JACK LONDON SQUARE 4TH & MADISON PROJECT

Appendices
Draft Environmental Impact Report

Case No. ER15-005
State Clearinghouse No. 2015042051

Prepared for:
City of Oakland
August 2015
JACK LONDON SQUARE 4TH & MADISON PROJECT

Appendices
Draft Environmental Impact Report

Case No. ER15-005
State Clearinghouse No. 2015042051

Prepared for the City of Oakland

By:
Urban Planning Partners, Inc.
505 17th Street, 2nd Floor
Oakland, CA 94612

With:
BASELINE Environmental Consulting
Carey & Co., Inc.
Fehr & Peers

August 2015
APPENDIX A

Notice of Preparation and Written Comments Received
NOTICE OF PREPARATION (NOP) OF A
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
JACK LONDON SQUARE 4TH & MADISON

The City of Oakland's Department of Planning and Building is preparing a Draft Environmental Impact Report (EIR) for the proposed Jack London Square 4th and Madison Project (the project) as identified below, and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical, environmental effects that the project may have on each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has not prepared an Initial Study.

The City of Oakland is the Lead Agency for the project and is the public agency with the greatest responsibility for approving the project or carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving or carrying out the project. When the Draft EIR is published, it will be sent to all Responsible Agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy. Responses to this NOP and any questions or comments should be directed in writing to or via email to: Peterson Z. Vollmann, City of Oakland, Bureau of Planning, 250 Frank H. Ogawa, Suite 2114 Oakland, CA 94612; (510) 238-6167(phone); (510) 238-4730(fax) or by e-mail at pvollmann@oaklandnet.com. Comments on the NOP must be received at the above mailing or e-mail address by 4:00 p.m. on May 18, 2015. Please reference case number ER15-005 in all correspondence. In addition, comments may be provided at the EIR Scoping Meetings to be held before the City Planning Commission and Landmarks Preservation Advisory Board:

PUBLIC HEARINGS: The City Planning Commission will conduct a public scoping hearing on the Draft EIR for the project on Wednesday, May 6, 2015, at 6:00 p.m. in Sgt. Mark Dunakin Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA 94612.

The Landmarks Preservation Advisory Board will conduct a public scoping hearing on the Draft EIR for the project on Monday, May 11, 2015, at 6:00 p.m in Sgt. Mark Dunakin Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA 94612.

PROJECT TITLE: Jack London Square 4th & Madison

PROJECT LOCATION: The project is proposed at a 1.5 block site in Jack London Square located at 180 4th Street and 431 Madison Street (APN##s 001-0161-001, 001-0161-002, and 001-0161-007-07).

PROJECT SPONSOR: CP V JLS, LLC
EXISTING CONDITIONS: The approximately 90,169 square-foot (2.07 acre) project site, which consists of a 1.38 acre parcel (APN#s 001-0161-001 and 001-0161-002) and a 0.69 acre parcel (APN 001-0161-007-07), is located in the City of Oakland at 180 4th Street in the Jack London District in the City of Oakland. The northern, larger parcel comprises the entire block between 4th and 5th Streets and Jackson and Madison Streets. Two buildings located on this parcel, and at addresses 430 Jackson Street and 425 Madison Street, function currently as office space for Cost Plus World Market. One building is a 45,000 square-foot, single-story warehouse building and the other contains 15,000 square feet of office space. Both buildings currently house approximately 100 employees of back office and sales staff. Cost Plus World Market, however, was acquired by Bed Bath & Beyond and as a result, this location will be phased out within the next one to three years. The southern, smaller parcel comprises one-half block at 431 Madison Street, between 3rd and 4th Streets and along Madison Street. It is a paved parking area consisting of wheel blocks, a drainage channel, a picnic area, and pole-mounted spot lights. The parking lot is used exclusively by Cost Plus World Market employees and is usually 50 to 75 percent full.

The site is bounded by Jackson Street to the west, 5th Street to the north, Madison Street to the east, and 3rd Street to the south. The project site is within one-half mile of the Lake Merritt Bay Area Rapid Transit District (BART) station, and is located adjacent to (within a 200-foot radius of) Interstate 880 (I-880). Uses in the project vicinity are primarily industrial in nature with some residential adjacencies. The project site contains an existing building that is a contributing historic resource to the Oakland Waterfront Warehouse Historic District. The historic district is listed in the National Register of Historic Places. The project site is not included on any list compiled pursuant to Government Code Section 65962.5

PROJECT DESCRIPTION: The project would demolish the existing building and surface parking lot and construct approximately 330 apartments and approximately 3,000 square feet of ground floor commercial in two buildings of Type IIIa construction, including 5 levels of wood frame construction (potentially with an additional mezzanine) over two levels of Type I concrete.

PROBABLE ENVIRONMENTAL EFFECTS:

It is anticipated that the project may have significant environmental impacts related to the following environmental topic areas, which will be evaluated in the Draft EIR: Land Use & Planning, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Noise, and Transportation. It is anticipated that the project will not have significant environmental impacts on Agriculture and Forest Resources, Aesthetics, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. A brief discussion of each of these topics and documentation as to why impacts related to these topics will not be significant will be provided in the Draft EIR. The level of analysis and discussion for these topics is anticipated to be similar to what would typically be included in an Initial Study. The City’s Standard Conditions of Approval will be referenced where applicable.

The Draft EIR will also examine a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative, and other potential alternatives that may be capable or reducing or avoiding potential environmental effects.

April 17, 2015
File Number ER15-005

Darin Ranelletti
City of Oakland
Environmental Review Officer
Reference to case - ER15-005

Will these be rentals, if so it will absolutely HURT JLS and i heavily oppose this. Also as a property owner at the Sierra and facing the parking lot, how high will the structure be? The Ellington already blocked by view of the Bay, please do not put any more buildings to block pre-existing ones for the benefit of a developer.

Suzanne Chan
Dear Peterson Z. Vollmann,

I own a dwelling at 428 Alice Street in Oakland, adjacent to the proposed construction of 330 dwelling units at 4th & Madison streets. I understand you are the case planner. I would like to receive additional information on the plan. I'd like to understand the height or number of floors of the dwelling. Will it increase over the current structure? Any additional information would be greatly appreciated.

Sincerely,
Steven M Caccia
415-290-2525
TO: P. VOLLMANN
FR: BRICKHOUSE LOFTS HOA (201 3RD STREET)
RE: LANDMARKS ADVISORY BOARD 5/11/15 HEARING
4th & MADISON DEVELOPMENT

Dear Mr. Vollmann,

I am sorry we are unable to attend tonight’s hearing regarding the above project. As set forth in our May 6, 2015 letter to the City Planning Commission, and which was emailed to members of the Advisory Board, we generally favor development.

We are opposed, however, to Carmel Partners’ plan to demolish the Cost Plus warehouse. The Cost Plus warehouse is listed on the national registry and serves as the 5th Street entry to the Jack London Square Historic Warehouse District.

Brickhouse Lofts, at 3rd & Jackson St., is in the immediate vicinity of the proposed project. We are proud of our award-winning building’s aesthetic contribution to the Jack London Square Historic Warehouse District.

An historic district provides stability to its community and increases property values. Being a part of an historic district assures us we will not have an out-of-scale and out-of-character building erected next door.

The 4th and Madison warehouse was once home to S&W Fine Foods -- a local company founded in 1896 by a San Francisco family. The 4th & Madison warehouse was developed for that local company in 1937, and remained with them until 2000. The building has distinguished architectural features, including Art Deco fluted pilasters.

We ask that you require the developers to contribute rather than detract from our community by, at least, retaining the façade of the historic property and reconsidering the out-of-scale height.

Thank you for your consideration.

Respectfully submitted,

BRICKHOUSE LOFTS HOA
Judith E. Ganz, email:jganzbx67@gmail.com
510.306.6904
Brickhouse Lofts Home Owners Association
201 Third Street
Oakland, CA 94607

May 6, 2015

RE:
CITY OF OAKLAND CASE FILE NO. ER15005
JACK LONDON SQUARE 4TH & MADISON; Notice of Preparation.

The Home Owners Association (HOA) of Brickhouse Lofts, located at 201 Third Street, Oakland, CA 94607, completed in 1998 and one of the pioneering structures in our Jack London Square Historic District, is in favor of new development that retains our unique warehouse heritage, brings vitality to our community, enhances public safety, creates an environment for needed services, and encourages population diversity.

In that light, and so that our community moves in the right direction, our HOA requests the following be included in the EIR:

I. Transportation/Traffic.

The NOP correctly lists transportation as an area to be studied in the EIR.

In recent years, the vitality of our community has improved with commercial businesses and restaurants locating in Jack London Square. But with that influx, vehicular traffic has dramatically increased, particularly during peak hours.

Jack London Square is easily accessible to public transit. However, vehicles are still necessary because of the absence of basic services, including the lack of a
grocery store and medical services, for example. Moreover, although our community may be currently populated largely by ‘millenials’, others -- including retirees and families with young children who live here as well -- may be unable to rely solely on public transit.

The proposed Carmel Partners Project (Project) of 330 units, 330 cars, and 660 people, will have significant adverse affects on traffic which may be off-putting to new residents and office workers looking to capitalize on the easy freeway access our neighborhood provides. The likely congestion will impede the flow of emergency service vehicles when needed.

The study of the impact on traffic on our community by this Project should include, but not be limited to, the following:

A. *Freeway Access.*

Will the Project further degrade the access to and exit from the I-880 freeway on Jackson Street and 6th Street that is already *too congested to be functional at peak hours,* and has been the subject of long-standing community complaints yet to be adequately addressed by the City. (See, “City of Oakland Service Request #485970 Jackson St and 6th St.” correspondence, attached as Exhibit A and incorporated by reference as if set forth in full.)

The EIR should examine the following mitigation measures or require the City and/or the Project to devise others designed to satisfy standards:
(1) install a left-hand turn only traffic signal at the Jackson St. & 6th Street freeway entrance and optimize signal timing to alleviate the gridlock; 

(2) change parking on Jackson Street between 4th and 5th Streets -- which is currently angled and makes the exit from the freeway ramp dangerous and congested -- to parallel only and restricted altogether during rush hours; 

(3) extend the current free shuttle bus route to include Jackson Street to and from the Lake Merritt BART station, and/or improve the lighting under the freeway overpasses, to make access to public transit safer and more convenient.

B. Will the City, through design review, ensure the Project’s Entrance will not result in permanent and substantial traffic hazards?

The location of the Project’s garage and/or entrance currently proposed on Jackson Street will expose roadway users to a permanent and substantial transportation hazard, and will further clog Jackson Street which is already too congested to be functional. Shifting the entrance to Harrison Street will alleviate the back-up of traffic that will form on Jackson Street; and

C. Parking.

Insure the Project will adhere to Oakland street parking code requirements.
II. Noise.

Will the Project days and hours of construction be limited to from Monday through Friday, and forbid construction on Saturday, Sunday, and State and Federal holidays? Will the City mitigate the use of pile driving, by requiring other means of construction, the use of quiet technology, restrict hours of use, and monitor noise attenuation measures?

III. Other Environmental Effects.

The NOP “anticipates the project will not have significant environmental impacts on ...” a long list that includes areas that should be addressed. (NOP page 2.) Because of the dramatic impact of 330 units, 330 cars, and 660 people on the environment, it is insufficient that the NOP has already determined these environmental factors will not be further studied. We understand the City will impose its “Standard Conditions of Approval and Mitigation Monitoring and Reporting Program”, but as long-time owners of our proximate loft building -- and intimate familiarity with demolition and construction in our area -- we seek the City’s special attention to the following:

A. Aesthetics. Whether the proposed project will negatively impact Jack London Square Historic Warehouse’s aesthetics should be addressed in the EIR. The Cost Plus existing warehouse, and the proposed Project, is the entrance to the neighborhood’s historic district.

(1) Will the Project destroy the existing warehouse?
The EIR should address the economic and political impact of the proposed
destruction of the existing warehouse on the community. Historic warehouses give
our neighborhood its unique character. By demolishing the existing warehouse and
replacing it with a uniform building jeopardizes our neighborhood’s allure.
Similarly, high-rise buildings bring a modernity inconsistent with our historic
designation.

Maintaining an historic district increases property values, provides a higher
degree of investor confidence, and ensures the promise of community stability in
that no out-of-scale or out-of-character building will be erected next door.

New development design review should focus on varied architecture to
avoid further projects like Allegro: three blocks of bland architecture that detracts
from our community’s aesthetics. Projects should vary in height and density.
Recognizing that modified Type V construction is the most economical does not
mean that all projects, including this one, should adhere to this generic form.

The façade of the Cost Plus warehouse can be maintained within the new
Project to retain, at least, some of the historic nature of the building.

(2) Will the Project cast shadow that substantially impairs the
beneficial use of pedestrian walk-ways?

B. Hydrology and Water Quality. The EIR should address what is the
source of water for this many units, particularly in light of California’s drought and
new water restrictions, whether the Project’s water usage will exceed the capacity
of existing stormwater drainage systems, and whether the Project will degrade water quality.

C. Geology and Soils.

Since the Project is located above a landfill, has it been determined whether there is an approved closure or closure plan or unknown fill soils that would result in substantial soil erosion or loss of topsoil, or jeopardize the water table, creating substantial risks to life or property?

Jack London Square’s proximity to the Estuary makes it necessary to examine the impact of the proposed development on the area’s water table. The shoreline was once a series of coves, bays, inlets, and tidal marshlands fed by creeks and watercourses from the hills; over time, human activity advanced it incrementally outward into the bay. The Estuary was narrowed by filling and lengthened by dredging until it became a linear tidal canal that connects San Francisco Bay with San Leandro Bay.

(2) Will the City mitigate the use of pile driving and monitor vibration?

The EIR should mitigate the adverse effects of pile driving and its vibrations on the neighboring dwellings and land, and determine whether we will be exposed to vibrations that exceeds state and federal criteria. In June 2000, when the Allegro project was under construction, one of the pile drivers fell on Brickhouse Lofts; it
damaged windows, injured a worker, caused a car fire and total destruction of that
car, downed power lines, and required police intervention and the shut down of our
street for the entire day.

D. Utility and Service Systems. The study should evaluate the existing
infrastructure to determine whether our utility and sewer systems can
accommodate the increased usage, and/or whether the infrastructure needs to be
improved to avoid risks to life or property. There have already been several
electrical transformer explosions on Third Street and flooded streets at the corner
of 3rd & Jackson during rain storms.

E. Hazards and Hazardous Materials. If it is determined the existing
warehouse can be destroyed in all or in part, and/or in the general demolition and
construction process, the EIR must address whether the structure contains
hazardous materials (including, but not limited to asbestos, dust, lead-based paint)
and, if so, how the community (and workers) will be protected to avoid the release
of hazardous materials into the environment, and how those materials will be
disposed of.

The EIR should examine the increased pollution and green-house gases
generated by idling vehicular traffic as drivers wait to access the freeway and/or
navigate the more crowded neighborhood.
F. Population and Housing. The EIR should address how the development of 330 small apartment units will address the City’s Plan to accommodate housing needs for families.

The EIR should examine the impact of small rental units on our community since for-sale units increase ownership and buy-in to caring for our neighborhood. The EIR should study whether the Project should only contain small rental units rather than a mix of unit sizes from studios to three bedroom units and the impact of failing to accommodate a diverse mix of people from young professionals to families to retirees. The EIR should study whether the Project will be mapped for condominiums for future optionality.

G. Public Services.

Concerted efforts between the City and the Project, including consideration of subsidies, should be put toward securing basic services to the area, including a full-service grocery store and medical services.

Fifth Street should be improved to better reflect the entrance to our historic district. With no retail presence, this street is prime for increased crime and graffiti.

Pedestrian traffic can be increased with more ground level retail. The Project’s parking structure should be wrapped with varied retail. The Project now proposes only 3000 square feet of retail. The EIR should examine whether this allotment is sufficient for two full blocks of development. Other projects have
‘sold’ our community on increased development with the promise of retail, which, has turned out to be illusory. Although most of the retail space checked the box for developers in delivering the square footage, most of the retail remains vacant. The layout of those spaces makes them functionally obsolete. The Project should be required to wrap the majority of its ground floor with retail at street level. These amenities are conducive to an active neighborhood and importantly, put more eyes on the street to improve public safety.

With the increased population, improvements should be focused under the freeway with the addition of better lighting.

III. Conclusion.

Brickhouse Lofts HOA welcomes new development so long as these concerns outlined here are adequately addressed in the EIR, including especially the environmental issues currently excluded from the study. As long-time owners of property in Jack London Square, we have demonstrated our commitment to our community. We hope the City and the Project will exhibit the same respect.

Very truly yours,

Brickhouse Lofts Board of Directors
Fred Morner, Pres.
Scott Winder, Trea.
Judith Ganz, Sect.

(Contact person: J. Ganz: jganzbx67@gmail.com. 510.306.6904)
EXHIBITA
FYI...I had contacted the City after seeing several cars plow through 3rd and Jackson without stopping.

---------- Forwarded message ----------
From: "Fung, Phillip" <cfung@oaklandnet.com>
Date: Apr 29, 2015 4:50 PM
Subject: FW: Request: 579402
To: "THEONLYCOOKIE@GMAIL.COM" <THEONLYCOOKIE@gmail.com>
Cc:

Hello Deborah:
The reason for the striping not installed yet is that there's a contract dispute between the general contractor and the striping contractor at the moment. The City is doing our best to resolve this issue asap. Please contact me if you have any further questions.

Thank you,
Phillip Fung, PE
Civil Engineer, Project Delivery Division, Public Works Department
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612
(Direct) 510-238-2338 (Fax) 238-6633
pfung@oaklandnet.com

From: Cityworks
Sent: Wednesday, April 29, 2015 12:14 PM
To: Wong, Jason
Subject: Request: 579402

City of Oakland
Oakland Public Works Call Center

Service Request Information

Request Number: 579402
Description: Engineering Issues
Problem Address: 2ND ST & JACKSON ST
Submitted To: REFER. ENTER BELOW
Category: OTHER
Date/Time Reported: 4/29/2015 12:10:32 PM
Service Priority: 3 - Medium
Initiated By: WONG, JASON
Status: Referred
Associated Cityworks Projects:
Council District: CC03
Police Beat: 01X

Caller Information:

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<th>Name</th>
<th>Phone</th>
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<th>Customer Email</th>
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<td>DEBORAH STEGMAN</td>
<td>415-999-5363</td>
<td>4/17/2015 10:53:28 AM</td>
<td><a href="mailto:THEONLYCOOKIE@GMAIL.COM">THEONLYCOOKIE@GMAIL.COM</a></td>
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Related Work Orders:

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Q&A Comments:

By WONG, JASON: 4/29/2015 12:10:02 PM
CITIZEN REPORTING THE CROSSWALKS HAVE NOT BEEN RE-STRIPED SINCE THE STREET HAS BEEN REPAVED, ON JACKSON ST, BETWEEN 2ND ST. AND 6TH ST.
Caller: STEGMAN, DEBORAH:
Q: What is the engineering issue?
A: Capital - Construction

This is a courtesy email to let you know that a member of the public requested service. If you are not a City of Oakland OPW Cityworks user, this email is our way of communicating it to you. If you are a City of Oakland OPW Cityworks user, log into Cityworks (http://cityportal/oakportal) to update the request. DO NOT REPLY to this automated email.
Here's my latest emails to the City regarding the above mentioned intersection...
Deborah

---------- Forwarded message ----------
From: DW Stegman <theonlycookie@gmail.com>
Date: Mon, Apr 27, 2015 at 9:42 AM
Subject: Fwd: Service Request #485970 Jackson St and 6th St
To: opwcallcenter@oaklandnet.com

Please assist me with the status of the below as I have not heard anything from Kenneth Patton or Jamie Ramey since I have sent the below emails, starting last year and it seems that John Esperanza is not in this department any longer. This intersection is a MAJOR downtown Oakland connector to the freeway and deserves immediate attention to the below issues.

