination group.</li></ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2033. Investigation of the need for this mitigation shall be studied at that time and in 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the intersection and critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.</p> |                                |                                                               |

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| <b>Transportation and Circulation (cont.)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                |                                                               |
| <p><b>Impact TRANS-3:</b> The Project would increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more during the Saturday peak hour (Significant Threshold #5) at the <i>27th Street/24th Street/Bay Place/Harrison Street intersection</i> (#11), which would operate at LOS F under 2035 conditions. (Significant and Unavoidable)</p> | <p><b>Mitigation Measure TRANS-3:</b> Implement the following measures at the 27th Street/24th Street/Bay Place/Harrison Street intersection:</p> <ul style="list-style-type: none"> <li>Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach.</li> <li>Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection.</li> <li>Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes.</li> <li>Realign pedestrian crosswalks to shorten pedestrian crossing distances.</li> <li>Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-1.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> |                                | Significant and Unavoidable                                   |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                   | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| Transportation and Circulation (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                |                                                               |
| Impact TRANS-3 (cont.)                 | <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2033. Investigation of the need for this mitigation shall be studied at that time and in 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour and improve to LOS D during the Saturday peak hour. Although the mitigation measure would reduce the total intersection v/c ratio during the weekday PM peak hour, it would not reduce the v/c ratio for critical movements to 0.05 or less. Therefore, the impact would remain significant and unavoidable.</p> <p>No other feasible mitigation measures are available that would mitigate the project impacts at the 27th Street/24th Street/Bay Place/Harrison Street intersection. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third lane on northbound or southbound Harrison Street, or a second through lane on eastbound 27th Street. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of existing bicycle lanes,</p> |                                |                                                               |

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Standard Condition of Approval                                                                                                           | Level of Significance after application of Mitigation and SCA |
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| Impact TRANS-3 (cont.)                                                                                                                                                                                                                                                                                                                              | <p>medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.</p> <p>This mitigation measure would also reduce pedestrian delays at the intersection and improve pedestrian safety by realigning the crosswalks at the intersection and reducing pedestrian crossing distances. No other secondary impacts would result from implementation of this measure.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                          |                                                               |
| Impact TRANS-4: The Project would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more during the weekday PM peak hour (Significant Threshold #5) at the <i>Grand Avenue/Broadway</i> intersection (#12), which would operate at LOS F under 2035 conditions. (Significant) | <p><b>Mitigation Measure TRANS-4:</b> Implement the following measures at the <i>Grand Avenue/Broadway</i> intersection:</p> <ul style="list-style-type: none"> <li>• Provide permitted protected left-turn phasing for the northbound approach.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-1.</li> <li>• Signal timing plans for the signals in the coordination group.</li> <li>• The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume</li> </ul> | <p><b>TRANS SCA 1:</b> <i>Parking and Transportation Demand Management; and TRANS SCA 2:</i> <i>Construction Traffic and Parking</i></p> | Less than Significant                                         |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                          | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| <b>Transportation and Circulation (cont.)</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                |                                                               |
| <b>Impact TRANS-4 (cont.)</b>                 | <p>between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied at that time and in 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the intersection and critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          |                                |                                                               |
|                                               | <p><b>Recommendation TRANS-5:</b> Implement the following measures:</p> <ul style="list-style-type: none"> <li>• Provide the following at the signalized 30th Street/Broadway intersection: <ul style="list-style-type: none"> <li>- Pedestrian signal heads with count-down signals at the four crosswalks at the intersection; however, if the existing signal equipment cannot accommodate new pedestrian signal heads, replace the existing signal equipment necessary to include these facilities;</li> <li>- Directional curb ramps at all four corners of the intersection aligning with the crosswalks, avoiding, or relocating if necessary, the existing signal poles.</li> <li>- Consider providing Leading Pedestrian Intervals for the pedestrian crossings at this intersection.</li> <li>- Coordinate these improvements at 30th Street/Broadway intersection with AC Transit and Recommendation TRANS-6.</li> </ul> </li> <li>• Provide the following at the unsignalized midblock crossing on Broadway just north of the project site:</li> </ul> |                                |                                                               |