Thank you for looking into this for me as I hate to see the City of Oakland liable for possible lawsuits for allowing such a dangerous intersection to go unchecked.

Deborah Stegman
415.999.5363

---------- Forwarded message ----------
From: DW Stegman <theonlycookie@gmail.com>
Date: Mon, Apr 20, 2015 at 5:18 PM
Subject: Fwd: Service Request #485970 Jackson St and 6th St
To: "Patton, Kenneth" <kpatton@oaklandnet.com>, "Ramey, Jamie" <jramey@oaklandnet.com>, "Esperanza, John" <JEsperanza@oaklandnet.com>

Hello Again,

In addition to requesting the below items, the repaving of Jackson Street has created additional issues. My loft is right at the corner of 3rd and Jackson and several cars have driven right through this intersection as it is not striped yet.
This is an accident ready to happen so the sooner the better for striping Jackson Street! Also, you can also see from the barriers being run over at the corner of 6th and Jackson, that this issue continues to be a problem. Cars driving from Alameda drive straight through these temporary orange barriers and several are missing already from being installed last week.

PLEASE look into a left turn arrow at the 6th and Jackson intersection.

Thank you for your attention to these issues.
Best,
Deborah Stegman

---------- Forwarded message ---------
From: DW Stegman <thecookie@gmail.com>
Date: Wed, Apr 15, 2015 at 8:49 AM
Subject: Re: Service Request #485970 Jackson St and 6th St
To: "Patton, Kenneth" <kpaton@oaklandnet.com>, "Ramey, Jamie" <jramen@oaklandnet.com>, "Esperanza, John" <JEsperanza@oaklandnet.com>

Hello Everyone,

I writing again about the intersection at 6th and Jackson. After being involved in several close calls regarding cars darting from Alameda in the supposedly "do not change lanes" lane going directly onto the freeway, I feel the intensified request to please create a permanent barrier to close off cars who dart through this gap in the yellow barriers. Several of the barriers have been run over since they were installed and now the gap is wide enough for fire trucks (seen many times going through the gap), trucks and of course, cars. Vehicles going through this gap further create traffic tie ups at this intersection and also create a traffic hazard for cars in the correct lane going straight to 4th, 3rd and 2nd streets. I would hate to see lawsuits against the City of Oakland for its negligence in creating such an unsafe traffic situation at this intersection.

Secondly, although a left turn lane was added for this intersection for cars driving from Jack London to get onto the freeway, this intersection is a traffic nightmare for cars trying to turn left onto the freeway. I continue to sit for 15 minutes as only one or two cars make it through the light. A left turn arrow is desperately needed for this intersection! Please have one or two of your traffic engineers sit at this intersection during commute times as well as other times throughout the day to see for themselves how bad this intersection is. This intersection is a major connection from downtown Oakland, Chinatown, Jack London Square to get onto 880 north and 24 east. As Jack London continues to become more populated with more restaurants, residents and businesses, this intersection will only continue to grow in congestion. It is not a matter of if but when for a left turn light be required, so why not now?
attempting to turn left. Cars traveling at a high speed in the Alameda lane save time to avoid the light and go straight onto Jackson. This is not only a problem for oncoming traffic but for the cars behind the rouge car going straight as the cars behind are not expecting any stoppage in this lane. John witnessed this himself when he was scopes out the intersection. Is it possible to construct a more permanent barrier so that cars cannot suddenly switch lanes and dart into traffic where they should not be going? Probably as many as 6 yellow barriers have been destroyed by cars driving through this gap.

Thank you for your assistance with this important intersection as it is a vital link to 880, 24 and the route to San Francisco/Berkeley.

Best,
Deborah Stegman

---------- Forwarded message ----------
From: Dw Stegman <theonlycookie@gmail.com>
Date: Tue, Mar 4, 2014 at 6:14 PM
Subject: Re: Service Request #485970 Jackson St and 6th St
To: “Esperanza, John” <JEsperanza@oaklandnet.com>

Hello John,

Thank you so much for contacting me about this huge traffic problem in my neighborhood. Yesterday, I took a picture from my unit at 3rd and Jackson at around 5:30pm looking down Jackson towards 880. You can see the extensive backup for cars to turn left at Jackson and 6th. Granted, not all of these cars will turn left, but I have sat in this backup many times myself and often am sitting for 15 minutes to turn left as only 1 or 2 cars can get through this light. This is a critical intersection for Jack London as more restaurants and residents have added to this traffic tie up.

Also at the same intersection, the yellow barriers that were placed to separate the traffic coming from Alameda from the traffic heading to Jack London have been compromised with the gap that was left at the end of the barriers. I called the city about this last fall and three orange cones were placed to try to prevent cars from squeezing through the gap. Soon, these orange cones were driven over and destroyed. Also, the yellow barriers by the gap are getting destroyed by cars frequently driving through the gap. I even saw an Oakland Fire Truck, sirens on, squeezing through the gap to head straight to Jack London...I assume to get coffee at World Grounds at 3rd and Jackson! Many times, I have almost had a collision as I am turning left to get on 880 and a car all a sudden, darts from the gap to go straight. The gap at the end of the yellow barriers I would recommend to be closed with a more permanent solution so that cars cannot drive through. Also,
Thank you for your attention to this major traffic problem in downtown Oakland. I will look forward to your reply.

Deborah Stegman
415.999.5363 Cell

On Thu, Sep 11, 2014 at 11:32 AM, DW Stegman <theonlycookie@gmail.com> wrote:
Hello Kenneth and Jamie,

Thank you again for stripping the new left turn lane at the very busy entrance to 880 North/24 East! I am hoping that a new left turn light will also be installed as the back up continues at this intersection as during peak times, only a few cars can get through the light to turn left. Can we put a motion sensitive left turn arrow at this intersection?

Also, the yellow barriers at this same intersection have largely been driven over and destroyed, leaving a huge gap for vehicles of any size to squeeze through. I counted 3 cars at one light lately leaving Alameda, taking the quick lane to avoid the traffic light and then at the last minute, turning left to go straight onto Jackson. This very dangerous situation not only impacts cars who are turning the corner at a high rate of speed to find a car stopped (waiting to turn left onto Jackson through the gap) but it also presents an extremely hazardous situation to cars turning left onto the freeway, not expecting a car to pop though the gap. Please consider an alternate, more permanent barrier between these two lanes and close the gap entirely so that cars cannot endanger the safety of others in this intersection.

Thank you for your update and I look forward to hearing from you.

Best,
Deborah Stegman
415.999.5363

On Tue, Aug 19, 2014 at 5:56 PM, DW Stegman <theonlycookie@gmail.com> wrote:
Hello Kenneth and Jamie,

John offered your email addresses to connect about the below issue. I am ecstatic to see the left turn lane striped out at 6th and Jackson! I am forwarding the note for your information that I sent John to get an update on this issue I first raised last fall with the City of Oakland.

I am also hoping the the barriers will get addressed with this intersection make over as the lane from Alameda has been completely compromised by cars driving through the now widened gap of the yellow barriers. As I mentioned below, several times I have been in close calls with cars as I am
when I am heading toward Jack London from Lake Merritt on Jackson, cars dart through the gap and I have had several close calls as I am not expecting cars to jump into my lane from the right to go straight to Jack London.

Thank you again for looking into this for our neighborhood. I would think there would be enough room for a left turn lane as cars are already forming two lanes on their own under 880 to turn left. Please feel free to call me if you have any questions- 415.999.5363. You will make many people very happy with a left turn lane and also by closing the gap with the barriers!

Best,
Deborah Stegman

On Tue, Mar 4, 2014 at 5:07 PM, Esperanza, John <JEsperanza@oaklandnet.com> wrote:

Hello,

My name is John and I'm with the City of Oakland Traffic Engineering Department. I will be the one working on your request for a left turn only lane along with Ade Oluwasogo and Si Lau, my supervisors.

Currently, we are gathering traffic data for analysis to come to a conclusion with your request. We should have an idea of what is going to be done by the end of next week. I will keep you updated as the request develops.

Thank you for your patience.

John Patrick D. Esperanza
City of Oakland
Traffic Engineering Department
4/14 Madison - 5/6/15 Scopick

>> John Grant

+ Won't great development
+ Items addressed: Traffic, retail attraction
+ Traffic: Jackson St. issues
+ Retail: more retail
+ First: retail facade of warehouse

>> Julia Elverde

+ Traffic/privacy
+ First: character (4 stories is too high)
+ Retail is too small
+ Need services

>> Naomi Schwartz

+ Acts: partial or whole
+ Re-use of EDC
+ Local facade especially
+ Demo -> Mut - robber - more quad documentation
+ Full discussion of impact to district
+ Facade Inc.
+ High markers refurbished
+ Contextual design
- Moore

- ATTENTION TO I-880 UNDERPASSES

- TRAFFIC LOOK AT VACANCY FOR MARKET TRAFFIC

- TRAFFIC - LOOK AT PRODUCE MARKET CONFLICT

- NAPRA

- Downtown SF/2. Pearl & Coordinated?
PUBLIC

- Naomi (QA) - impact on the Nat Bldg district
  - Act to show incorporation of blocks 14
  - Project (ancient & 5th st. facades)
  - Signifies edge to district
  - My program would need to
    - Off set damage to district
      - Commonly entire city block
    - How to screen off dist?
    - Facade management program controls
    - Restore hist. markers

- District is being nibbled away

BOARD COMMENTS

- Endorse
  - Viable all or 1/3 of facade

- Bickelholz (locally calls about)
  - Scale of blights
    - Act of preservation
    - Retail, commercial & retail as well

May 11, 2015

Peterson Z. Vollmann  
City of Oakland, Bureau of Planning  
250 Frank H. Ogawa Plaza, Suite 2114  
Oakland, CA 94612


Dear Mr. Vollmann:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to review the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Jack London Square 4th and Madison Project located in the City of Oakland (City). EBMUD has the following comments.

ALAMEDA-NORTH BAY FARM ISLAND PIPELINE CROSSINGS PROJECT

EBMUD is undertaking the Alameda-North Bay Farm Island Pipeline Crossings Project to improve water service reliability to the City of Alameda. This project includes three new submarine pipeline crossings using horizontal directional drilling, that will connect Alameda Island to the City of Oakland and North Bay Farm Island, as well as associated 24-inch steel pipeline in streets connecting the crossings to existing transmission pipelines. These crossings are sequentially planned for construction with the first submarine crossing scheduled to begin construction in 2018. The first crossing includes construction activity near the subject project, including a proposed horizontal directional drilling pit near Estuary Park in the City of Oakland and installation of approximately 3,300 feet of 24-inch pipeline in Madison Street between 2nd Street (or 3rd Street) and 8th Street; this pipeline length also includes extension down Oak Street and Fallon Road to Estuary Park. The Draft EIR for the Jack London Square 4th and Madison Project will need to evaluate the cumulative impacts of the two projects. EBMUD is preparing an EIR for the Alameda-North Bay Farm Island Pipeline Crossings Project and is scheduled to release an NOP by August 2015.

WATER SERVICE

EBMUD’s Central Pressure Zone, with a service elevation range between 0 and 100 feet, will serve the proposed development. Offsite pipeline improvements, at the project sponsor’s expense, may be required to serve the property depending on EBMUD’s metering requirements and fire flow requirements set by the local fire department. The project sponsor should contact EBMUD’s New Business Office and request a water
service estimate to determine the costs and conditions of providing water service to the proposed development. Engineering and installation of water mains and services require substantial lead time, which should be provided for in the project sponsor’s development schedule.

EBMUD’s Standard Site Assessment Report indicates the potential for contaminated soils or groundwater to be present within the project site boundaries. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste, or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor’s expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

**WASTEWATER SERVICE**

EBMUD’s Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this project and to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enters the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD’s National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD’s WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater
interceptor system ("Satellite Agencies") hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.

A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region’s wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

To ensure that the proposed project contributes to these legally required I/I reductions, the lead agency should require the project applicant to comply with EBMUD’s Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495) and “Landscape Water Conservation Section, Article 10 of Chapter 7” of the Oakland Municipal Code. The project sponsor should be aware that Section 31 of EBMUD’s Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor’s expense.
If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning at (510) 287-1981.

Sincerely,

David J. Rehnstrom
Manager of Water Distribution Planning

DJR:JRC:dks
sb15_076.doc
May 18, 2015

Peterson Z. Vollmann
Bureau of Planning
City of Oakland
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

SUBJECT: Response to Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4th and Madison Project

Dear Mr. Vollmann,

Thank you for the opportunity to respond to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4th and Madison Project. The 2.07 acre project site is bounded by Jackson Street to the west, 5th Street to the north, Madison Street to the east, and 4th Street to the south. The Project proposed demolition of the existing office building and warehouse and construction of two buildings with approximately 330 apartments and 3,000 square feet of ground floor commercial.

We have reviewed the NOP and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Element as it will not generate 100 p.m. peak hour trips in excess of existing uses. We have no further comments.

Thank you for the opportunity to respond to this NOP. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
May 18, 2015

Mr. Peterson Vollmann
Planning Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

ER15-005 Jack London Square 4th & Madison Project – Notice of Preparation

Dear Mr. Vollmann:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed infill project would demolish the site’s existing building and adjacent surface parking lot and construct two buildings of approximately 330 apartment units and 3,000 square feet of ground floor commercial. The project is located within one-half mile of the Lake Merritt Bay Area Rapid Transit District (BART) station. Interstate 880 (I-880) is within a 200-foot radius and there are I-880/I-980 on- and off-ramp intersections located between 5th Street, 6th Street, and Jackson Street.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe and efficient transportation system, we provide these comments consistent with the State’s smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Notice of Preparation.

**Lead Agency**

As the lead agency, the City of Oakland (City) is responsible for all project mitigation. The identified lead agency contact and monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State right-of-way (ROW), and Caltrans will not issue a permit until our concerns are

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adequately addressed, we strongly recommend that the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; please see the end of this letter for more information.

Traffic Impact Study
The environmental document should include an analysis of the travel demand expected from the proposed project. Early collaboration, such as submitting the traffic study prior to the environmental document, leads to better outcomes for all stakeholders. We are in the process of updating our Guide for the Preparation of Traffic Impact Studies (TIS Guide) for consistency with SB 743, but meanwhile recommend using the Caltrans TIS Guide for determining which scenarios and methodologies to use in the analysis, available at:

Please ensure that a Traffic Impact Study is prepared providing the information detailed below:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.

2. Project-related trip generation, distribution, and assignment including per capita use of transit, rideshare or active transportation modes and vehicle miles traveled (VMT) reduction factors. The assumptions and methodologies used to develop this information should be detailed in the study, utilize the latest place-based research, and be supported with appropriate documentation.

3. Schematic illustration of walking, biking and auto conditions at the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, (i.e., lane configurations for AM and PM peak periods) for existing, existing plus project, 2035 cumulative and 2035 cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. Potential safety issues for all road users should be identified and fully mitigated.

4. The project site building potential as identified in the General Plan. The project’s consistency with both the Circulation Element of the General Plan and the Congestion Management Agency’s Congestion Management Plan should be evaluated.

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5. Mitigation for any roadway sections or intersection with increasing VMT should be identified. Impacts on pedestrians and bicyclists resulting from any projected VMT increases, or secondary impacts from traffic mitigation, should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would be needed as a means of maintaining and improving access to transit facilities, and reducing vehicle trips and traffic impacts to state highways.

Transportation Impact Fees
Please identify any transportation impact fees to be used for project mitigation. Mitigation may include fair share contributions to the regional fee program as applicable and should support the use of transit and active transportation modes. The Alameda County Transportation Commission 2014 Transportation Expenditure Plan has listed investments including the I-880 Broadway-Jackson Interchange Improvements Project currently under review. In addition, funds are included for I-880 Broadway-Jackson multimodal transportation and circulation improvements at Jack London Square.

The project’s fair share contribution, financing, scheduling, implementation responsibilities associated with planned improvements on Caltrans right-of-way (ROW) should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

We recognize the City is in-process of a Citywide Impact Fee Nexus Study and Implementation Strategy. As the City experiences interest in major development projects that require transportation mitigation measures in proportion to the development size and impact, Caltrans encourages the City to ensure a sufficient allocation of contributions toward regional transit improvements in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system.

Multimodal Planning
As suggested above, please consider pedestrian, bicycling, and transit performance or quality of service measures and modeling as a means of estimating the project impacts to these modes and evaluating mitigation measures and tradeoffs. The analysis should describe any pedestrian and bicycle infrastructure improvements this project will construct as part of its mitigation. Access management considerations should be multimodal and pay special attention in the vicinity of the I-880/I-980 interchange areas that may be a challenge to pedestrians and bicyclists.

Vehicle Trip Reduction
The Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS) identifies transportation system performance targets including the increase of non-auto mode share by 10 percentage points and a decrease auto VMT per capita by 10 percent. As the project site is located within the local Priority

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Development Area near transit, all multimodal mitigation measures should be explored, including Transportation Demand Management (TDM) measures, to contribute to these targets.

These TDM policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. We recommend the City refer to ‘Reforming Parking Policies to Support Smart Growth’, an MTC study funded by Caltrans for sample parking ratios and strategies that support compact growth and Transit Oriented Development. The Study is available at the MTC webpage below: http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Where construction-related traffic restrictions and detours affect State highways, a Transportation Management Plan or construction TIS may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the following website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits

Should you have any questions regarding this letter or require additional information, please contact Sherie George at (510) 286-5535 or by email at sherie.george@dot.ca.gov.

Sincerely,

[Signature]

PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
APPENDIX B

Historic Resources – Building Permit Records
AFFIDAVIT

I hereby CERTIFY that the plans and specifications used in making the application hereon for a Building Permit were prepared by:

Jesse C. Howard

Address: 525 Market St., S.F.

and that the Laws of the State of California governing the practice of Architecture, Civil and Structural Engineering have not been violated in so doing.

Jesse C. Howard

Address: 525 Market St., S.F.

Date: 2-3-37 Attest.

AFFIDAVIT

I hereby make affidavit that the information contained in this application and on the plans and specifications is true and contains a correct description of the proposed work. All said work is to be done in accordance with the State Housing Act. I am authorized to act as agent for the owner.