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                   | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| Transportation and Circulation (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                |                                                               |
| Impact TRANS-4 (cont.)                 | <ul style="list-style-type: none"><li>- Bulbouts on both sides of the crossing</li><li>- Rectangular Rapid Flash Beacons (RRFB) for both directions of Broadway</li></ul> <p><b>Recommendation TRANS-6:</b> Coordinate with AC Transit to implement the following, which are consistent with the draft improvements for Route 51 TPT:</p> <ul style="list-style-type: none"><li>• Move the southbound Route 51A bus stop from just north of 30th Street to just south of 30th Street, and provide a bulbout at the bus stop and amenities such as a shelter and bench.</li><li>• Move the northbound Route 51A bus stop from just north of 29th Street to just north of 30th Street, extend the existing bulbout to accommodate buses, and provide amenities such as a shelter and bench.</li></ul> <p><b>Recommendation TRANS-7:</b> Although not required to address an adverse environmental impact, the following should be considered in regards to bicycle parking:</p> <ul style="list-style-type: none"><li>• Ensure that short-term and long-term bicycle parking spaces are consistent with <i>City of Oakland Bicycle Parking Rack Guidelines</i>.</li><li>• Ensure the short-term bicycle parking on sidewalks do not block pedestrian circulation.</li><li>• Ensure that some short-term bicycle parking spaces can accommodate bicycles with trailers.</li><li>• Monitor the usage of long-term and short-term bicycle parking spaces and if necessary provide additional parking spaces.</li></ul> |                                |                                                               |



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                   | Mitigation Measures and Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Standard Condition of Approval | Level of Significance after application of Mitigation and SCA |
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| Transportation and Circulation (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                |                                                               |
| Impact TRANS-4 (cont.)                 | <p><b>Recommendation TRANS-8:</b> Although not required to address an adverse environmental impact, the following strategies, to further implement SCA 25, should be considered to reduce project parking demand and better manage the available parking supply:</p> <ul style="list-style-type: none"> <li>• Limit parking on the ground level to ADA accessible spaces and short-term (20 minutes or less) parking.</li> <li>• Limit most parking spaces on the roof-level to two hours or less so that they are available to project visitors and not used for commuter parking.</li> <li>• Encourage employees to park on the roof-level furthest away from the elevators and in the compact parking spaces.</li> <li>• Provide signage informing motorists in the ground level parking that additional parking is available on the roof-top.</li> <li>• Install parking meters at all on-street parking spaces along the project frontage on Broadway and 30th Street and limit parking to one-hour or less.</li> </ul> |                                |                                                               |
|                                        | <p><b>Recommendation TRANS-9:</b> Implement the following measures to minimize queues on the eastbound 30th Street approach at the 30th Street/Broadway intersection:</p> <ul style="list-style-type: none"> <li>• Adjust signal timing parameters at the intersection to provide more green time for the east/west movements.</li> <li>• Consider providing a right-turn lane on eastbound 30th Street at Broadway. This may require elimination of one or more on-street parking spaces on 30th Street.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                |                                                               |