Subscribed and sworn to before me this day of 1936

Deputy City Clerk

REPORT OF INVESTIGATOR

APPLICATION

Brick or Masonry Building

5th Ave. Fireproof, Inc. 
Owner

J. E. Hulbuck, Builder

For permit to erect a building located at

426 Jackson St.

Corner St. & St.

Entire Block at Jackson

Between St. and St.

Cost $24,000.00

PLANS CHECKED

Zoning
Setback Line
Fire Limits
Area Limits
Court Areas
Height Limit
Garage Area
Ventilation
Chimneys and Flues
Type of Frame
Exterior Walls
Floor Construction
Soil
Foundation
Retaining Walls
Engineering

Permission is hereby granted to erect, alter or repair the building described in this application in accordance with the Building Ordinances of the City of Oakland, and to the satisfaction of the Building Inspector.

Approved: K. U. ROUSSELL

By: Building Inspector

PLASTER C. K.

FINAL O.K. 6-26-37
APPLICATION FOR A BUILDING PERMIT
BRICK OR MASONRY BUILDING

Application is hereby made to the Building Department of the City of Oakland for permission to build a

ONE story room, brick, concrete, tile Warehouse

at 426 Jackson Street

in accordance with the plans and specifications filed herewith, and which plans and specifications are to be considered a part of this application. Entire cost of building (this must include everything necessary for the complete construction of the building), $69,000.00

Building to be occupied as Warehouse & office

Size of lot 200 by 225 feet.

Size of proposed building 200 feet by 225. Extreme height of building 18'0" feet.

What class of building is proposed? Class "C"

Is there any other building on the same lot? No

Are piles or other special form of foundation to be used? No

Size of foundation As per drawings

Exterior wall construction of Concrete

Thickness of wall 6"

Height of wall to roof 13'0"/14'3"

Interior construction of Wood

Floor constructed of Concrete

Roof construction of Wood

Roof covering of Asphalt, Felt, Gravel

Is interior of building to be plastered? Partly

Are there any elevators? No

Is sidewalk space to be excavated? No

Is there a garage in the building? No

City Manager Permit Number

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit, or from the use of occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof and will in all things strictly comply with the conditions of this permit, and provisions of the Ordinances of the City of Oakland.

Contractor John P. Luceck 2nd W Fine Foods, Inc. Owner

Consulting Engineer Jesse Rosenwald Address Third & Alice St., Oakland

Address E.C. Market St., San Francisco By Jesse Rosenwald Consulting Engineer

Ordinance 1485 N.A., section 86: "When a building is ready for lathing or sheathing on the inside, the Building Inspector shall be notified. The rough STUDDING SHALL NOT BE COVERED or in any way concealed from view until inspection has been made and the written approval of the Building Inspector obtained."

The department will call up telephone No. 074077 7999 if any alterations or changes are necessary on the plans submitted.

State License No. City License No.
APPLICATION

Permit for alterations

At N.W. 125th St. (House Number)

J.W. Jackson

Owner

T.H. Jackson

Contractor

Cost $ / Fee $

Issued.


Permission is hereby granted to erect, alter or repair the building described in this application in accordance with the Building Ordinances of the City of Oakland, and to the satisfaction of the Building Inspector.

Approved

E. U. ROUSSELL

Building Inspector

Issued.

Deputy City Clerk
APPLICATION FOR A BUILDING PERMIT

Application is hereby made to the Building Department of the City of Oakland for permission to do the following work at:

Number: 209 W 5th St. Smith and Jackson St. Street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE
All new construction must be described as to size, span and spacing

Installation of 1" two plate partitions - 13 high
forming toilet room and rest room

---

Roof Covering

Fathers

Ceiling Joist

Plates

Fire Blocks

1st. Story

Studs

2nd. Story

Plate

3rd. Story

Fl. Joist

Plates

Underpanning

Mud sill, R.W.

Foundation

Entire cost of work
(This must include everything necessary for complete construction of work) $1000.00

Building now used as: Wharnham

Building to be used as: Wharnham

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any way accrue against the City in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

Contractor: Frederick Anderson
Address: 1097 Longridge Road

Owner: George A. Stone
Address: City and Jackson Sts.

Designer: Frederick Anderson
Address:

Ordinance 1485 N.S., Section 86: "When a building is ready for lathing or sheathing on the inside, the Building Inspector shall be notified. The rough STUDDING SHALL NOT BE COVERED OR IN ANY WAY CONCEALED FROM VIEW UNTIL INSPECTION HAS BEEN MADE AND THE WRITTEN APPROVAL OF THE BUILDING INSPECTOR OBTAINED."

The department will call up Telephone No. if any alterations or changes are necessary on the plans submitted.

STATE LICENSE NO. 743 CITY LICENSE NO.
APPLICATION

Permit for: Alta

At 430 Jackson St

Owner

Contractor

Cost $400 Fee $2

Issued: APR 5 1934

PLANS CHECKED

Zoning
Setback Line
Fire Limits
Area Limit
Court Areas
Height Limit
Garage Area
Ventilation
Chimneys and Flues
Type of Frame
Exterior Walls
Floor Construction
Soil
Foundation
Retaining Walls
Engineering

AFFIDAVIT

I hereby make affidavit that the information contained in this application and on the plans and specifications is true and contains a correct description of the proposed work. All said work is to be done in accordance with the State Housing Act. I am authorized to act as agent for the owner.

Subscribed and sworn to before me this day of 1934.

Deputy City Clerk

APPROVED: Plan Checker

FEE PAID

PERMIT IS TO BE EXECUTED AND MAINTAINED IN ACCORDANCE WITH THE BLDG. O. D. OF THE CITY OF OAKLAND AND TO THE SATISFACTION OF THE BUILDING INSPECTOR.

E. U. ROUSSEILLI
Chief Building Inspector

This Permit does not cover any electrical or plumbing work.
APPLICATION FOR A BUILDING PERMIT

APPLICATION IS HEREBY MADE TO THE BUILDING DEPARTMENT OF THE CITY OF OAKLAND FOR PERMISSION TO DO THE FOLLOWING WORK AT

Number: 430 Jackson
Street: 6th Ave.

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE
All new construction must be described as to size, span and spacing

Alteration: Ladies locker & dressing room
Addition: 12' x 15' on 5th W Warehouse
Interior alterations only

Roof Covering:
Rafter: 2 x 4 60 c
Ceiling Joist: 2 x 6
Plates:
Fire Block:
1st Story: Stud 2 x 6
2nd Story: Plate
3rd Story: Plate
Floor Joist:
Plates
Underpinning:
Mud sill, R.W.
Foundation:

Entire cost of work
($: must include everything necessary for complete construction of work)

$ 2000

Building now used as:

Building to be used as:

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in anywise accrue against the City in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

Contractor:
Owner:
2913 Humbolt
430 Jackson

Architect:

Address:

Ordinance 1485 N.S., Section 85: "When a building is ready for lathing or sheathing on the inside, the Building Inspector shall be notified. The rough STUDDING SHALL NOT BE COVERED or in any way concealed from view until inspection has been made and the written approval of the Building Inspector obtained."

The department will call up Telephone No. 21689 if any alterations or changes are necessary on the plans submitted.

STATE LICENSE No. 46746 CITY LICENSE No. 2073
APPLICATION

Permit for Alterations
At SW Cor. 5th & Jackson Sts.

Owner
S & W Fine Foods Inc.

Contractor
C. H. Thoms

Cost $1100.00
Fee $29.00

Issued JAN 26, 1943

PLANS CHECKED

Zoning
Setback Line
Fire Limits
Area Limit
Court Areas
Height Limit
Garage Area
Ventilation
Chimneys and Flues
Type of Frame
Exterior Walls
Floor Construction
Soil
Foundation
Retaining Walls
Engineering

APPROVED: Plan Checker

AFFIDAVIT

I hereby make affidavit that the information contained in this application and on the plans and specifications is true and contains a correct description of the proposed work. All said work is to be done in accordance with the State Housing Act. I am authorized to act as agent for the owner.

Subscribed and sworn to before me this day of 1943

Deputy City Clerk

CITY OF OAKLAND

Permit is hereby granted to erect, alter or repair the building described in this application in accordance with the Building Ordinance of the City of Oakland, and to the satisfaction of the Building Inspector.

Approved E. U. ROUSSELL
Chief Building Inspector

By

THIS PERMIT DOES NOT COVER ANY ELECTRICAL OR PLUMBING WORK
APPLICATION FOR A BUILDING PERMIT

APPLICATION IS HEREBY MADE TO THE BUILDING DEPARTMENT OF THE CITY OF OAKLAND FOR PERMISSION TO DO THE FOLLOWING WORK AT

South West Corner Fifth & Jackson Streets

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE
All new construction must be described as to size, span and spacing

- Const new Lunch Room approx size 11'-0" x 20'-0"
  2 x 4 Studs,
- F & G beams one side, Sheetrock one side, use existing floor and
  2 walls. Remove one partition, 2 x 4 studs approx 12'-0" long,
  - repair asphalt tile floor. Const new partition of 2 x 4 stude,
  - sheetrock 2 sides, approx 9'-6" long.
- Roof Covering.
- Gutters.
- Ceiling joist.
- Plates.
- Fire Blocks.
- 1st Story.
- Studs 2nd Story.
- 3rd Story.
- Note:
- Plates.
- Underpinning.
- Mud sill, R.W.
- Foundation.

Entire cost of work
(This must include everything for complete construction of work)

$1150.00

Building now used as Office & Store
Building to be used as

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

G. H. Thoms
Owner S & W Fine Foods Inc.

Address: 1021 - 5th Avenue
Architect.

Address: Fifth & Jackson Streets

Address.

Ordinance 1485 N.S., Section 86: "When a building is ready for lathing or sheathing on the inside, the Building Inspector shall be notified. The rough STUDDING SHALL NOT BE COVERED or in any way concealed from view until inspection has been made and the written approval of the Building Inspector obtained."

The department will call up Telephone No. 57 - TH 4 - 9608 any alterations or changes are necessary on the plans submitted.

STATE LICENSE No. 500 CITY LICENSE No. 14318
APPLICATION FOR A PERMIT TO ALTER, REPAIR, ADD TO OR WRECK A BUILDING

Case No. 4341
Owner
C. E. Luce
Contractor
J. H. Moen
Job Location
4341 Johnson St.

Cost $10.00 Fee $ 75
Cost of work to be checked before final inspection

Date: AUG 21 1957

Permission is hereby granted to alter, repair, add to or wreck the building or structure described in this application in accordance with Ordinance No. 2745 C. M. S., and all other Ordinances related thereto in the City of Oakland, and to the satisfaction of the Building Inspector.

Lawrence A. Lane
Building Inspector

By

P. O. K.
R. O. K.
W. O. K.
L. O. K.

PLASTER O. K.

FINAL O. K. 10-23-57

"WARNING: This proposed construction may be in violation of National Production Authority Orders, or other Federal restrictions or prohibitions. You are cautioned to consult with appropriate Federal authorities before commencing the work authorized by this permit.

Above Warning Noted:______________
Application to Alter, Repair, Add to Or Wreck a Building
CITY OF OAKLAND, BUILDING DEPARTMENT

Number: 29th & Jackson Streets, Oakland - #30 Jackson SL Avenue

1. Type of Building I, II, III, IV, V
2. Type of Occupancy A, B, C, D, E, F, G, H, I, J
3. City Zone A, B, C, D, E, F, G, H, I
4. Fire Zone 1, 2, 3, 4
5. If in Port Area, file three applications.
6. Present use of building: OFFICES & WAREHOUSE Families: Rooms:
   (Store, Dwelling, Apartment House, Hotel or other purposes)
7. Proposed use of Building: OFFICES & WAREHOUSE Families: Rooms:
   (Store, Dwelling, Apartment House, Hotel or other purposes)
8. State how many buildings now on lot and give use of each: one = offices and warehouse
   (Store, Dwelling, Apartment House, Hotel or other purposes)
9. Size of existing Building x Number of stories high: one
10. Describe briefly all proposed construction work: interior painting and decorating, minor
     plumbing and electrical, heating and ventilation, addition of one new room,
     more office partitions, display room, one floor of office.

Footing: Width
   Depth in Ground
   Width of Wall
   Moulding
11. Size of Studs: 2 x 4 @ 16" O.C.
    Size of Floor Joists: @
    Size of Rafters: @
    Roof Covering

12. VALUATION OF PROPOSED WORK:
    Including all labor and material and all permanent lighting, heating, ventilating, water supply,
    plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon, $ 10,000.00

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

Contractor (if any): THE JOHN J. MOORE CO.
Address: 959 = 33rd Street

Certified Architect State License No.
Licensed Engineer State License No.

Owner: K. C. Leavey
Address: #30 Jackson St.
Authorized Agent: E. Leon Sargent

Do not lapse, sheath, or otherwise conceal any portion of walls or ceiling until the inspection card has been signed by the ELECTRICAL and PLUMBING INSPECTORS. Following the approval of the ELECTRICAL and PLUMBING INSPECTORS, call the BUILDING INSPECTOR before proceeding further with the work.

The Department will call up Telephone No. if any alterations or changes are necessary on the plans submitted.

CONTRACTOR'S STATE LICENSE No. 721272 AND CITY LICENSE No. 21947

If the work herein described is not commenced within sixty (60) days after the issuing of this permit, this permit becomes null and void as provided in Section 19 of Part 1 of Ordinance 2745 C.M.S.
APPLICATION FOR A PERMIT TO
ALTER, REPAIR, ADD TO OR
WRECK A BUILDING

Case No. ____________

Owner

Contractor

Job Location

No. 430 Jackson St

Cost $2,000.00 Per $14.00

Checking Fee $3.00

Total Fee

Date SEP 11 1959

F.O.K. ____________

R.O.K. ____________

W.O.K. ____________

L.O.K. ____________

COAST OF OAKLAND

PLASTER O.K.

Approved LAWRENCE A. LANE, BUILDING INSPECTOR.

By ____________

FINAL O.K. 155.50 MW
Application to Alter, Repair, Add to Or Wreck a Building
CITY OF OAKLAND, BUILDING DEPARTMENT

Number: 430 JAYSON ST

1. Type of Building: I, II, III, IV, V
2. Type of Occupancy: A, B, C, D, E, F, G, H, I, J
4. Fire Zone: 1, 2, 3, 4
5. If in Port Area, file three applications.
6. Present use of building: Warehouse, Families, Rooms
   (Store, Dwelling, Apartment House, Hotel or other purposes)
7. Proposed use of building: Warehouse, Families, Rooms
   (Store, Dwelling, Apartment House, Hotel or other purposes)
8. State how many buildings now on lot and give use of each: ONE
9. Size of existing Building: X Number of stories high: ONE
10. Describe briefly all proposed construction work: RELOCATE EXISTING CANOPY 3-0 HIGHER

Footings: Width, Depth in Ground, Width of Wall, Mudsill
11. Studs: @ Floor Joists: @ Ceiling Joists: @
    Rafters: @ Roof Covering:

12. VALUATION OF PROPOSED WORK:
    Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon, $2000.

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

Contractor (if any): Accountant

Address: 1111 W. IVANHOE AVE

Certified Architect: State
License No.: City

Licensed Engineer: State
License No.: City

Owner: R. H. JONES

Authorized Agent: ""

Do not lapse, sheathe, or otherwise conceal any portion of walls or ceiling until the inspection card has been signed by the ELECTRICAL and PLUMBING INSPECTORS. Following the approval of the ELECTRICAL and PLUMBING INSPECTORS, call the BUILDING INSPECTOR before proceeding further with the work.

The Department will call up Telephone No. 276-9777 if any alterations or changes are necessary on the plans submitted.

CONTRACTOR'S STATE LICENSE No. 614 AND CITY LICENSE No. 126.

If the work herein described is not commenced within one hundred twenty (120) days after the issuance of this permit, this permit becomes null and void as provided in Section 902(d) of Part I of Ordinance 5419 C.M.S.
<table>
<thead>
<tr>
<th><strong>NEW CONSTRUCTION</strong></th>
<th><strong>ALTERNATION</strong></th>
<th><strong>REPAIR</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Size of new building</td>
<td>Number of Families</td>
<td>x</td>
</tr>
<tr>
<td>Height or highest point</td>
<td></td>
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<tr>
<td>Size of Lot</td>
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<tr>
<td>Material of Exterior Walls</td>
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</table>

Size of existing building x Number of stories x 0

**Proposed use of building:**

<table>
<thead>
<tr>
<th><strong>Present use of building:</strong></th>
<th><strong>Wine Grade</strong></th>
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<tbody>
<tr>
<td><strong>Proposed use of building:</strong></td>
<td><strong>Wine Grade</strong></td>
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</table>

**Type of Building:** I II III IV V HLT. 1 or N

**Occupancy Group:** ABCDEFGH

**Zoning District:** AA AB AC CC D E FG HI J

**Fire Zone:** 1 2 3 4

**Prior Certificate of Occupancy No.:**

**Admission of Occupancy:**

<table>
<thead>
<tr>
<th><strong>ALTERNATION</strong></th>
<th><strong>REPAIR</strong></th>
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<tbody>
<tr>
<td>Size</td>
<td>150</td>
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<tr>
<td>Date</td>
<td>07-22-61</td>
</tr>
<tr>
<td>Cost of Work to be Completed Before Final Inspection</td>
<td>$150</td>
</tr>
</tbody>
</table>

**General Instructions:** If the work herein described is not commenced within one hundred twenty (120) days after the issuance of this permit, or if the work is suspended or abandoned at any time after the work is commenced for a period of one hundred twenty (120) days, this permit shall expire by limitation and become null and void as provided in the Oakland Building Code.

**Reminiscence is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.**

**Applicant:**

<table>
<thead>
<tr>
<th><strong>CONTRACTOR:</strong></th>
<th><strong>(if any)</strong></th>
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<tr>
<td><strong>Address:</strong></td>
<td><strong>Certified Address</strong></td>
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<td><strong>City License No.:</strong></td>
<td><strong>City License No.:</strong></td>
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<tr>
<td><strong>State License No.:</strong></td>
<td><strong>State License No.:</strong></td>
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</table>

I hereby agree to save, indemnify and hold harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise arise against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-division, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

**Signature of Applicant:**

**Signature of Owner:**
APPROVAL REQUIRED BY STREET AND ENGINEERING DEPARTMENT.

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD
in this Department which are in conflict with this application.

REMARKS.

STREET AND ENGINEERING DEPARTMENT
By: __________________ Date: __________________

DRAIN OK

LATH OK

REMOVAL OK

CEMENT PLASTER OK

WIRE OK

OILPLATE OK

TREASURER
MAY 2 3 1952
CITY OF OAKLAND
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<tbody>
<tr>
<td>Number of Families</td>
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<td>Size of Lot</td>
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<td>Material of Exterior Walls</td>
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<td>Specific type of Occupancy</td>
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State how many buildings now on lot and give use at each:

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Footings Width | Depth in Ground | Width of Wall | Mud sill |   |   |
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Plan Filed Yes | Survey Filed Yes | No |   |   |
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Type of Building |   |   |   |   |   |
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Occurrence Group |   |   |   |   |   |
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Zoning District |   |   |   |   |   |
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Fire Zone |   |   |   |   |   |
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Valuation of Proposed Work:

Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, electrical wiring and elevator equipment therein or thereon, $750.00.