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

| Environmental Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Mitigation Measures and Recommendations | Standard Condition of Approval                                                                                                                                                            | Level of Significance after application of Mitigation and SCA |
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| <b>Utilities and Service Systems</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                         |                                                                                                                                                                                           |                                                               |
| <b>Impact UTIL-1:</b> The water demand generated by the Project would not exceed water supplies available from existing entitlements and resources (Criterion 3). (Less than Significant)                                                                                                                                                                                                                                                                                                                  | None required                           |                                                                                                                                                                                           | Less than Significant                                         |
| <b>Impact UTIL-2:</b> The Project would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required (Criteria 1 and 4). (Less than Significant)                                                                                                                                                                                                         | None required                           | UTIL SCA 2: Stormwater and Sewer                                                                                                                                                          | Less than Significant                                         |
| <b>Impact UTIL-3:</b> The Project would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Criteria 2). (Less than Significant)                                                                                                                                                                                                                                     | None required                           | UTIL SCA 2: Stormwater and Sewer; HYD SCA 2: Post-construction Stormwater Pollution Prevention Plan; and HYD SCA 1: Stormwater Pollution Prevention Plan                                  | Less than Significant                                         |
| <b>Impact UTIL-4:</b> The Project would not violate applicable federal, state, and local statutes and regulations related to solid waste; nor generate solid waste that would exceed the permitted capacity of the landfills serving the area (Criteria 5 and 6). (Less than Significant)                                                                                                                                                                                                                  | None required                           | UTIL SCA 1: Waste Reduction and Recycling                                                                                                                                                 | Less than Significant                                         |
| <b>Impact UTIL-5:</b> The Project would not violate applicable federal, state and local statutes and regulations relating to energy standards, nor result in a determination by the energy provider which serves or may serve the area that it does not have adequate capacity to serve projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities (Criteria 7 and 8). (Less than Significant) | None required                           | UTIL SCA 3: Compliance with the Green Building Ordinance, and UTIL SCA 4: Compliance with the Green Building Ordinance for Building and Landscape Projects                                | Less than Significant                                         |
| <b>Impact UTIL-6:</b> The Project in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the Project would result in an increased demand for utilities services. (Less than Significant)                                                                                                                                                                                                                                       | None required                           | UTIL SCA 1: Waste Reduction and Recycling, UTIL SCA 2: Stormwater and Sewer, HYD SCA 1: Stormwater Pollution Prevention Plan; and HYD SCA 2: Post-construction Stormwater Management Plan | Less than Significant                                         |





# CITY OF OAKLAND

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

## COMBINED NOTICE OF RELEASE AND AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC HEARING ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SHOPS AT BROADWAY RETAIL PROJECT

**PROJECT TITLE:** The Shops at Broadway Retail Project  
**PROJECT SPONSOR:** Portfolio Development Partners LLC  
**CASE NOS.:** CMDV13-194; TPM10164; ER12-0007  
**PROJECT LOCATION:** 3001-3039 Broadway, Oakland, California; northwest corner of Broadway and 30th Street. APNs 009-0705-004-00; 009-0705-005-00; 009-0705-006-00; and 009-0705-007-00.

**SUMMARY OF THE PROJECT:** The Project involves the development of a new, one-story development with 36,000 square feet of high volume retail space and associated parking. Specifically, the proposed development would include a 26,000 square-foot retail anchor tenant, Sprouts Farmers Market, and an additional 10,000 square-foot currently planned to accommodate three retail tenant spaces. All retail areas would be oriented along Broadway and would be primarily accessed through a public plaza connected to the sidewalk along Broadway. Public-realm amenities proposed include landscaping, a public gathering area with café style seating for customers, as well as a plaza and garden seating for customers on the rooftop level. A total of 162 parking spaces would be provided on the ground level (18 spaces behind the retail tenant spaces), and on a rooftop parking deck accessed from an internal ramp (144 spaces). All vehicular access to the project site would be from a driveway on 30th Street, and service vehicles/trucks would exit the site and internal loading dock area via a driveway on Broadway. The project site is not listed on the Cortese List of hazardous materials sites.

**ENVIRONMENTAL REVIEW:** A Draft Environmental Impact Report (DEIR) has been prepared for the Project under the requirements of the California Environmental Quality Act (CEQA) pursuant Public Resources Code Section 21000 *et. seq.* The DEIR analyzes potentially significant environmental impacts in the following environmental categories: Aesthetics; Agricultural and Forestry Resources; Air Quality; Biological Resources; Cultural Resources; Geology, Soils and Geohazards; Greenhouse Gases and Climate Change; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use, Plans and Policies; Mineral Resources; Noise; Population, Housing and Employment; Public Services; Recreation; Transportation, Circulation and Parking; and Utilities and Service Systems. The DEIR identifies a significant unavoidable environmental impact related to Transportation, Circulation and Parking. Copies of the DEIR are available for review or distribution to interested parties at no charge at the Department of Planning and Building, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, 2nd Floor Zoning Counter, Oakland, CA, 94612, Monday through Friday, 8:00 a.m. to 4:00 p.m. (Wednesday 9:30 a.m. to 4:00 p.m.). The DEIR may also be reviewed at the following website: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>.