Cost or Work to be Completed Before Final Inspection:

General Instructions. If the work herein described is not commenced within one hundred twenty (120) days after the filing of this permit, or if the work is suspended or abandoned at any time after the work is commenced for a period of one hundred twenty (120) days, this permit shall expire by limitation and become void as provided in the Oakland Building Code.

This permit is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: LAWRENCE A. LANE Building Inspector

To be signed only when issued to owner:

I hereby certify that I am the applicant for this Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to any provisions of this Labor Code of the State of California relating to workmen's compensation insurance.

Signature of Owner:

STATE COPY
APPROVAL REQUIRED BY STREET AND ENGINEERING DEPARTMENT:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD

or _______________________________________________________________________________
in this Department which are in conflict with this application.

REMARKS: ____________________________________________________________________________

STREET AND ENGINEERING DEPARTMENT

By ________________________________________________________________________________

Date ________________________________________________________________________________

FORMS OK

LATH OK

ROUGH OK 4/21/65 - N/A

GYPSUM OK

PLASTER OK

FINAL OK 8/24/65

WIRE OK

TREASURER

CITY OF OAKLAND
**BUILDING & HOUSING DEPARTMENT — CITY OF OAKLAND**

**WRITE IN INK — FILE ALL COPIES**

**Inspected**

**FOR OFFICE USE ONLY**

<table>
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<tr>
<th>DATE FILED</th>
<th>SEP-4-1970</th>
<th>REVISION 2</th>
<th>79836</th>
</tr>
</thead>
</table>

**APPLICATION RECEIVED TO:**

**ALTERATION**

**JOB LOCATIONS:**

**430 Jackson St.**

**owner's name:**

**Owner's Address:**

**Owner's Phone No.:**

**FIELD CHECK BY:**

**DATE:**

**Value:**

<table>
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<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>B.R. Tax</td>
<td>$5.00</td>
</tr>
<tr>
<td>SMIP</td>
<td>$10.00</td>
</tr>
<tr>
<td>Address Fee</td>
<td>$2.50</td>
</tr>
<tr>
<td>General Fee</td>
<td>$10.00</td>
</tr>
<tr>
<td>Checking Fee</td>
<td>$1.00</td>
</tr>
</tbody>
</table>

**TOTAL FEES:**

**$10.50**

**Additional Cost:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Add'l Fee</td>
<td>$1.00</td>
</tr>
</tbody>
</table>

**TOTAL VALUE:**

**$10.50**

**PLAN FILED**

Yes / No

**SURVEYS FILED**

Yes / No

**Map No.**

**Tract Name/No.**

**Type of Building:**

| I | II | III | IV | V | H.T. | I | W. | N |

**Occupancy Group:**

| A | B | C | D | E | F | G | H | I | J | K | L | M | N |

**Zoning District:**

**Fire Zone:**

**NEW CONSTRUCTION**

**Size of new building:**

**Number of Families:**

**Size of Lot:**

**Material of Exterior Walls:**

**Valuation of Proposed Work:**

**Cost of Work to be Checked Before Final Inspection.**

**Present use of building:**

**Proposed use of building:**

**Number of stories high:**

**Size of existing building:**

**Describe briefly all proposed construction work:**

**Contractor (if any):**

**Certified Architect:**

**Address:**

**Phone No.:**

**State License No.:**

**City License Exp.:**

**FOR INSPECTIONS TELEPHONE 273-3441**
BUILDING & HOUSING DEPARTMENT — CITY OF OAKLAND
WRITE IN INK - FILE ALL COPIES

APPLICATION FOR PERMIT TO:
ALTER ADD TO NEW CONSTR.
REPAIR WRECK.
OTHER

JOB LOCATION
A 390 JACKSON ST.
OWNER'S NAME
O. S. B. LEONARD
OWNER'S ADDRESS
3332 24TH ST.
OWNER'S PHONE NO.
474-6711 EXT. 476

FIELD CHECK BY
O. S. B. LEONARD
DATE 9-6-24

NEW CONSTRUCTION

Size of new building
Height to highest point
No. of Stories
Specific type of Occupancy
State how many buildings now on lot give use of each
Footing Width
Depth in Ground
Width of Wall
Material of Exterior Walls
Number of Families
Site of Lot
Material of Exterior Walls

VALUATION OF PROPOSED WORK: $15,000.00
Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire protection, electrical wiring and elevator equipment therein or thereon.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved LAWRENCE A. LANE
Chief Building Inspector

CONSTRUCTION LENDER

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.

I hereby certify that I am the applicant for a Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to the provisions of the Labor Code of the State of California relating to workers compensation insurance.

Signature of Owner

STATE LICENSE No. 1174-63
City License Exp. 3-31-75.
Licensed Civil Engineer

State License No. 1174-63
City License Exp. 3-31-75.
Licensed Civil Engineer

1. State of Owner
City State Zip

DEPARTMENT COPY

FOR INSPECTIONS TELEPHONE 273-3441
APPROVAL REQUIRED BY OFFICE OF PUBLIC WORKS:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD
or__________________________
in this Office which are in conflict with this application.

REMARKS:__________________________

OFFICE OF PUBLIC WORKS

By__________________________ Date________________________

FORMS OK

FIREPLACE OK

WIRE (EXT.) OK

LATH (INT.) OK

ROUGH OK

C059/17/24 ROK in
see 1 north west corner
except where Plan reg
C059/27/24 3y Sec 2 farm
OK.

C05/04/14 all ok in 2nd sec.
C05/10/14 R Fence in field

BALKS OK

C059/20/24

GLASSER DR. - C059/20/24

Sec 1. all ok
Sec 2 ok except top of corner.

FINISH OK 11-20-75 done

C05/10/14 done ok
C05/10/14 new wall
Gypsum ok Check for when
done.
To: fire marshal

From: C. Staton

Re: Address 430 Jackson St.

Owner Safety Stores Inc.

Contractor Wayne Smith

Information:

Please reply to following:

Any objection to a final on permits

C 79 871
C 80 847
C 84 446

All work that was done so far.

Signed C. Staton
Title Bldg Lnsgr

REPLY

No objection to a final on these permits.

Received

NOV 2 1975

Signed THOMAS COBB
Title Fire Insgr
Date 11-6-75
APPLICATION FOR PERMIT TO:
ALTER ADD TO NEW CONSTRUCTION REPAIR WRECK OTHER

JOB LOCATION 430 JACOBS
OWNER'S NAME SAFRANO SAGAN
OWNER'S ADDRESS 401 JACOB
OWNER'S PHONE NO.
FIELD CHECK BY CCE DATE 12/26/74

APPROVED YES

REMARKS (conditions noted)

NEW CONSTRUCTION

Size of new building
Height to highest point
No. of stories
Specific type of Occupancy
State how many buildings now on lot and give use of each
Foundation Width Depth in Ground Width of Wall Mudsill
Walls: @ cts. Floor Joists: @ cts. Ceiling Joists: @ cts.
Roof: @ cts. Roof Covering

VALUATION OF PROPOSED WORK:
Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereof.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved LAWRENCE A. LANE Chief Building Inspector

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.

CONSTRUCTION LENDER (if none, write none)

Name
Branch
Street Address

Signature of Owner City State Zip

DEPARTMENT COPY

FOR INSPECTIONS TELEPHONE 272-2441
### OFFICE OF PUBLIC WORKS

<table>
<thead>
<tr>
<th>Forms OK</th>
<th>Fireplace OK</th>
<th>Wire (Ext.) OK</th>
<th>Lath (Int.) OK</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/22/75</td>
<td>11/1/75</td>
<td>12/22/75</td>
<td>12/23/75</td>
</tr>
</tbody>
</table>

### ROUGH OK

- 11/1/75 Front Porch
- 12/3/75 Front Porch
- 12/4/75 Front Porch
- 12/5/75 Front Porch

### Plaster OK

- 12/1/75

### CEMENT

- 12/1/75

### Final OK

- 11/20/75

- 11/21/75, Check PM when done
Application for Permit to:

Alter

ADD TO

NEW CONSTRUCTION

REPAIR

WRECK

OTHER

JOB LOCATION: 430 Jackson Street, Oakland

OWNER'S NAME: Gateway Steel, Inc.

OWNER'S ADDRESS: 430 Jackson St., Oakland

OWNER'S PHONE NO.: 441-781-7045

FIELD CHECK BY: [Name]

REMARKS (conditions noted):

Yes

NEW CONSTRUCTION

Size of new building:

Height to highest point:

No. stories:

Specific type of Occupancy:

State how many buildings now on lot:

give use of each:

Footings Width:

Depth in Ground:

Width of Wall:

Mud sill:

Studs: @ ctrs. Floor Joists:

@ ctrs. Ceiling Joists:

@ ctrs. Roof Covering:

Roof:

Rafter:

Rafter:

Evaluation of Proposed Work: $

Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire, sprinkler, electric wiring and elevator equipment therein or thereon.

Cost of Work to be checked before final inspection:

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: LAWRENCE A. LANE

Chief Building Inspector

By TEC

To be signed only when issued to owner.

Construction Lender:

If none, write none.

[Name]

[Branch]

[Street Address]

Signature of Owner

City

State

Zip

Certified Architect

Licensed Civil Engineer

Contractor (if any): Wayne Smith

Address: 311 East 17th Street

Phone No.: 536-3443

State License No.: 2274822

City License Exp.: 12/30/74

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees, and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

[Signature]
425 Madison St.

Value of Building: $20,000

Additional Cost: $250

Total Fees: $225

Date: Dec 3, 1968

Type of Building: New Construction

Occupancy Group: A

Zoning District: E-1

Fire Zones: 1-2-0

Present Use of Building: Office

Proposed Use of Building: Office

Number of Stories: 1

Inspection Officer: E. P. Anderson

Signature: [Signature]

Date: Dec 3, 1968

(Note: The text is written in a mixture of cursive and typewriter fonts, and some parts are handwritten. The document is a building inspection report from the City of Oakland.)
BUILDING INSPECTION — CITY OF OAKLAND
WRITE IN INK — FILE ALL COPIES
Inmate

APPLICATION FOR PERMIT TO:
ALTER          ADD TO       NEW CONSTR
REPAIR         WRECK        OTHER

JOB LOCATION:
425 MADISON ST.

OWNER’S NAME: Safeway Stores, Inc.
OWNER’S ADDRESS: 47 & Jackson St.
OWNER’S PHONE No.: 791-2000

FIELD CHECK BY: DATE:

REMARKS [conditions noted]:

NEW CONSTRUCTION

Size of new building
Number of Families
Size of Lot
Material of Exterior Walls

VALUATION OF PROPOSED WORK: $30,000
including all labor and material and all permanent fixtures, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring, and elevator equipment, furnish or hire.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Present use of building: OFFICES
Proposed use of building: SAME

Size of existing building
Number of stories high

Describe briefly all proposed construction work: ALTERATION TO CONSBY, REST LIDO.

CONSTRUCTION LENDER
[Tll none, write none:]

CONTRACTOR:

ERIC F. ANDREW INC.

1033 Yerba Buena

Phone No.: 653-7777

I hereby agree to save, indemnify and keep harmless the City of Oakland and the City’s officers, employees, and agents against all liabilities, costs, and expenses which may arise out of or in any way connected with the City in consequence of this granting of this permit or from the use or occupancy of any change, alteration, or sub-division, or otherwise in violation thereof, and will be liable to the City and to any person for such liabilities, or for damage caused by such change, alteration, or sub-division, or otherwise in violation thereof, and will be liable to the City and to any person for such liabilities, or for damage caused by such change, alteration, or sub-division, or otherwise in violation thereof.

Signature of Owner:

FOR INSPECTIONS TELEPHONE 273-5441

DEPARTMENT COPY

[Signature]

[Address]

[City, State, Zip]
APPLICATION FOR PERMIT TO:

430 - JACKSON ST

REPAIR  WRECK  OTHER

JOB LOCATION  430 JACkSON ST

OWNER'S NAME  SAFETY STORES

OWNER'S ADDRESS  5419K

OWNER'S PHONE NO.  891-3561  ONE TIME NUMBER

APPROVED:  [Signature]

REMARKS:  [Signature]

NEW CONSTRUCTION

Number of Families:  

Size of Lot:  

Material of Exterior Walls:  

APPROVAL OF PROPOSED WORK:  

$75,000

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

CONSTRUCTION LENDER  

FOR INSPECTIONS TELEPHONE 273-3441
**BUILDING PERMIT APPLICATION**

**OWNER/BUILDER:**

- **Name:**
- **Address:**
- **Phone:**

**CONTRACTOR:**

- **Name:**
- **Address:**

**DATE RECEIVED:**

- **7-7-81**

**DATE ISSUED:**

- **7-7-81**

**DESCRIPTION:**

- **New:**
- **Remodel:**
- **Alteration:**
- **Addition:**
- **Other:**

**NOTES:**

- **Permit Fee:**
- **Advanced Payment:**

**ADDRESSES & DESCRIPTIONS:**

- **Proposed Address:**
- **Previous Address:**

**APPROXIMATE LOCATION:**

- **Street:**
- **City:**
- **State:**
- **Zip Code:**

**USE:**

- **Primary Use:**
- **Secondary Use:**

**SUMMARY:**

- **Value:**
  - **Building:**
  - **Improvements:**
  - **Total:**

**ADDITIONAL COST:**

- **Building:**
- **Improvements:**
- **Total:**

**TOTAL VALUE:**

- **Building:**
- **Improvements:**
- **Total:**

**DATES:**

- **Received:**
- **Issued:**
- **Inspection:**

**SIGNATURES:**

- **Applicant:**
- **Inspector:**
- **Builder:**
- **Contractor:**

---

**City of Oakland**
**Building Services Department**
**Permit No. 72141**

**Date Issued:** 7-7-81

**Address:**

- **Proposed:**
- **Previous:**

**Permit Fee:** $12,000

**Summary:**

- **Value:**
  - **Building:**
  - **Improvements:**
  - **Total:**

**Additional Cost:**

- **Building:**
- **Improvements:**
- **Total:**

**Total Value:**

- **Building:**
- **Improvements:**
- **Total:**

**Dates:**

- **Received:**
- **Issued:**
- **Inspection:**

**Signatures:**

- **Applicant:**
- **Inspector:**
- **Builder:**
- **Contractor:**
BUILDING PERMIT APPLICATION

439 Jackson St. Oakland

SABRETT WOODS Inc. 841-3577
701 - 4th St. 94607

OAKLAND, CA 94607

SABRETT WOODS INC.

17-64
87570

Eve F. Mikulas
1033 6th Ave. Oakland 94612
3-10-83

James A. Sheehan

Office

Plan Filed
Survey Filed

Proposed Use of Building

Office

Number of Floors

Number of Units

Use of each

Building

3F

103 F

30,000

Value

5

Additional Cost

Total Value

30,000

5

25,000
**BUILDING PERMIT APPLICATION**

<table>
<thead>
<tr>
<th>PERMIT NUMBER</th>
<th>ADDRESS</th>
<th>OWNER</th>
<th>CONTRACTOR</th>
<th>DATE</th>
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<tr>
<td>310261-7</td>
<td>555 Madison St</td>
<td>E. C. Anderson, Inc</td>
<td>3300 Yorkon Bldg Bldg 053 2126</td>
<td>3/14/84</td>
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**INTERIOR ALTERATIONS**

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**PRICE SUMMARY**

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**TOTAL VALUE**

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**DATE**

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### Building Permit Application

**Address:**
- 925 Jackson Street, Oakland, Ca
- Safeway Stores, Inc.
  
  **Construction:**
  - Owner: Safeway Stores, Inc.
  - Contractor: Eric F. Anderson, Inc.
  - 1023 Yerba Buena Ave.
  - Oakland, Ca.
  - 94608, 415-653-2226

**Description:**
- Demolish & Remove Non Load Bearing Partitions & Suspended Ceilings
- Install new suspended ceiling with 2x4 T-Bar Light Fixtures
- Total Cost: $2,000

**Value:**
- **Total:** 152.76
- **Total:** 254.50

**Additional Costs:**
- 6/30/85

**Owner:** Malcolm F. McFarland

---

**Note:** The document appears to be a permit application form with detailed information about a construction project at 925 Jackson Street, Oakland. The application includes the names of the owner and contractor, a description of the work to be done, and a total cost of $2,000. The form contains various columns for values, additional costs, and dates.
Applic#* B8803950  Type: 5
Date Filed: 08/30/88  Disposition: F FINALED 01/12/90

Site addr: 1) 430 JACKSON  ST  001 -C161-001-00
2)
3)
Bldg: Floor:  Prcl Cond:  Cond Aprvl:  Viol:
Proj Descr: EXPAND COMP RM;DEMO PARTITIONS;FRAME DOOR OPENINGS; MISC  PC:

Insp Div: BD-INSPI  Dist: 01  Scope Includes: BLDG  ELEC  MECH  PLMB
Track:
Owner: SAFEWAY STORES
Contractor: ANDERSON, ERIC F. INC.  082540 (510)430-8404  X
Arch/Engr: Agent: ERIC ANDERSON INC
Applicant Addr:
   City/State:
Other Related Applic#s: M8901534  Zip:  Wrkrs Comp* NA

F3=Ext  F23=Dsc  F24=Com  987 Business Tax License Expired
Applic#* B8804344  Type: 5
Date Filed: 09/23/88

Disposition: F FINALED 09/15/89

Site addr: 1) 430 JACKSON
2) 3)

Bldg:  Floor: Prcl Cond:  Cond Aprvl:  Viol: PC:

Proj Descr: REMODEL TENANT IMPROVEMENTS

Insp Div: BD-INS  Dist: 01  Scope Includes: BLDG  ELEC  MECH  PLMB
Track:
Owner: SAFEWAY STORES, INC.
Contractor: ANDERSON, ERIC F. INC.
Arch/Engr:
Agent: ERIC F. ANDERSON, INC.
Applicant Addr:
City/State: Zip:

Lic#  Phone#  Applicant
082540  (510)430-3404  X

( )891-3000

( )430-3404

No Fee:

Wrkrs Comp* NA

F3=Ext  F23=Desc  F24=Com
987 Business Tax License Expired
Applic#: B9001275 Type: 5
Date Filed: 03/16/90 Disposition: F FINALED 06/24/91

Number STREET NAME SUFFIX SUITE ASSSESSOR PARCEL#
1) 430 JACKSON ST 001 -0161-001-00

Site addr:

Bldg: Floor:

Proj Descr: ADD HANDICAP RAMP, MEN & WOMANS SHOWER REARRANGE OFFICE SPAC PC:

Prcl Cond: Cond Aprvl: Viol:

Disp Div: BD-INSP Dist: 01 Scope Includes: BLDG ELEC MECH PLMB Lic# Phone# Applicant

Track:

Owner: SAFEWAY STORES INC ( )890-3057

Contractor: ANDERSON, ERIC F. INC.