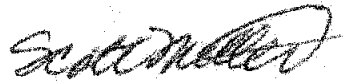
### PUBLIC HEARING:

The City Planning Commission will conduct a public hearing on the DEIR on  
**September 11, 2013, at 6:00 p.m.** in the City Council Chambers,  
City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA.

**ATTACHMENT C**

The City of Oakland is hereby releasing the DEIR, finding it to be accurate and complete and ready for public review. Members of the public are invited to comment on the DEIR and the project. There is no fee for commenting, and all comments received will be considered by the City prior to finalizing the EIR and making a decision on the project. Comments on the DEIR should focus on the sufficiency of the EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the EIR's purpose to provide useful and accurate information about such factors. Comments may be made at the public hearing described above or in writing. Please address all written comments to Peterson Vollmann, Planner III, City of Oakland, Department of Planning and Building, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 2214, Oakland, CA, 94612; (510) 238-4730 fax or e-mailed to [pvollmann@oaklandnet.com](mailto:pvollmann@oaklandnet.com). Comments should be received no later than 4:00 p.m. on **September 30, 2013**. Please reference case number **ER12-0007** in all correspondence. If you challenge the environmental document or project in court, you may be limited to raising only those issues raised at the Planning Commission public hearing described above, or in written correspondence received by the Department of Planning and Building on or prior to 4:00 p.m. on **September 30, 2013**.

After all comments are received, a Final EIR will be prepared and the Planning Commission will consider certification of the Final EIR and render a decision on the project at a later meeting date to be scheduled. For further information, please contact Peterson Vollmann, Planner III, at (510) 238-6167 or [pvollmann@oaklandnet.com](mailto:pvollmann@oaklandnet.com).