Arch/Engr:

Agent:

Applicant Addr:

City/State:

Other Related Applic#s: M9001412 Zip: No Fee:

F3=Ext F23=Dsc F24=Com

987 Business Tax License Expired
Applic#* B9103286  Type: 5
Date Filed:  06/28/91

Disposition: F FINALED 11/15/91

Site addr:  1)  430 JACKSON ST  001 -0161-001-00
2)
3)

Bldg:  Floor:
Proj Descr: REMODEL INTERIOR OFFICE SPACE (SAFEWAY OFFICES)

Insp Div: BD-INS  Dist: FC  Scope Includes: BLDG ELEC MECH PLMB
Track:
Owner: SAFEWAY INC
Contractor: ANDERSON, ERIC F. INC.
Arch/Engr:
Agent:
Applicant Addr:
City/State:
Other Related Applic#s:

Lic#  Phone#  Applicant
( )91-3057
082540 (415)430-3404  X

F3=Ext  F23=Dsc  F24=Com
987 Business Tax License Expired

No Fee: Wrkrs Comp* NA
Applic#: B9103936  Type: 5
Date Filed: 08/07/91
Disposition: F FINALED 10/23/91
Site addr: 430 JACKSON
ST 001 -0161-001-00

Insp Div: BD-INS  Dist: 01 Scope Includes: BLDG ELEC MECH PLMB
Track:
Owner: SAFeway INC
Contractor: ANDERSON, ERIC F. INC.
Arch/Engr:
Applicant Addr: 1066 BEECHER ST.
City/State: SAN LEANDRO, CA
Lic# Phone# Applicant
082540 (415)430-8404 X
Zip: 94577 Wrkrs Comp* NA

F3=Ext  F23=Dsc  F24=Com
987 Business Tax License Expired
Applic#*  B9104656  Type:  5
Date Filed:  09/13/91
Disposition:  F  FINALED  11/27/91

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<td>001 -0161-001-00</td>
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<tr>
<td>3)</td>
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Site addr:  1)  430 JACKSON ST 001 -0161-001-00
2)  
3)  

Bldg:  
Floor:  

Proj Descr: REMODELING EXITING LUNCH ROOM
Prcl Cond:  
Cond Aprvl:  
Viol:  
PC:  

Insp Div:  BD-INSF  Dist:  01  Scope Includes:  BLDG ELEC MECH PLMB
Track:  
Owner:  SAFEWAY INC.
Contractor:  ANDERSON, ERIC F. INC.
Arch/Engr:  
Agent:  
Applicant Addr:  
City/State:  
Lic#  Phone#  Applicant
082540 (415)430-8404  X

Other Related Applic#s:  

No Fee:  
Wkrks Comp*  NA

F3=Ext  F23=Dsc  F24=Com
987 Business Tax License Expired
Applic#*  B9800188  Type: 5
Date Filed: 01/20/98
Disposition: F FINALED 07/20/98
Site addr: 1) 430 JACkson ST 001-0161-001-00
2) 3)
Bldg: Floor:  Prcl Cond: Cond Aprvl: Viol:
Proj Descri: Demolition of all interior non bearing walls.

Insp Div: BD-INSP  Dist: 02  Scope Includes: BLDG ELEC MECH PLMB
Track:  Owner: SAFEWAY STORES INCORPORATED
Lic#  Phone#  Applicant
Contractor: ANDERSON, ERIC F. INC.  082540 (510)430-8404 X
Arch/Engr:
Agent:
Applicant Addr: 1066 BEECHER ST.
City/State: SAN LEANDRO, CA Zip: 94577 Wrkrs Comp* NA
Other Related Applic#s: B9801097 CGS980120 P9800861 E9801548 M9800809
B9901504 E9901303 M9900624

F3=Ext  F23=Dsc  F24=Com
987 Business Tax License Expired
Record B9801097:
Non-Residential Building - Alteration

Record Status: Final

**Work Location**

200 4TH ST
OAKLAND CA

**Record Details**

**Applicant:**

1066 BEECHER ST.
SAN LEANDRO, CA, 945770000

**Licensed Professional:**

ANDERSON, ERIC F. INC.
1066 BEECHER ST.
SAN LEANDRO, CA, 945770000
Contractor 082540

**Project Description:**

Interior remodel - With additional bathrooms, new t-bar ceiling, new walls, existing H.V.A.C., sprinkler's and new entrance.

**More Details**

**Additional Information**

**Job Value($):**

$800,000.00

**Application Information**

**EXISTING BUILDING INFORMATION**

Building Use 1: Miscellaneous Service Facility

**PROPOSED BUILDING INFORMATION**

Number of Buildings on Lot: 1
Number of Stories: 1
Fire Sprinklers: No
Occupancy Group 1: B
Building Use 1: Miscellaneous Service Facility

Application Information Table

SPECIAL INSPECTIONS

Special Inspection: STRUCTURAL STEEL
Inspection Stage: 2. Frame
Comment: WELDING -
Prescribed By: ADP
Prescribed: 05/12/1998

Inspections

Upcoming

You have not added any inspections.
Click the link above to schedule or request one.

Completed (25)

APPROVED - 6; CORRECTION NOTICE - 2; NO ACCESS/NO PLANS - 3; No Status - 1; PARTIAL APPROVAL - 13

CORRECTION NOTICE FINAL BUILDING 04P (298136)
Result by: RP on 04/09/1999 at 12:00 AM
View Details

PARTIAL APPROVAL FINAL BUILDING 04P (298135)
Result by: JP on 12/04/1998 at 12:00 AM
View Details

APPROVED FINAL BUILDING 04P (298137)
Result by: JP on 04/16/1999 at 12:00 AM
View Details

No Status Frame (299512)
Result by: RP on 08/27/1998 at 12:00 AM
View Details

CORRECTION NOTICE FINAL BUILDING 04P (299511)
Result by: RP on 08/26/1998 at 12:00 AM
View Details

Processing Status

Attachments

Related Records
Record B9901504:
Non-Residential Building - Alteration

Record Status: Final

Work Location

200 4TH ST
OAKLAND CA

Record Details

Applicant:
4463A STONERIDGE DR
PLEASANTON, CA, 945880000

Licensed Professional:
G H GROUP INC
5933 CORONADO LN, #1-B
PLEASANTON, CA, 945880000
Contractor 521142

Project Description:
Interior remodel - new t-bar ceilings, lights, 3 hvac units, sprinkler's.

More Details

Additional Information
Job Value($):
$50,000.00

Application Information

EXISTING BUILDING INFORMATION
Building Use 1: Office

PROPOSED BUILDING INFORMATION
Number of Buildings on Lot: 1
Number of Stories: 1
Fire Sprinklers: No
Occupancy Group 1: B
Building Use 1: Office

**Inspections**

**Upcoming**

You have not added any inspections.
Click the link above to schedule or request one.

**Completed (3)**

**APPROVED - 2; CORRECTION NOTICE - 1**

**APPROVED FINAL BUILDING 04P (332494)**
Result by: RP on 05/20/1999 at 12:00 AM

**CORRECTION NOTICE LATH/CEILING 03N (332493)**
Result by: RP on 05/14/1999 at 12:00 AM

**APPROVED FIELD CHECK 00N (332492)**
Result by: MM on 04/27/1999 at 12:00 AM

**Processing Status**

**Attachments**

**Related Records**
Record B0205225:
Non-Residential Building - Alteration

Record Status: Final

Work Location

200 4TH ST
OAKLAND CA

Record Details

Applicant:
5826 BRISA ST.
LIVERMORE, CA, 945500000

Licensed Professional:
SHAMES CONSTRUCTION CO LTD
5826 BRISA ST.
LIVERMORE, CA, 945500000
Contractor 532518

Project Description:
ALTER ROOF FOR A/C UNIT

More Details

Additional Information
Job Value($):
$10,000.00

Application Information
EXISTING BUILDING INFORMATION
Building Use 1: Miscellaneous Service Facility

PROPOSED BUILDING INFORMATION
Number of Buildings on Lot: 1
Number of Stories: 1
Fire Sprinklers: No
Occupancy Group 1: B
Building Use 1: Miscellaneous Service Facility
Inspections

Upcoming

You have not added any inspections. Click the link above to schedule or request one.

Completed (2)

APPROVED - 2

APPROVED FINAL BUILDING 04P (36224)
Result by: JP on 01/13/2003 at 12:00 AM

APPROVED ROUGH 03P (36223)
Result by: SB on 12/17/2002 at 12:00 AM

Processing Status

Attachments

Related Records
APPENDIX C

Traffic and Transportation – Level of Service Calculations
### Movement

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### Intersection Summary

- **HCM 2000 Control Delay**: 13.9
- **HCM 2000 Volume to Capacity ratio**: 0.34
- **Actuated Cycle Length (s)**: 75.0
- **Intersection Capacity Utilization**: 65.1%
- **Analysis Period (min)**: 15
## Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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### Movement Types

- **Turn Type**: Split, NA, Perm, Perm, NA, NA, Free
- **Protected Phases**: 8, 8, 2, 6
- **Perm Phases**: 8, 2, Free
- **Actuated Green, G (s)**: 19.5, 19.5, 19.5, 44.5, 44.5, 44.5, 44.5, 75.0
- **Effective Green, g (s)**: 19.5, 19.5, 19.5, 44.5, 44.5, 44.5, 44.5, 75.0
- **Actuated g/C Ratio**: 0.26, 0.26, 0.26, 0.59, 0.59, 0.59, 0.59, 1.00
- **Clearance Time (s)**: 5.5, 5.5, 5.5, 5.5, 5.5, 5.5, 5.5, 5.5
- **Lane Grp Cap (vph)**: 414, 435, 370, 653, 994, 994, 1425
- **v/s Ratio Prot**: 0.00, 0.17, 0.14, 0.14, 0.09
- **v/s Ratio Perm**: 0.00, 0.01, 0.21, 0.21, 0.89
- **v/c Ratio**: 0.00, 0.04, 0.36, 0.24, 0.16, 0.89
- **Uniform Delay, d1**: 20.6, 24.6, 20.7, 7.9, 7.2, 6.8, 0.0
- **Progression Factor**: 1.00, 1.00, 1.00, 1.22, 1.22, 1.00, 1.00
- **Incremental Delay, d2**: 0.0, 7.1, 0.2, 1.4, 0.5, 0.3, 8.4
- **Delay (s)**: 20.6, 31.7, 20.9, 11.0, 9.4, 7.2, 8.4
- **Level of Service**: C, C, C, B, A, A, A
- **Approach Delay (s)**: 0.0, 30.0, 10.2, 8.3
- **Approach LOS**: A, C, B, A

### Intersection Summary

- **HCM 2000 Control Delay**: 11.9
- **HCM 2000 Volume to Capacity Ratio**: 1.04
- **Actuated Cycle Length (s)**: 75.0
- **Intersection Capacity Utilization**: 65.1%
- **Analysis Period (min)**: 15
- **c Critical Lane Group**
**HCM Signalized Intersection Capacity Analysis**

**3: Oak Street & 5th Street**

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**Turn Type**

- Split: NA
- Protected Phases: 4
- Permitted Phases: 6

**Actuated Green, G (s)**

- 22.0
- 15.0
- 15.0

**Effective Green, g (s)**

- 22.0
- 15.0
- 15.0

**Actuated g/C Ratio**

- 0.49
- 0.33
- 0.33

**Clearance Time (s)**

- 4.0
- 4.0
- 4.0

**Lane Grp Cap (vph)**

- 2404
- 1138
- 617

**v/s Ratio Prot**

- c0.17

**v/s Ratio Perm**

- c0.07

**v/c Ratio**

- 0.35
- 0.22
- 0.16

**Uniform Delay, d1**

- 7.1
- 10.8
- 10.6

**Progression Factor**

- 1.00
- 1.00
- 1.16

**Incremental Delay, d2**

- 0.4
- 0.4
- 0.6

**Delay (s)**

- 7.5
- 11.2
- 12.8

**Level of Service**

- A
- B
- B

**Approach Delay (s)**

- 7.5
- 0.0
- 11.2
- 12.8

**Approach LOS**

- A
- A
- B
- B

**Intersection Summary**

- HCM 2000 Control Delay: 8.8
- HCM 2000 Level of Service: A
- HCM 2000 Volume to Capacity ratio: 0.30
- Actuated Cycle Length (s): 45.0
- Sum of lost time (s): 8.0
- Intersection Capacity Utilization: 33.2%
- ICU Level of Service: A
- Analysis Period (min): 15

**c Critical Lane Group**
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### Intersection Summary

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200 Fourth Street  3/24/2015 EX AM

Synchro 8 Report
Page 4
### HCM Signalized Intersection Capacity Analysis

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**Intersection Summary**

- **HCM 2000 Control Delay**: 16.2
- **HCM 2000 Level of Service**: B
- **HCM 2000 Volume to Capacity ratio**: 0.50
- **Actuated Cycle Length (s)**: 75.0
- **Sum of lost time (s)**: 11.0
- **Intersection Capacity Utilization**: 81.0%
- **ICU Level of Service**: D
- **Analysis Period (min)**: 15
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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#### Actuated Green, G (s)

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| Effective Green, g (s) | 19.5 | 19.5 | 19.5 | 44.5 | 44.5 | 44.5 | 44.5 | 75.0 |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.26 | 0.59 | 0.59 | 0.59 | 0.59 | 1.00 |
| Clearance Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |

#### Lane Group Cap (vph)

| Lane Group Cap (vph) | 414 | 435 | 370 | 642 | 994 | 994 | 1425 | 1425 |
| v/s Ratio Prot | 0.01 | c0.19 | 0.22 | 0.30 | |
| v/s Ratio Perm | 0.01 | c0.29 | 0.30 | 0.30 | |
| v/c Ratio | 0.02 | 0.74 | 0.03 | 0.48 | 0.37 | 0.18 | 0.30 | |
| Uniform Delay, d1 | 20.7 | 25.4 | 20.7 | 8.7 | 7.9 | 6.9 | 0.0 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.67 | 0.70 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 10.8 | 0.2 | 2.2 | 0.9 | 0.4 | 0.5 | |
| Delay (s) | 20.7 | 36.2 | 20.9 | 8.0 | 6.5 | 7.3 | 0.5 | |
| Level of Service | C | D | C | A | A | A | A | |
| Approach Delay (s) | 0.0 | 34.0 | 7.2 | 2.5 | |
| Approach LOS | A | C | A | A | |

#### Intersection Summary

| HCM 2000 Control Delay | 11.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.56 | |
| Actuated Cycle Length (s) | 75.0 | Sum of lost time (s) | 11.0 |
| Intersection Capacity Utilization | 81.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

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**Intersection Summary**

- HCM 2000 Control Delay: 9.7
- HCM 2000 Level of Service: A
- HCM 2000 Volume to Capacity ratio: 0.43
- Actuated Cycle Length (s): 45.0
- Sum of lost time (s): 8.0
- Intersection Capacity Utilization: 43.2%
- ICU Level of Service: A
- Analysis Period (min): 15

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<p>| 200 Fourth Street 3/24/2015 EX PM | Synchro 8 Report | Page 3 |</p>
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### Lane Configurations

- **Volume (vph)**: 260, 366, 377, 0, 0, 0, 0, 196, 55, 66, 76, 0
- **Ideal Flow (vphpl)**: 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900
- **Total Lost time (s)**: 5.5, 5.5, 5.5, 5.5
- **Lane Util. Factor**: 0.91, 1.00, 1.00, 1.00, 0.94, 0.97, 1.00, 0.99, 1.00, 0.95, 1.00, 0.99
- **Frt Protected**: 0.99, 1.00, 0.95, 1.00
- **Satd. Flow (prot)**: 4737, 1808, 1770, 1863
- **Satd. Flow (perm)**: 4737, 1808, 1053, 1863

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### Intersection Summary

- **HCM 2000 Control Delay**: 14.2
- **HCM 2000 Level of Service**: B
- **HCM 2000 Volume to Capacity ratio**: 0.37
- **HCM 2000 Volume to Capacity ratio**: 0.37
- **Actuated Cycle Length (s)**: 75.0
- **Sum of lost time (s)**: 11.0
- **Intersection Capacity Utilization**: 67.9%
- **ICU Level of Service**: C
- **Analysis Period (min)**: 15

**Critical Lane Group:** c
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### Lane Configurations

- **Turn Type:** Split, NA, Perm, Perm, NA, NA, Free
- **Protected Phases:** 8, 8, 2, 6
- **Permitted Phases:** 8, 2, Free
- **Actuated Green, G (s):** 19.5, 19.5, 19.5, 44.5, 44.5, 44.5, 44.5, 75.0
- **Effective Green, g (s):** 19.5, 19.5, 19.5, 44.5, 44.5, 44.5, 44.5, 75.0
- **Actuated g/C Ratio:** 0.26, 0.26, 0.26, 0.59, 0.59, 0.59, 0.59, 1.00
- **Clearance Time (s):** 5.5, 5.5, 5.5, 5.5, 5.5, 5.5, 5.5, 5.5
- **Lane Grp Cap (vph):** 414, 435, 370, 652, 994, 994, 1425
- **v/s Ratio Prot:** 0.00, 0.17, 0.15, 0.15, 0.09, 0.09
- **v/s Ratio Perm:** 0.01, 0.23, 0.23, 0.23, 0.23, 0.23, 0.23, 0.23, 0.23, 0.89
- **v/c Ratio:** 0.02, 0.64, 0.04, 0.38, 0.25, 0.16, 0.89
- **Uniform Delay, d1:** 20.6, 24.6, 20.7, 8.0, 7.3, 6.9, 0.0
- **Progression Factor:** 1.00, 1.00, 1.00, 1.15, 1.16, 1.16, 1.00, 1.00
- **Incremental Delay, d2:** 0.1, 7.1, 0.2, 1.6, 0.6, 0.3, 8.4
- **Delay (s):** 20.7, 31.7, 20.9, 10.9, 9.0, 7.2, 8.4
- **Level of Service:** C, C, C, B, A, A
- **Approach Delay (s):** 0.0, 29.9, 9.9, 8.3
- **Approach LOS:** A, C

### Intersection Summary

- **HCM 2000 Control Delay:** 11.9
- **HCM 2000 Level of Service:** B
- **HCM 2000 Volume to Capacity ratio:** 1.04
- **Actuated Cycle Length (s):** 75.0
- **Sum of lost time (s):** 11.0
- **Intersection Capacity Utilization:** 67.9%
- **ICU Level of Service:** C
- **Analysis Period (min):** 15
- **Critical Lane Group:**

---

*200 Fourth Street 3/24/2015 EX+P AM Synchro 8 Report Page 2*
### HCM Signalized Intersection Capacity Analysis

#### 3: Oak Street & 5th Street

**3/24/2015**

#### Movement Capabilities

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#### Intersection Summary

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### Intersection Summary

- **HCM 2000 Control Delay**: 9.0
- **HCM 2000 Volume to Capacity ratio**: 0.32
- **HCM 2000 Level of Service**: A
- **Actuated Cycle Length (s)**: 45.0
- **Sum of lost time (s)**: 8.0
- **Interception Capacity Utilization**: 47.6%
- **ICU Level of Service**: A
- **Analysis Period (min)**: 15
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**Intersection Summary**

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200 Fourth Street 5:00 pm 3/24/2015 EX+P PM  Synchro 8 Report  Page 1
### Movement Table

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### Traffic Flow Summary

- **Flow Type**: Split
- **Permitted Phases**: 8
- **Protected Phases**: 2
- **Actuated Green, G (s)**: 19.5 (0.95), 19.5 (1.00), 19.5 (1.00)
- **Effective Green, g (s)**: 19.5 (0.95), 19.5 (1.00), 19.5 (1.00)
- **Actuated g/C Ratio**: 0.26 (1.00), 0.26 (1.00), 0.26 (1.00)
- **Clearance Time (s)**: 5.5, 5.5, 5.5
- **Lane Group Cap (vph)**: 414, 435, 370, 638, 994
- **v/s Ratio Prot**
  - 0.02 (0.00), 0.02 (0.00), 0.02 (0.00)
  - 0.01 (0.01), 0.01 (0.01), 0.01 (0.01)
- **v/c Ratio**: 0.07 (0.08), 0.07 (0.08), 0.07 (0.08)
- **Uniform Delay, d1**: 20.9, 25.4, 20.7
- **Progression Factor**: 1.00, 1.00, 1.00
- **Incremental Delay, d2**: 0.3, 0.3, 0.3
- **Delay (s)**: 21.3, 36.2, 20.9
- **Level of Service**: C, D, C

### Intersection Summary

- **HCM 2000 Control Delay**: 11.7
- **HCM 2000 Volume to Capacity ratio**: 0.57
- **Actuated Cycle Length (s)**: 75.0
- **Intersection Capacity Utilization**: 83.1%
- **Analysis Period (min)**: 15
- **Approach Delay (s)**: 0.0, 33.4
- **Approach LOS**: A, A
- **HCM 2000 Level of Service**: B
- **Sum of lost time (s)**: 11.0
- **ICU Level of Service**: E
- **Critical Lane Group**
### Lane Configurations

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| Volume (vph) | 209 | 864 | 118 | 0   | 0   | 0   | 0   | 395 | 73  | 4   | 97  | 0   |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |
| Lane Util. Factor | 0.91 | 0.95 | 0.98 | 1.00 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Flt Protected | 0.99 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Satd. Flow (prot) | 4966 | 4966 | 4966 | 4966 | 4966 | 4966 | 4966 | 4966 | 4966 | 4966 | 4966 | 4966 |
| Flt Permitted | 0.99 | 1.00 | 0.98 | 1.00 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Satd. Flow (perm) | 3456 | 3456 | 3456 | 3456 | 3456 | 3456 | 3456 | 3456 | 3456 | 3456 | 3456 | 3456 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 209 | 864 | 118 | 0 | 0 | 0 | 0 | 395 | 73 | 4 | 97 | 0 |
| RTOR Reduction (vph) | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1161 | 0 | 0 | 0 | 0 | 0 | 434 | 0 | 0 | 101 | 0 |

### Turn Type

- **Split**: NA
- **Protected Phases**: 4
- **Permitted Phases**: 6

### Actuated Phases

- **Actuated Green, G (s)**: 22.0
- **Effective Green, g (s)**: 15.0
- **Actuated g/C Ratio**: 0.49
- **Clearance Time (s)**: 4.0

### Lane Group Capacity (vph)

- **Lane Grp Cap (vph)**: 2427
- **v/s Ratio Prot**: c0.23
- **v/s Ratio Perm**: c0.13
- **v/c Ratio**: 0.48
- **Uniform Delay, d1**: 7.7
- **Progression Factor**: 1.00
- **Incremental Delay, d2**: 0.7
- **Delay (s)**: 8.4
- **Level of Service**: A
- **Approach Delay (s)**: 8.4
- **Approach LOS**: A

### Summary

- **HCM 2000 Control Delay**: 9.7
- **HCM 2000 Level of Service**: A
- **HCM 2000 Volume to Capacity ratio**: 0.44
- **Actuated Cycle Length (s)**: 45.0
- **Sum of lost time (s)**: 8.0
- **Intersection Capacity Utilization**: 43.5%
- **ICU Level of Service**: A
- **Analysis Period (min)**: 15

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c: Critical Lane Group
### HCM Signalized Intersection Capacity Analysis

**4: Oak Street & 6th Street**

#### Movement

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**200 Fourth Street 5:00 pm 3/24/2015 EX+P PM**  
**Synchro 8 Report**  
**Page 4**
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### Peak-hour factor, PHF

| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Adj. Flow (vph)

| Adj. Flow (vph) | 0    | 0    | 0   | 2   | 311 | 56  | 298 | 281 | 0   | 0   | 208 | 1408 |

### RTOR Reduction (vph)

| RTOR Reduction (vph) | 0    | 0    | 0   | 0   | 0   | 41  | 0   | 0   | 0   | 0   | 0    | 0    |

### Lane Group Flow (vph)

| Lane Group Flow (vph) | 0    | 0    | 0   | 2   | 311 | 15  | 298 | 281 | 0   | 0   | 208 | 1408 |

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### Protected Phases

| Protected Phases | 8    | 8  | 2    |      |    |    | 6    |

### Actuated Phases

| Actuated Phases | 8    | 2  |      |      |    |    | 6    |

### Effective Green, g (s)

| Effective Green, g (s) | 19.5 | 19.5 | 19.5 | 44.5 | 44.5 | 44.5 | 44.5 | 75.0 |

### Actuated g/C Ratio

| Actuated g/C Ratio | 0.26 | 0.26 | 0.26 | 0.59 | 0.59 | 0.59 | 0.59 | 1.00 |

### Clearance Time (s)

| Clearance Time (s) | 5.5  | 5.5  | 5.5  | 5.5  | 5.5  | 5.5  | 5.5  | 5.5  |

### Lane Grp Cap (vph)

| Lane Grp Cap (vph) | 414  | 435  | 370  | 625  | 994  | 994  | 1425 |

### v/s Ratio Prot

| v/s Ratio Prot | 0.00 | 0.19 | 0.17 | 0.12 |

### v/s Ratio Perm

| v/s Ratio Perm | 0.01 | 0.28 |

### v/c Ratio

| v/c Ratio | 0.00 | 0.71 | 0.04 | 0.48 | 0.28 | 0.21 | 0.99 |

### Uniform Delay, d1

| Uniform Delay, d1 | 20.6 | 25.2 | 20.7 | 8.6  | 7.5  | 7.1  | 0.0  |

### Progression Factor

| Progression Factor | 1.00 | 1.00 | 1.00 | 1.23 | 1.21 | 1.00 | 1.00 |

### Incremental Delay, d2

| Incremental Delay, d2 | 0.0  | 9.7  | 0.2  | 2.4  | 0.6  | 0.5  | 21.2 |

### Delay (s)

| Delay (s) | 20.6 | 34.9 | 20.9 | 13.0 | 9.7  | 7.5  | 21.2 |

### Level of Service

| Level of Service | C    | C    | C    | B    | A    | A    | C    |

### Approach Delay (s)

| Approach Delay (s) | 0.0  | 32.7 |      | 11.4 | 19.4 |

### Approach LOS

| Approach LOS | A    | C    | B    |

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3: Oak Street & 5th Street

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### Intersection Summary

- **HCM 2000 Control Delay**: 12.0
- **HCM 2000 Level of Service**: B
- **HCM 2000 Volume to Capacity ratio**: 0.53
- **Actuated Cycle Length (s)**: 45.0
- **Sum of lost time (s)**: 8.0
- **Intersection Capacity Utilization**: 53.0%
- **ICU Level of Service**: A
- **Analysis Period (min)**: 15
- **Critical Lane Group**
### Movement Capacity

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### Intersection Summary

- **HCM 2000 Control Delay**: 33.4
- **HCM 2000 Level of Service**: C
- **HCM 2000 Volume to Capacity ratio**: 0.80
- **Actuated Cycle Length (s)**: 75.0
- **Sum of lost time (s)**: 11.0
- **Intersection Capacity Utilization**: 112.0%
- **ICU Level of Service**: H
- **Analysis Period (min)**: 15
- **Critical Lane Group**
## HCM Signalized Intersection Capacity Analysis

### 2: Jackson Street & 6th Street

HCM Signalized Intersection Capacity Analysis

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### Analysis Period (min) 15

200 Fourth Street 3/24/2015 CUM PM Synchro 8 Report Page 2
# HCM Signalized Intersection Capacity Analysis

## 3: Oak Street & 5th Street

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### Intersection Summary

- **HCM 2000 Control Delay**: 43.5
- **HCM 2000 Level of Service**: D
- **HCM 2000 Volume to Capacity ratio**: 0.79
- **Actuated Cycle Length (s)**: 45.0
- **Sum of lost time (s)**: 8.0
- **Intersection Capacity Utilization**: 72.4%
- **ICU Level of Service**: C
- **Analysis Period (min)**: 15
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### Intersection Summary

- **HCM 2000 Control Delay**: 10.7
- **HCM 2000 Level of Service**: B
- **HCM 2000 Volume to Capacity ratio**: 0.54
- **Actuated Cycle Length (s)**: 45.0
- **Sum of lost time (s)**: 8.0
- **Intersection Capacity Utilization**: 56.0%
- **ICU Level of Service**: B
- **Analysis Period (min)**: 15
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## HCM Signalized Intersection Capacity Analysis

### 2: Jackson Street & 6th Street

**3/24/2015**

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| Actuated Green, G (s) | 19.5  | 19.5  | 19.5 | 44.5  | 44.5  | 44.5  | 75.0 |
| Effective Green, g (s) | 19.5  | 19.5  | 19.5 | 44.5  | 44.5  | 44.5  | 75.0 |
| Actuated g/C Ratio | 0.26  | 0.26  | 0.26  | 0.59  | 0.59  | 0.59  | 1.00 |
| Clearance Time (s) | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |

| Lane Grp Cap (vph) | 414   | 435   | 370   | 624   | 994   | 994   | 1425 |

| v/s Ratio Prot | 0.00  | 0.19  | 0.17  | 0.12  | 0.99  |
| v/s Ratio Perm | 0.01  | 0.30  | 0.00  | 0.99  |
| v/c Ratio | 0.02  | 0.71  | 0.04  | 0.51  | 0.29  | 0.21  | 0.99 |

| Uniform Delay, d1 | 20.6  | 25.2  | 20.7  | 8.9   | 7.5   | 7.1   | 0.0   |
| Progression Factor | 1.00  | 1.00  | 1.00  | 1.17  | 1.15  | 1.00  | 1.00  |
| Incremental Delay, d2 | 0.1   | 9.7   | 0.2   | 2.6   | 0.7   | 0.5   | 21.2  |
| Delay (s) | 20.7  | 34.9  | 20.9  | 13.0  | 9.3   | 7.6   | 21.2 |
| Level of Service | C     | C     | C     | B     | A     | A     | C     |

| Approach Delay (s) | 0.0   | 32.5  | 11.2  | 19.4  |
| Approach LOS | A     | C     | B     | A     |

### Intersection Summary

| HCM 2000 Control Delay | 19.4  | 19.4 |
| HCM 2000 Volume to Capacity ratio | 1.16  |
| HCM 2000 Level of Service | B     |
| Actuated Cycle Length (s) | 75.0  |
| Sum of lost time (s) | 11.0  |
| Intersection Capacity Utilization | 82.1% |
| ICU Level of Service | E     |
| Analysis Period (min) | 15    |

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200 Fourth Street 3/24/2015 CUM+P AM Synchro 8 Report Page 2
### Lane Configurations

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*200 Fourth Street  3/24/2015 CUM+P AM  Synchro 8 Report  Page 4*
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| Actuated Green, G (s) | 34.5 | 29.5 | 29.5 | 29.5 |
| Effective Green, g (s) | 34.5 | 29.5 | 29.5 | 29.5 |
| Actuated g/C Ratio | 0.46 | 0.39 | 0.39 | 0.39 |
| Clearance Time (s) | 5.5 | 5.5 | 5.5 | 5.5 |
| Lane Grp Cap (vph) | 2196 | 726 | 99 | 732 |
| v/s Ratio Prot | 0.27 | 0.42 |
| v/c Ratio | 0.58 | 1.03 | 1.07 | 0.20 |
| Uniform Delay, d1 | 14.9 | 22.8 | 22.8 | 15.0 |
| Progression Factor | 1.00 | 1.00 | 0.74 | 0.72 |
| Incremental Delay, d2 | 1.1 | 41.5 | 110.1 | 0.6 |
| Delay (s) | 16.0 | 64.3 | 126.9 | 11.4 |
| Level of Service | B | E | F | B |
| Approach Delay (s) | 16.0 | 0.0 | 64.3 | 60.2 |
| Approach LOS | B | A | E | E |

### Intersection Summary

- **HCM 2000 Control Delay**: 35.8
- **HCM 2000 Level of Service**: D
- **HCM 2000 Volume to Capacity ratio**: 0.80
- **Actuated Cycle Length (s)**: 75.0
- **Sum of lost time (s)**: 11.0
- **Intersection Capacity Utilization**: 114.1%
- **ICU Level of Service**: H
- **Analysis Period (min)**: 15

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## HCM Signalized Intersection Capacity Analysis

**2: Jackson Street & 6th Street**

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## HCM Signalized Intersection Capacity Analysis

3: Oak Street & 5th Street

### Movement

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| Lane Configurations | Volume (vph) | Ideal Flow (vphpl) | Total Lost time (s) | Lane Util. Factor | Frt | Flt Protected | Satd. Flow (prot) | Flt Permitted | Satd. Flow (perm) | Peak-hour factor, PHF | Adj. Flow (vph) | RTOR Reduction (vph) | Lane Group Flow (vph) | Turn Type | Protected Phases | Permitted Phases | Actuated Green, G (s) | Effective Green, g (s) | Actuated g/C Ratio | Clearance Time (s) | Lane Grp Cap (vph) | v/s Ratio Prot | v/s Ratio Perm | v/c Ratio | Uniform Delay, d1 | Progression Factor | Incremental Delay, d2 | Delay (s) | Level of Service | Approach Delay (s) | Approach LOS | Analysis Period (min) |
|---------------------|-------------|-------------------|-------------------|-----------------|-----|-------------|------------------|---------------|-----------------|---------------------|--------------|-----------------|-----------------------|-----------|----------------|-----------------|-----------------|-------------------|----------------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|---------------|-----------------|
|                     |             |                   |                   |                 |     |             |                  |               |                 |                     |              |                 |                        |           |               |                 |                 |                   |                |               |                 |               |               |                 |               |                |                 |               |   |

### Intersection Summary

- HCM 2000 Control Delay: 43.7
- HCM 2000 Level of Service: D
- HCM 2000 Volume to Capacity ratio: 0.80
- Actuated Cycle Length (s): 45.0
- Sum of lost time (s): 8.0
- Intersection Capacity Utilization: 72.7%
- ICU Level of Service: C
- Analysis Period (min): 15

### Critical Lane Group

- c: Critical Lane Group
### Movement Lane Configurations

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APPENDIX D

Transportation –
Memo: Intersection Operation Results
Comparison to LMSP
MEMORANDUM

Date: June 17, 2015
To: Lynette Dias and Hayley Cox, Urban Planning Partners, Inc.
From: Huma Husain and Sam Tabibnia
Subject: 200 4th Street – Intersection Operation Results Comparison

We recently submitted the Jack London Square 4th & Madison Project Administrative Draft EIR (EIR) for review. The intersection analysis for the EIR was based on the analysis completed for the Jack London Square Redevelopment Project Addendum to the 2004 EIR (JLS). These intersection results differ from those presented in the Lake Merritt Station Area Plan EIR (LMSP). This memorandum summarizes the differences between the JLS and LMSP intersection analysis results and assumptions and summarizes those that were used for the 4th and Madison EIR. The memo focuses on the following four study intersections:

- Jackson Street/5th Street
- Jackson Street/6th Street
- Oak Street/5th Street
- Oak Street/6th Street

Table 1 compares the delay and levels of service (LOS) results from the LMSP and JLS traffic studies at these four intersections. As shown in the table, the results of the LOS analysis have some significant differences, particularly in the Cumulative 2035 plus Project scenarios. The JLS study reports the four study intersections operating at LOS C or better under all analyzed scenarios, while the LMSP study reports LOS E or LOS F for the four study intersections under the Cumulative 2035 plus Project scenario. The differences in results between the two studies can generally be attributed to the following:

- LMSP assumes a peak hour factor for each intersection turning movement while JLS assumes a global peak hour factor of 1.0. This difference has a substantial effect on LOS.
- LMSP generally used higher Cumulative 2035 traffic volumes.
- LMSP assumptions, such as use of pedestrian volumes, lost time, and cycle lengths, contribute to a higher intersection delay than JLS.
- LMSP and JLS assume different lane configurations for all four intersections.
This remainder of this memorandum compares the intersection volumes, analysis assumptions, and lane configurations in further detail for Existing and Cumulative 2035 plus Project scenarios for the two projects.

For the 4th and Madison EIR analysis, we used JLS intersection volumes and assumptions as a base because they were the latest published data; however, we adjusted factors, such as the lane configurations and cycle lengths, to reflect actual existing conditions.

### TABLE 1 – INTERSECTION LOS COMPARISON

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1. EX = Existing Scenario, 2035 + P = Cumulative 2035 plus Project scenario
Source: Jack London Square EIR Addendum and Lake Merritt Specific Plan EIR

### INTERSECTION VOLUMES

Table 2 summarizes the AM and PM peak hour intersection volumes for the two projects. LMSP used volumes collected in 2012 and JLS used volumes collected in 2013. The volumes under Existing conditions do not vary by more than five percent between the two projects, which is within the expected day-to-day fluctuation in traffic volumes, with the exception of the Jackson Street/6th Street intersection during the AM peak hour, where LMSP has 24 percent less volume. For this intersection, JLS has more than double the southbound right-turn volume.
### TABLE 2: PEAK HOUR INTERSECTION VOLUMES

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<tr>
<th>Scenario1</th>
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1. EX = Existing Scenario, 2035+P = Cumulative 2035 plus Project scenario

Source: Jack London Square EIR Addendum and Lake Merritt Specific Plan
Both reports used the Alameda County Transportation Commission's 2009 Travel Demand Model to forecast 2035 volumes. Under Cumulative 2035 plus Project conditions, the volume differences are more varied across the two reports and peak hours. During the AM peak hour, JLS forecasts are higher at all intersections except the Oak Street/6th Street intersection, where the northbound approach volume for LMSP is more than double the JLS northbound approach volume. During the PM peak hour, LMSP forecasts are higher at all intersections except the Oak Street/5th Street intersection, where the northbound and southbound approach volumes are nearly double for JLS.

INTERSECTION ANALYSIS ASSUMPTIONS

Both JLS and LMSP analyzed the four intersections using Synchro 8 software and HCM 2000. However, the projects differed in the following assumptions:

- **Peak Hour Factor (PHF)** – As specified by the City of Oakland Transportation Impact Study Guidelines, JLS uses a universal PHF of 1.0. The PHF for LMSP varies by intersection movement, which generally ranges between 0.80 and 0.95. Consistent with the JLS assumptions and City’s guidelines, we used a PHF of 1.0.

- **Conflicting Pedestrian Volumes** – LMSP accounts for pedestrian volumes. JLS does not. We included the LMSP pedestrian volumes in our analysis.