SCOTT MILLER  
Zoning Manager  
Environmental Review Officer

August 16, 2013



**TABLE 5-1  
SUMMARY OF ALTERNATIVES TO THE PROJECT**

| NOTE: A summary narrative of each of alternative follows this table. | Project                  | No Project<br>(No Change to Existing Conditions) | Reduced Project + Residential                                                                                                                                                                                                                                                      |                                                                          |                                                               |                                             | 4: Fully Mitigated / Grocery Only |
|----------------------------------------------------------------------|--------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------|-----------------------------------|
|                                                                      |                          |                                                  | 1A: Mixed Use 150<br>(150 Units + Grocery/<br>Local Retail) <sup>a</sup>                                                                                                                                                                                                           | 1B: Mixed Use 225<br>(225 Units + Grocery/<br>Local Retail) <sup>a</sup> | 2: Mixed Use 225/<br>No Grocery<br>(225 Units + Local Retail) | 3: Office/Retail<br>(Office + Local Retail) |                                   |
| Grocery Store                                                        | 26,000                   | -                                                | 28,000                                                                                                                                                                                                                                                                             | 26,000                                                                   | -                                                             | -                                           | 20,000                            |
| Local Serving Retail                                                 | 10,000                   | -                                                | 6,500                                                                                                                                                                                                                                                                              | 9,400                                                                    | 20,000                                                        | 10,000                                      | -                                 |
| Office                                                               | -                        | -                                                | -                                                                                                                                                                                                                                                                                  | -                                                                        | -                                                             | 100,000                                     | -                                 |
| Residential Units                                                    | -                        | -                                                | 150                                                                                                                                                                                                                                                                                | 225                                                                      | 225                                                           | -                                           | -                                 |
| Studios                                                              | -                        | -                                                | -                                                                                                                                                                                                                                                                                  | 54 (24%)                                                                 | 54 (24%)                                                      | -                                           | -                                 |
| 1 Bedrooms                                                           | -                        | -                                                | 100 (67%)                                                                                                                                                                                                                                                                          | 114 (51%)                                                                | 114 (51%)                                                     | -                                           | -                                 |
| 2 Bedrooms                                                           | -                        | -                                                | 45 (30%)                                                                                                                                                                                                                                                                           | 57 (25%)                                                                 | 57 (25%)                                                      | -                                           | -                                 |
| 3 Bedrooms                                                           | -                        | -                                                | 5 (3%)                                                                                                                                                                                                                                                                             | -                                                                        | -                                                             | -                                           | -                                 |
| Parking Spaces                                                       | 158                      | -                                                | 279                                                                                                                                                                                                                                                                                | 328                                                                      | 223                                                           | 201                                         | 100                               |
| Retail                                                               | 158                      | -                                                | 157                                                                                                                                                                                                                                                                                | 173                                                                      | 68 <sup>b</sup>                                               | 34 <sup>b</sup>                             | 100 <sup>b</sup>                  |
| Residential                                                          | -                        | -                                                | 122                                                                                                                                                                                                                                                                                | 155                                                                      | 155                                                           | -                                           | -                                 |
| Office                                                               | -                        | -                                                | -                                                                                                                                                                                                                                                                                  | -                                                                        | -                                                             | 167 <sup>c</sup>                            | -                                 |
| General                                                              | -                        | 287                                              | -                                                                                                                                                                                                                                                                                  | -                                                                        | -                                                             | -                                           | -                                 |
| Maximum Building Height                                              | 40 feet / 2 levels       | 0                                                | 75 feet / 6 levels                                                                                                                                                                                                                                                                 | 75 feet / 6 levels                                                       | 75 feet / 6 levels                                            | 65 feet / 5 levels                          | 40 feet / 2 levels                |
| Driveways / Ramps                                                    |                          |                                                  |                                                                                                                                                                                                                                                                                    |                                                                          |                                                               |                                             |                                   |
| 30th Street                                                          | 1 driveway / 2 ramps     | 2 driveways                                      | 2 driveways / 2 ramps                                                                                                                                                                                                                                                              | 2 driveways / 3 ramps                                                    | 2 driveways / 2 ramps                                         | 1 driveway / 2 ramps                        | 1 driveway (surface lot)          |
| Broadway                                                             | 1 driveway (trucks only) | 7 driveways                                      | 1 driveway (trucks + residents)                                                                                                                                                                                                                                                    | 1 driveway (trucks only)                                                 | 1 driveway (residents only)                                   | 1 driveway (trucks only)                    | 1 driveway (trucks only)          |
| Ramps                                                                | West Elevation           | -                                                | West Elev. + Internal                                                                                                                                                                                                                                                              | West Elev. + Internal                                                    | West Elev. + Internal                                         | West Elev. + Internal                       | West Elevation                    |
| West Setbacks                                                        |                          |                                                  |                                                                                                                                                                                                                                                                                    |                                                                          |                                                               |                                             |                                   |
| Ground Level                                                         | 24 feet / 10 feet        | -                                                | 10 feet                                                                                                                                                                                                                                                                            | 10 feet                                                                  | 10 feet                                                       | 10 feet                                     | 24 feet / 10 feet                 |
| Upper Level(s)                                                       | 10 feet                  | -                                                | 25 feet / 10 feet                                                                                                                                                                                                                                                                  | 10 feet                                                                  | 10 feet                                                       | 25 feet / 10 feet                           | 25 feet                           |
| Other Basic Characteristics                                          |                          |                                                  | Each alternative will incorporate, as appropriate to its scale and use, all other basic characteristics of the Project, including biofiltered landscaped areas, sustainability and green building elements, rooftop landscaping, public realm improvements, signage, and lighting. |                                                                          |                                                               |                                             |                                   |

<sup>a</sup> Lowney Architecture, 2013.<sup>b</sup> Same as proposed Project assumptions and ratios. <sup>c</sup> Based on Oakland Municipal Code Section 17.116.080