- **Total Lost Time** – LMSP uses a universal lost time of 4.0 seconds. JLS uses 5.5 seconds for the Jackson Street intersections and 4.0 seconds for the Oak Street intersections. Our analysis is consistent with the JLS assumptions.

- **Cycle Length/Signal Timings** – LMSP and JLS use different cycle lengths and signal timings. Based on our review of City’s signal timing sheets and field observations, the LMSP assumptions are correct. We used these assumptions in our analysis.

INTERSECTION LANE CONFIGURATIONS

The JLS and LMSP projects assume different lane configurations at each of the four study intersections. The lane configurations do not change between Existing and Cumulative 2035 plus Project scenarios in either report. The differences are as follows:

- **Jackson Street/5th Street** – JLS assumes two southbound lanes, one through lane and one left-turn only lane. LMSP assumes one southbound shared left-turn/through lane. The LMSP configuration is correct and is used in our analysis.

- **Jackson Street/6th Street** - JLS includes the westbound right-turn only movement as part of the signalized intersection, while LMSP includes this movement as a stop-
controlled right-turn, not controlled by the signal. For JLS, the southbound approach is configured with two lanes, a through lane and right-turn only lane. The LMSP includes two southbound lanes, a shared through/right-turn lane and a channelized right-turn only lane with a yield bar and merge lane in the westbound movement. The LMSP configuration is correct and is used in our analysis.

- **Oak Street/5th Street** – JLS assumes three eastbound lanes, one shared through/right-turn lane, one through lane, and one through/left-turn lane. LMSP assumes three eastbound lanes as well, but shows a right-turn only lane instead of a shared through/right-turn lane. In the northbound direction, JLS assumes two lanes, one through lane and one shared through/right-turn lane. LMSP assumes one northbound shared lane. The JLS configuration is correct and is used in our analysis.

- **Oak Street/6th Street** – JLS does not include the one-way westbound 6th Street approach. LMSP includes this approach. The LMSP configuration is correct and is used for our analysis.

Please contact us with questions or concerns.
APPENDIX E

Air Quality and Greenhouse Gas Emissions – CalEEMod, Report, HRA Dispersion Model and ISCST3 Model
Jack London Square 4th and Madison Project
San Francisco Bay Area Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

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<th>Population</th>
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1.2 Other Project Characteristics

Urbanization: Urban
Wind Speed (m/s): 2.2
PrecipitationFreq (Days): 64
Climate Zone: 5
Operational Year: 2018
Utility Company: Pacific Gas & Electric Company

CO2 Intensity (lb/MWhr): 641.35
CH4 Intensity (lb/MWhr): 0.029
N2O Intensity (lb/MWhr): 0.006

1.3 User Entered Comments & Non-Default Data
Project Characteristics -

Land Use - In accordance with CalEEMod Guidelines, the total lot acreage (2.07 acres) was assigned to the residential portion. The default square footage for the residential portion changed based on the project description.

Construction Phase - No site preparation (i.e., vegetation removal) included in the project.

Demolition -


Vehicle Trips - Fehr & Peers, 2015. Assigned the 1,324 daily trips to residential.

Woodstoves - No woodstoves or fireplaces.


Water And Wastewater - EBMUD services at the project site and applies 100 percent aerobic process and 100 percent cogeneration

Construction Off-road Equipment Mitigation - Incorporates SCA for dust control and off-road heavy diesel engines meet CARB's most recent certification standard.

Mobile Land Use Mitigation -

Area Mitigation - BAAQMD Reg 8, Rule 3

Waste Mitigation -

Grading - Total acres adjusted to project size.

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2.0 Emissions Summary

2.1 Overall Construction

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2.2 Overall Operational

Unmitigated Operational

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2.2 Overall Operational

Mitigated Operational

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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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3.0 Construction Detail

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2.07

Acres of Paving: 0

Residential Indoor: 733,971; Residential Outdoor: 244,657; Non-Residential Indoor: 248,700; Non-Residential Outdoor: 82,900 (Architectural Coating – sqft)

**OffRoad Equipment**

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<tr>
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**Trips and VMT**
### 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area
Reduce Vehicle Speed on Unpaved Roads
Clean Paved Roads

### 3.2 Demolition - 2016

**Unmitigated Construction On-Site**

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<th>Vendor Trip Number</th>
<th>Vendor Trip Length</th>
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<th>Exhaust PM10</th>
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<th>Bio- CO2</th>
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<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
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### 3.2 Demolition - 2016

#### Unmitigated Construction Off-Site

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<th>Total CO2</th>
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#### Mitigated Construction On-Site

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### 3.3 Grading - 2016

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### 3.3 Grading - 2016

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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### 3.3 Grading - 2016
**Mitigated Construction Off-Site**

| Category   | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------|-----|-----|----|-----|---------------|--------------|------------|---------------|--------------|------------|----------|---------|----------|----------|-----|-----|------|
|            |     |     |    |     | t ons/yr      |              | MT/yr      |               |              |            |          |         |          |        |     |      |
| Hauling    | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor     | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker     | 1.1000e-004 | 1.6000e-004 | 1.6000e-003 | 0.0000 | 2.5000e-004 | 0.0000 | 2.5000e-004 | 7.0000e-005 | 0.0000 | 7.0000e-005 | 0.0000 | 0.2470 | 0.2470 | 1.0000e-005 | 0.0000 | 0.2472 |
| Total      | 1.1000e-004 | 1.6000e-004 | 1.6000e-003 | 0.0000 | 2.5000e-004 | 0.0000 | 2.5000e-004 | 7.0000e-005 | 0.0000 | 7.0000e-005 | 0.0000 | 0.2470 | 0.2470 | 1.0000e-005 | 0.0000 | 0.2472 |

### 3.4 Building Construction - 2016
**Unmitigated Construction On-Site**

| Category   | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------|-----|-----|----|-----|---------------|--------------|------------|---------------|--------------|------------|----------|---------|----------|----------|-----|-----|------|
|            |     |     |    |     | t ons/yr      |              | MT/yr      |               |              |            |          |         |          |        |     |      |
| Off-Road   | 0.4253 | 2.8327 | 1.9224 | 2.8600e-003 | 0.1870 | 0.1870 | 0.1790 | 0.1790 | 0.0000 | 245.3987 | 245.3987 | 0.0565 | 0.0000 | 246.5851 |
| Total      | 0.4253 | 2.8327 | 1.9224 | 2.8600e-003 | 0.1870 | 0.1870 | 0.1790 | 0.1790 | 0.0000 | 245.3987 | 245.3987 | 0.0565 | 0.0000 | 246.5851 |
### 3.4 Building Construction - 2016

#### Unmitigated Construction Off-Site

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### 3.5 Architectural Coating - 2016

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3.5 Architectural Coating - 2016
Mitigated Construction Off-Site

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Unmitigated Construction On-Site

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### 3.5 Architectural Coating - 2017

**Unmitigated Construction Off-Site**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density
Improve Walkability Design
Improve Destination Accessibility
Increase Transit Accessibility
### 4.2 Trip Summary Information

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Average Daily Trip Rate</th>
<th>Unmitigated</th>
<th>Mitigated</th>
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<td></td>
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<td>Weekday</td>
<td>Saturday</td>
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<tr>
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<td>11.50</td>
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<td>Health Club</td>
<td>135.01</td>
<td>85.57</td>
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<td>H-S or C-C</td>
<td>H-O or C-NW</td>
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### 5.0 Energy Detail

**Historical Energy Use:** N

### 5.1 Mitigation Measures Energy

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<th>NOx</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>N-Bio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
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<tbody>
<tr>
<td>Electricity Mitigated</td>
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<td></td>
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<tr>
<td>Electricity Unmitigated</td>
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<td></td>
<td></td>
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<tr>
<td>Natural Gas Mitigated</td>
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<td>0.1522</td>
<td>0.0720</td>
<td>9.6000e-004</td>
<td>0.0122</td>
<td>0.0122</td>
<td>0.0122</td>
<td>0.0122</td>
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<td>175.0014</td>
<td>3.3500e-003</td>
<td>3.2100e-003</td>
<td>175.0664</td>
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<td>Natural Gas Unmitigated</td>
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<td>0.1522</td>
<td>0.0720</td>
<td>9.6000e-004</td>
<td>0.0122</td>
<td>0.0122</td>
<td>0.0122</td>
<td>0.0122</td>
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<td>175.0014</td>
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## 5.2 Energy by Land Use - Natural Gas

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<th>Land Use</th>
<th>Natural Gas Use</th>
<th>ROG (ktBTU/yr)</th>
<th>NOx (kg/yr)</th>
<th>CO (kg/yr)</th>
<th>SO2 (kg/yr)</th>
<th>Fugitive PM10 (kg/yr)</th>
<th>Exhaust PM10 (kg/yr)</th>
<th>PM10 Total (kg/yr)</th>
<th>Fugitive PM2.5 (kg/yr)</th>
<th>Exhaust PM2.5 (kg/yr)</th>
<th>PM2.5 Total (kg/yr)</th>
<th>Bio- CO2 (kg/yr)</th>
<th>NBio- CO2 (kg/yr)</th>
<th>Total CO2 (kg/yr)</th>
<th>CH4 (kg/yr)</th>
<th>N2O (kg/yr)</th>
<th>CO2e (kg/yr)</th>
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</thead>
<tbody>
<tr>
<td>Convenience Market (24 Hour)</td>
<td>14217.6</td>
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<td>7.0000e-004</td>
<td>9.0000e-004</td>
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<td>5.0000e-005</td>
<td>5.0000e-005</td>
<td>5.0000e-005</td>
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<td>5.0000e-005</td>
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<td>0.7587</td>
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<td>1.0000e+005</td>
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<td>8.9000e-004</td>
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<td>12.7050</td>
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<td>2.4000e+004</td>
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<td>Health Club</td>
<td>105391</td>
<td>5.7000e-004</td>
<td>5.1700e-003</td>
<td>4.3400e-003</td>
<td>3.0000e-005</td>
<td>3.9000e-004</td>
<td>3.9000e-004</td>
<td>3.9000e-004</td>
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<td>5.6241</td>
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<td>1.1000e+004</td>
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<tr>
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<td>0.0573</td>
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<td>0.0109</td>
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<td>9.6000e-004</td>
<td>0.0122</td>
<td>0.0122</td>
<td>0.0122</td>
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<td>0.0122</td>
<td>0.0122</td>
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<td>175.0014</td>
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<td>3.3500e+003</td>
<td>176.0664</td>
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### 5.2 Energy by Land Use - Natural Gas

**Mitigated**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Natural Gas Use</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience Market (24 Hour)</td>
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<td>8.9000e-004</td>
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<tr>
<td>Health Club</td>
<td>105391</td>
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<td>155.9136</td>
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CO2e: Carbon Dioxide equivalent
### 5.3 Energy by Land Use - Electricity

#### Unmitigated

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<th>Electricity Use</th>
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<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
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<td>3.2500e-003</td>
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<tr>
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<tr>
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<td>47.3802</td>
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<td>4.4000e-004</td>
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5.3 Energy by Land Use - Electricity

Mitigated

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<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<td>0.0157</td>
<td>3.2500e-003</td>
<td>348.4126</td>
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<td>47.5625</td>
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<tr>
<td>Total</td>
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<td>0.0187</td>
<td>3.8700e-003</td>
<td>415.9293</td>
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</tr>
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</table>

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior
Use Low VOC Paint - Residential Exterior
Use Low VOC Paint - Non-Residential Interior
Use Low VOC Paint - Non-Residential Exterior
No Hearths Installed
### 6.2 Area by SubCategory

#### Unmitigated

<table>
<thead>
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<th>SubCategory</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
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### 6.2 Area by SubCategory

**Mitigated**

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<th>ROG (tons/yr)</th>
<th>NOx (MT/yr)</th>
<th>CO (MT/yr)</th>
<th>SO2 (MT/yr)</th>
<th>Fugitive PM10 (MT/yr)</th>
<th>Exhaust PM10 (MT/yr)</th>
<th>PM10 Total (MT/yr)</th>
<th>Fugitive PM2.5 (MT/yr)</th>
<th>Exhaust PM2.5 (MT/yr)</th>
<th>PM2.5 Total (MT/yr)</th>
<th>Bio-CO2 (MT/yr)</th>
<th>NBio-CO2 (MT/yr)</th>
<th>Total CO2 (MT/yr)</th>
<th>CH4 (MT/yr)</th>
<th>N2O (MT/yr)</th>
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<td>0.0000</td>
<td>0.0000</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Hearth</td>
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<td>0.0000</td>
<td>0.0000</td>
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<td>0.0000</td>
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<td>0.0000</td>
<td>0.0000</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Landscaping</td>
<td>0.0762</td>
<td>0.0287</td>
<td>2.4692</td>
<td>1.3000e-004</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0000</td>
<td>4.0055</td>
<td>4.0055</td>
<td>3.9700e-003</td>
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<td>4.0889</td>
</tr>
<tr>
<td>Total</td>
<td>2.5548</td>
<td>0.0287</td>
<td>2.4692</td>
<td>1.3000e-004</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
<td>0.0135</td>
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<td>4.0055</td>
<td>4.0055</td>
<td>3.9700e-003</td>
<td>0.0000</td>
<td>4.0889</td>
</tr>
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</table>

### 7.0 Water Detail

### 7.1 Mitigation Measures Water

<table>
<thead>
<tr>
<th>Category</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitigated</td>
<td>58.2283</td>
<td>0.0317</td>
<td>0.0190</td>
<td>64.7619</td>
</tr>
<tr>
<td>Unmitigated</td>
<td>58.2283</td>
<td>0.0315</td>
<td>0.0190</td>
<td>64.7684</td>
</tr>
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</table>
## 7.2 Water by Land Use

### Unmitigated

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Indoor/Outdoor Use</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartments Mid Rise</td>
<td>21.508 / 12.5508</td>
<td>52.1010</td>
<td>0.0282</td>
<td>0.0170</td>
<td>57.9503</td>
</tr>
<tr>
<td>Convenience Market (24 Hour)</td>
<td>3.219295 / 0.134382</td>
<td>0.5274</td>
<td>2.9000e-004</td>
<td>1.7000e-004</td>
<td>0.5870</td>
</tr>
<tr>
<td>Enclosed Parking Structure</td>
<td>0 / 0</td>
<td>0.0000</td>
<td>0.0000</td>
<td>0.0000</td>
<td>0.0000</td>
</tr>
<tr>
<td>General Office Building</td>
<td>2.08482 / 1.27779</td>
<td>5.0147</td>
<td>2.7300e-003</td>
<td>1.6400e-003</td>
<td>5.5818</td>
</tr>
<tr>
<td>Health Club</td>
<td>0.242487 / 0.148621</td>
<td>0.5833</td>
<td>3.2000e-004</td>
<td>1.9000e-004</td>
<td>0.6492</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>58.2263</strong></td>
<td><strong>0.0315</strong></td>
<td><strong>0.0190</strong></td>
<td><strong>64.7684</strong></td>
<td></td>
</tr>
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</table>
7.2 Water by Land Use

Mitigated

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Indoor/Outdoor Use</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartments Mid Rise</td>
<td>21.5508 / 13.5648</td>
<td>52.1010</td>
<td>0.0283</td>
<td>0.0170</td>
<td>57.9625</td>
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<tr>
<td>Convenience Market (24 Hour)</td>
<td>0.219255 / 0.134362</td>
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<td>1.7000e-04</td>
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<tr>
<td>Enclosed Parking Structure</td>
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<td>0.0000</td>
</tr>
<tr>
<td>General Office Building</td>
<td>2.08482 / 1.27779</td>
<td>5.0147</td>
<td>2.7500e-03</td>
<td>1.6500e-03</td>
<td>5.5829</td>
</tr>
<tr>
<td>Health Club</td>
<td>0.242487 / 0.148621</td>
<td>0.5835</td>
<td>3.2000e-04</td>
<td>1.9000e-04</td>
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</tr>
<tr>
<td>Total</td>
<td>58.2263</td>
<td>0.0317</td>
<td>0.0190</td>
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<td>64.7819</td>
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</tbody>
</table>

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services
Category/Year

<table>
<thead>
<tr>
<th></th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MT/yr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mitigated</td>
<td>19.7896</td>
<td>1.1695</td>
<td>0.0000</td>
<td>44.3497</td>
</tr>
<tr>
<td>Unmitigated</td>
<td>39.5792</td>
<td>2.3391</td>
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<td>88.6995</td>
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</table>

8.2 Waste by Land Use

Unmitigated

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Waste Disposed</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartments Mid Rise</td>
<td>151.8</td>
<td>30.8140</td>
<td>1.8211</td>
<td>0.0000</td>
<td>89.0562</td>
</tr>
<tr>
<td>Convenience Market (24 Hour)</td>
<td>8.9</td>
<td>1.8066</td>
<td>0.1068</td>
<td>0.0000</td>
<td>4.0468</td>
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<tr>
<td>Enclosed Parking Structure</td>
<td>0</td>
<td>0.0000</td>
<td>0.0000</td>
<td>0.0000</td>
<td>0.0000</td>
</tr>
<tr>
<td>General Office Building</td>
<td>10.91</td>
<td>2.2146</td>
<td>0.1309</td>
<td>0.0000</td>
<td>4.9631</td>
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<tr>
<td>Health Club</td>
<td>23.37</td>
<td>4.7439</td>
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<tr>
<td>Total</td>
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<td>88.6995</td>
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8.2 Waste by Land Use

**Mitigated**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Waste Disposed (tons)</th>
<th>Total CO2 (MT/yr)</th>
<th>CH4 (MT/yr)</th>
<th>N2O (MT/yr)</th>
<th>CO2e (MT/yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartments Mid Rise</td>
<td>75.9</td>
<td>15.4070</td>
<td>0.9105</td>
<td>0.0000</td>
<td>34.5281</td>
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<tr>
<td>Convenience Market (24 Hour)</td>
<td>4.45</td>
<td>0.9033</td>
<td>0.00534</td>
<td>0.0000</td>
<td>2.0244</td>
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<tr>
<td>Enclosed Parking Structure</td>
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<td>0.0000</td>
<td>0.0000</td>
<td>0.0000</td>
<td>0.0000</td>
</tr>
<tr>
<td>General Office Building</td>
<td>5.455</td>
<td>1.1073</td>
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<td>0.0000</td>
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<td>Health Club</td>
<td>11.685</td>
<td>2.3720</td>
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<td>5.3107</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>19.7896</strong></td>
<td><strong>1.1695</strong></td>
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<td><strong>0.0000</strong></td>
<td><strong>44.3498</strong></td>
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9.0 Operational Offroad

10.0 Vegetation
## Summary of AERSCREEN and Health Risk Assessment parameters for Construction DPM and PM$_{2.5}$ Emissions