**TABLE 5-2  
SUMMARY OF QUANTIFIED CHARACTERISTICS OF THE ALTERNATIVES**

|                                                            |                  | Reduced Project + Residential                                            |                                                                          |                                                               |                                             |                                         |
|------------------------------------------------------------|------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------|-----------------------------------------|
|                                                            | Project          | 1A: Mixed Use 150<br>(150 Units + Grocery/<br>Local Retail) <sup>a</sup> | 1B: Mixed Use 225<br>(225 Units + Grocery/<br>Local Retail) <sup>a</sup> | 2: Mixed Use 225/<br>No Grocery<br>(225 Units + Local Retail) | 3: Office/Retail<br>(Office + Local Retail) | 4: Fully Mitigated /<br>Grocery Only    |
| <b>Vehicle Trips</b>                                       |                  |                                                                          |                                                                          |                                                               |                                             |                                         |
| Daily Vehicle Trips                                        | 3,385            | 3,898                                                                    | 4,546                                                                    | <u>2,322</u>                                                  | <u>1,656</u>                                | <u>2,268</u>                            |
| Peak Hour Vehicle Trips<br>(AM/PM/Saturday)                | 130 / 239 / 308  | 161 / 274 / 326                                                          | 220 / 348 / 399                                                          | 142 / <u>211</u> / <u>231</u>                                 | 165 / <u>195</u> / <u>137</u>               | <u>68</u> / <u>44</u> / <u>157</u>      |
| <b>GHG Emissions</b>                                       |                  |                                                                          |                                                                          |                                                               |                                             |                                         |
| Total Emissions (CO <sub>2</sub> e)                        | 1,510            | 2,616                                                                    | 3,190                                                                    | 2,505                                                         | 1,708                                       | <u>1,067</u>                            |
| GHG Emissions by<br>Service Population (CO <sub>2</sub> e) | 19.9             | <u>7.6</u>                                                               | <u>6.7</u>                                                               | <u>5.6</u>                                                    | <u>4.9</u>                                  | 24.8                                    |
| <b>Air Quality</b>                                         |                  |                                                                          |                                                                          |                                                               |                                             |                                         |
| ROG / NO <sub>x</sub> / PM <sub>2.5</sub><br>(pounds/day)  | 9.6 / 17.8 / 0.7 | 17.5 / 27 / 2.4                                                          | 22.2 / 33 / 1.4                                                          | 16 / 21 / 1.3                                                 | <u>9.2</u> / <u>15.4</u> / 0.8              | <u>6.48</u> / <u>12.25</u> / <u>0.5</u> |
| PM <sub>10</sub> (pounds/day)                              | 6.9              | 13.1                                                                     | 16.5                                                                     | 11.6                                                          | 8.6                                         | <u>4.98</u>                             |
| Service Population                                         | 76               | 342                                                                      | 479                                                                      | 444                                                           | 350                                         | <u>43</u>                               |
| Employees                                                  | 76               | 73                                                                       | 75                                                                       | 40                                                            | 20                                          | 43                                      |
| Residents                                                  | -                | 269                                                                      | 404                                                                      | 404                                                           | 330                                         | -                                       |

**Bold and underlined** indicates value is less than would occur with the Project.

<sup>a</sup> Lowney Architecture, 2013.

SOURCE: Detailed tables for each of the data in this table are provided in Appendix H, *Alternatives Technical Detail*, to this Draft EIR.

would occur if the project were approved. With the No Project Alternative, the Project would not occur; the project site would continue to operate as a fully paved parking lot in its existing condition. Existing conditions reflecting the No Project Alternative are described in Section 3.1, *Project Location and Site Characteristics*, and shown in Figures 4.1-2 (photo #2) and 4.1-3 (photo #4), in Chapter 3 to this EIR.

### ***No Project Alternative Impacts Compared to the Project's***

None of the impacts identified with the Project would occur since no new development or its associated traffic, air quality and noise (including those associated with the Project traffic), greenhouse gas (GHG) emissions, new structures, utility and service demands, or construction activity would occur. In particular, the No Project Alternative would avoid the conservatively significant and unavoidable impact to greenhouse gas emissions (Impact GHG-1) and the significant and unavoidable impact to traffic (Impact TRANS-3).