**Jack London Square 4th & Madison**

### On-Site Construction ONLY - Tier 4 Equipment

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Exhaust PM$_{10}$</th>
<th>Exhaust PM$_{2.5}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>units</td>
<td>Ton/yr</td>
<td>Ton/yr</td>
</tr>
<tr>
<td>Demo</td>
<td>0.00338</td>
<td>0.00338</td>
</tr>
<tr>
<td>Grade</td>
<td>0.00510</td>
<td>0.00510</td>
</tr>
<tr>
<td>Faring</td>
<td>0.00400</td>
<td>0.00400</td>
</tr>
<tr>
<td>Arch (2010)</td>
<td>0.000045</td>
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</tr>
<tr>
<td>Arch (2015)</td>
<td>0.000045</td>
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<tr>
<td>Total Emissions</td>
<td>0.0047</td>
<td>0.0047</td>
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</table>

### Construction Parameters

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Units</th>
<th>Value</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Site DPM Emissions</td>
<td>Tons</td>
<td>0.0047</td>
<td>CallEEMod exhaust PM$_{10}$</td>
</tr>
<tr>
<td>On-Site PM$_{2.5}$ Emissions</td>
<td>Tons</td>
<td>0.0047</td>
<td>CallEEMod exhaust PM$_{2.5}$</td>
</tr>
<tr>
<td>Release Height of Area Sources</td>
<td>Meters</td>
<td>5</td>
<td>SCAGMD, 2008 (revised)</td>
</tr>
<tr>
<td>Block A DPM Emissions</td>
<td>Tons</td>
<td>0.0031</td>
<td>Assume 2/3 of total emissions (based on area)</td>
</tr>
<tr>
<td>Block A PM$_{2.5}$ Emissions</td>
<td>Tons</td>
<td>0.0031</td>
<td>Assume 2/3 of total emissions (based on area)</td>
</tr>
<tr>
<td>Block A DPM Emission Rate</td>
<td>Gram/Second</td>
<td>0.000510</td>
<td>Converted exhaust PM$_{10}$</td>
</tr>
<tr>
<td>Block A PM$_{2.5}$ Emission Rate</td>
<td>Gram/Second</td>
<td>0.000510</td>
<td>Converted exhaust PM$_{2.5}$</td>
</tr>
<tr>
<td>Block A Max horizontal dimension</td>
<td>Meters</td>
<td>180</td>
<td>Project site dimension</td>
</tr>
<tr>
<td>Block A Min horizontal dimension</td>
<td>Meters</td>
<td>70</td>
<td>Project site dimension</td>
</tr>
<tr>
<td>Block B DPM Emissions</td>
<td>Tons</td>
<td>0.0046</td>
<td>Assume 1/3 of total emissions (based on area)</td>
</tr>
<tr>
<td>Block B PM$_{2.5}$ Emissions</td>
<td>Tons</td>
<td>0.0046</td>
<td>Assume 1/3 of total emissions (based on area)</td>
</tr>
<tr>
<td>Block B DPM Emission Rate</td>
<td>Gram/Second</td>
<td>0.000184</td>
<td>Converted exhaust PM$_{10}$</td>
</tr>
<tr>
<td>Block B PM$_{2.5}$ Emission Rate</td>
<td>Gram/Second</td>
<td>0.000184</td>
<td>Converted exhaust PM$_{2.5}$</td>
</tr>
<tr>
<td>Block B Max horizontal dimension</td>
<td>Meters</td>
<td>50</td>
<td>Project site dimension</td>
</tr>
<tr>
<td>Block B Min horizontal dimension</td>
<td>Meters</td>
<td>70</td>
<td>Project site dimension</td>
</tr>
<tr>
<td>Haul Road DPM Emissions</td>
<td>Tons</td>
<td>0.0053</td>
<td>CallEEMod exhaust PM$_{10}$</td>
</tr>
<tr>
<td>Haul Road PM$_{2.5}$ Emissions</td>
<td>Tons</td>
<td>0.0053</td>
<td>CallEEMod exhaust PM$_{2.5}$</td>
</tr>
<tr>
<td>Haul Road DPM Emission Rate</td>
<td>Gram/Second</td>
<td>0.000888</td>
<td>Converted exhaust PM$_{10}$</td>
</tr>
<tr>
<td>Haul Road PM$_{2.5}$ Emission Rate</td>
<td>Gram/Second</td>
<td>0.000888</td>
<td>Converted exhaust PM$_{2.5}$</td>
</tr>
<tr>
<td>Haul Road Max horizontal dimension</td>
<td>Meters</td>
<td>18.19</td>
<td>5th Street frontage road to I-880</td>
</tr>
<tr>
<td>Haul Road Min horizontal dimension</td>
<td>Meters</td>
<td>537.7</td>
<td>5th Street frontage road to I-880</td>
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### Health Risk Assessment Parameters

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Units</th>
<th>Values for a child &lt; 2</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>Annual Exposure Duration (ED)</td>
<td>Days/65 Days</td>
<td>0.73</td>
<td>Total work days</td>
</tr>
<tr>
<td>Daily Breathing Rate (DBR)</td>
<td>L/kg-day</td>
<td>658</td>
<td>OEHHA, 2015</td>
</tr>
<tr>
<td>Averaging Time (AT)</td>
<td>Days</td>
<td>25,550</td>
<td>70 years for residents (OEHHA, 2015)</td>
</tr>
<tr>
<td>Age Sensitivity Factor (ASF)</td>
<td>Unitless</td>
<td>10</td>
<td>OEHHA, 2015</td>
</tr>
<tr>
<td>DPM Cancer Potency Factor (CPF)</td>
<td>(mg/kg/day)$^{-1}$</td>
<td>1.1</td>
<td>OEHHA, 2015</td>
</tr>
<tr>
<td>DPM Chronic REL</td>
<td>µg/m³</td>
<td>5</td>
<td>OEHHA, 2015</td>
</tr>
<tr>
<td>Conversion Factor (CF)</td>
<td>m³/L</td>
<td>0.000001</td>
<td>OEHHA, 2015</td>
</tr>
</tbody>
</table>

### Emissions Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Pollutant</th>
<th>Max Annual Average Concentration</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Site Construction and Off-haul</td>
<td>DPM (µg/m³)</td>
<td>0.79</td>
<td>One-hour maximum concentration</td>
</tr>
<tr>
<td>On-Site Construction and Off-haul</td>
<td>PM$_{2.5}$ (µg/m³)</td>
<td>0.79</td>
<td>One-hour maximum concentration</td>
</tr>
<tr>
<td>On-Site Construction and Off-haul</td>
<td>DPM (µg/m³)</td>
<td>0.079</td>
<td>Annual average concentration</td>
</tr>
<tr>
<td>On-Site Construction and Off-haul</td>
<td>PM$_{2.5}$ (µg/m³)</td>
<td>0.079</td>
<td>Annual average concentration</td>
</tr>
</tbody>
</table>

### Notes:
- Construction durations based on CalEEMod results.
- DPM = diesel particulate matter
- PM$_{2.5}$ = particulate matter with aerodynamic resistance diameters equal to or less than 10 microns
- REL = reference exposure level
- µg/m³ = micrograms per cubic meter
- L/kg-day = liters per kilogram-day
- m³/L = cubic meters per liter
- (mg/kg/day)$^{-1}$ = 1/milligrams per kilograms per day

South Coast Air Quality Management District (SQAMD), 2008 (revised) Final Localized Significance Threshold Methodology. July.
***
***************************************************************************
** ISCST3 Input Produced by:  
** AERMOD View Ver. 8.8.9  
** Lakes Environmental Software Inc.  
** Date: 3/27/2015  
** File: C:\Lakes\AERMOD View\CostPlus\JackLondonSquare_CostPlus  
\JackLondonSquare_CostPlus.INP
**
***************************************************************************
**
***************************************************************************
** ISCST3 Control Pathway
***************************************************************************
**
** CO STARTING
** TITLEONE C:\Lakes\AERMOD View\CostPlus  
\JackLondonSquare_CostPlus\JackLondonSquare_CostPlus.INP
** MODELOPT DEFAULT CONC URBAN
** AVERTIME 1
** POLLUTID PM_10
** TERRHGTs FLAT
** FLAGPOLE 1.50
** RUNORNOT RUN
** CO FINISHED
**
***************************************************************************
** ISCST3 Source Pathway
***************************************************************************
**
** SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** LOCATION BLOCKA AREA 564319.800 4183336.910
** DESCRSRC BLOCK A
** LOCATION BLOCKB AREA 564328.970 4183238.850
** DESCRSRC BLOCK B
**
-----------------------------------------------------------------------------
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN1
** DESCRSRC Demolition Haul
** PREFIX
** Length of Side = 18.19
** Ratio = 10
** Vertical Dimension = 2.17
** Emission Rate = 8.4845E-08

1
** Nodes = 7
** 564450.225, 4183366.291, 0.00, 0.00
** 564447.050, 4183359.332, 0.00, 0.00
** 564556.165, 4183305.357, 0.00, 0.00
** 564680.613, 4183239.391, 0.00, 0.00
** 564680.620, 4183248.051, 0.00, 0.00
** 564561.707, 4183311.612, 0.00, 0.00
** 564450.355, 4183366.196, 0.00, 0.00
**

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LOCATION A0000001 AREA 564441.950 4183370.067
LOCATION A0000002 AREA 564443.017 4183351.179
LOCATION A0000003 AREA 564551.905 4183297.320
LOCATION A0000004 AREA 564689.709 4183239.384
LOCATION A0000005 AREA 564684.908 4183256.073
LOCATION A0000006 AREA 564565.710 4183319.779

** End of LINE AREA Source ID = ARLN1
** Source Parameters **
SRCPARAM BLOCKA 5.2571E-08 5.000 100.000 70.000 25.800
SRCPARAM BLOCKB 5.2571E-08 5.000 50.000 70.000 25.800

** LINE AREA Source ID = ARLN1
SRCPARAM A0000001 8.4845E-08 0.000 7.649 18.192 114.527 2.169
SRCPARAM A0000002 8.4845E-08 0.000 121.735 18.192 26.320 2.169
SRCPARAM A0000003 8.4845E-08 0.000 140.851 18.192 27.926 2.169
SRCPARAM A0000004 8.4845E-08 0.000 8.660 18.192 -89.954 2.169
SRCPARAM A0000005 8.4845E-08 0.000 134.835 18.192 -151.875 2.169
SRCPARAM A0000006 8.4845E-08 0.000 124.010 18.192 -153.886 2.169

**

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SRCGROUP ALL
SO FINISHED
**

**********************************************************************************************************************
** ISCT3 Receptor Pathway
**********************************************************************************************************************
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RE STARTING
** DESCRREC "" ""
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DISCCART 564380.56 4183055.66 1.50
DISCCART 564405.56 4183055.66 1.50
| DISCCART    | 564330.56   | 4183080.66   | 1.50  |
| DISCCART    | 564355.56   | 4183080.66   | 1.50  |
| DISCCART    | 564380.56   | 4183080.66   | 1.50  |
| DISCCART    | 564405.56   | 4183080.66   | 1.50  |
| DISCCART    | 564580.56   | 4183080.66   | 1.50  |
| DISCCART    | 564605.99   | 4183070.87   | 1.50  |
| DISCCART    | 564355.56   | 4183105.66   | 1.50  |
| DISCCART    | 564381.33   | 4183101.56   | 1.50  |
| DISCCART    | 564305.56   | 4183155.66   | 1.50  |
| DISCCART    | 564330.56   | 4183155.66   | 1.50  |
| DISCCART    | 564255.56   | 4183180.66   | 1.50  |
| DISCCART    | 564280.56   | 4183180.66   | 1.50  |
| DISCCART    | 564305.56   | 4183180.66   | 1.50  |
| DISCCART    | 564330.56   | 4183180.66   | 1.50  |
| DISCCART    | 564457.09   | 4183184.23   | 1.50  |
| DISCCART    | 564477.11   | 4183184.80   | 1.50  |
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| DISCCART | 564100.62 | 4183061.91 | 12.00 |

16
** Discrete Cartesian Plant Boundary - Primary Receptors
** Plant Boundary Name PLBN1
** DESCRREC "FENCEPRI" "Cartesian plant boundary Primary Receptors"

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ME FINISHED
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**************************************************
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  RECTABLE 1 1ST
** Auto-Generated Plotfiles
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OU FINISHED

**************************************************
** SETUP Finishes Successfully **
**************************************************
**ModeLOPTs:**

- **Conc**: URBAN FLAT FLGPOL DEFAULT

---

**Model Setup**

**Options Summary**

---

**Intermediate Terrain Processing is Selected**

**Model Is Setup For Calculation of Average CONCentration Values.**

---

**Scavenging/Deposition Logic**

- Model Uses NO DRY DEPLETION. DDPLETE = F
- Model Uses NO WET DEPLETION. WDPLETE = F
- NO WET SCAVENGING Data Provided.
- NO GAS DRY DEPOSITION Data Provided.
- Model Does NOT Use GRIDDED TERRAIN Data for Depletion Calculations

**Model Uses URBAN Dispersion.**

**Model Uses Regulatory DEFAULT Options:**

1. Final Plume Rise.
2. Stack-tip Downwash.
4. Use Calms Processing Routine.
6. Default Wind Profile Exponents.
9. No Exponential Decay for URBAN/Non-SO2

**Model Assumes Receptors on FLAT Terrain.**

**Model Accepts FLAGPOLE Receptor Heights.**

**Model Calculates 1 Short Term Average(s) of: 1-HR**

**This Run Includes: 8 Source(s); 1 Source Group(s); and 782 Receptor(s)**

**The Model Assumes A Pollutant Type of: PM_10**

**Model Set To Continue RUNning After the Setup Testing.**
**Output Options Selected:**
    Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
    Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE:** The Following Flags May Appear Following CONC Values:  
  c for Calm Hours  
  m for Missing Hours  
  b for Both Calm and Missing Hours

**Misc. Inputs:**  
  Anem. Hgt. (m) = 10.00  
  Decay Coef. = 0.000  
  Rot. Angle = 0.0  
  Emission Units = GRAMS/SEC  
  Emission Rate Unit Factor = 0.10000E+07  
  Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 1.2 MB of RAM.**

**Input Runstream File:**  
JackLondonSquare_CostPlus.INP

**Output Print File:**  
JackLondonSquare_CostPlus.OUT
**MODELOPTs:**

**AREA SOURCE**

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21
MODELOPTs:
PAGE   3
CONC                    URBAN FLAT  FLGPOL DEFAULT

*** SOURCE IDs DEFINING
SOURCE GROUPS ***

GROUP ID          SOURCE
IDs

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ZELEV, ZFLAG)

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(X-COORD, Y-COORD,
ZELEV, ZFLAG)

(METERS)

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*** MODELOPTs:

**MODELOPTs:

PAGE  6

CONC                    URBAN FLAT  FLGPOL DFAULT

*** DISCRETE

CARTESIAN RECEPTORS ***

(X-COORD, Y-COORD,

ZELEV, ZFLAG)

(METERS)

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**MODELOPTs:**

**PAGE** 7

**CONC** URBAN FLAT FLGPOL DFAULT

### DISCRETE CARTESIAN RECEPTORS ***

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(METERS)

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**MODELOPTs:**

**CARTESIAN RECEPTORS **

(X-COORD, Y-COORD,
ZELEV, ZFLAG)

(METERS)

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CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZFLAG)
(METERS)

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( 564560.5, 4183432.2, 0.0, 18.0); ( 564585.5, 4183432.2, 0.0, 18.0);
( 564511.3, 4183453.3, 0.0, 18.0); ( 564535.5, 4183457.2, 0.0, 18.0);
( 564560.5, 4183457.2, 0.0, 18.0); ( 564585.5, 4183457.2, 0.0, 18.0);
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( 564560.5, 4183432.2, 0.0, 1.5); ( 564585.5, 4183432.2, 0.0, 1.5);
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    ( 564665.9, 4183386.2, 0.0, 12.0);
    ( 564616.8, 4183407.2, 0.0, 12.0);
**MODELOPTs:**

**CONC**

**URBAN FLAT FLGPOL DFAULT**

**DISCRETE**

**CARTESIAN RECEPTORS**

(X-COORD, Y-COORD, ZELEV, ZFLAG)

(METERS)

(564640.9, 4183411.2, 0.0, 12.0); (564665.9, 4183411.2, 0.0, 12.0); (564640.9, 4183436.2, 0.0, 12.0); (564665.9, 4183436.2, 0.0, 12.0); (564665.9, 4183361.2, 0.0, 6.0); (564665.9, 4183361.2, 0.0, 12.0); (564665.9, 4183565.2, 0.0, 18.0); (564493.4, 4183565.2, 0.0, 18.0); (564518.4, 4183565.2, 0.0, 18.0); (564444.2, 4183586.3, 0.0, 18.0); (564468.4, 4183590.2, 0.0, 18.0); (564493.4, 4183590.2, 0.0, 18.0); (564518.4, 4183590.2, 0.0, 18.0); (564444.2, 4183586.3, 0.0, 1.5); (564468.4, 4183590.2, 0.0, 1.5); (564493.4, 4183590.2, 0.0, 1.5); (564518.4, 4183590.2, 0.0, 1.5); (564444.2, 4183586.3, 0.0, 6.0); (564468.4, 4183590.2, 0.0, 6.0); (564493.4, 4183590.2, 0.0, 6.0); (564518.4, 4183590.2, 0.0, 6.0); (564444.2, 4183586.3, 0.0, 6.0); (564468.4, 4183590.2, 0.0, 6.0); (564493.4, 4183590.2, 0.0, 12.0); (564518.4, 4183590.2, 0.0, 12.0); (564444.2, 4183586.3, 0.0, 12.0); (564468.4, 4183590.2, 0.0, 12.0); (564493.4, 4183590.2, 0.0, 12.0); (564518.4, 4183590.2, 0.0, 12.0); (564444.2, 4183586.3, 0.0, 12.0); (564468.4, 4183590.2, 0.0, 12.0); (564493.4, 4183590.2, 0.0, 12.0); (564518.4, 4183590.2, 0.0, 12.0); (564444.2, 4183586.3, 0.0, 12.0); (564468.4, 4183590.2, 0.0, 12.0); (564493.4, 4183590.2, 0.0, 12.0); (564518.4, 4183590.2, 0.0, 12.0); (564444.2, 4183586.3, 0.0, 12.0); (564468.4, 4183590.2, 0.0, 12.0); (564493.4, 4183590.2, 0.0, 12.0); (564518.4, 4183590.2, 0.0, 12.0)
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MODELOPTs:

CARTESIAN RECEPTORS

(X-COORD, Y-COORD, ZELEV, ZFLAG)

(METERS)

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(564215.1, 4183065.5, 0.0, 1.5);
(564189.3, 4183019.5, 0.0, 6.0);
**MODELOPTs:**

**CONC 12**

**URBAN FLAT FLGPOL DFAULT**

*** DISCRETE...

CARTESIAN RECEPTORS ***

(X-COORD, Y-COORD, ZELEV, ZFLAG)

(METERS)

( 564214.3, 4183019.5, 0.0, 6.0);
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( 564118.2, 4183039.8, 0.0, 1.5);
( 564067.5, 4183019.0, 0.0, 6.0);
### Meteorological Days Selected for Processing

Note: Meteorological data actually processed will also depend on what is included in the data file.

### Upper Bound of First Through Fifth Wind Speed Categories

(Meters/sec)

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Page 49
### *** VERTICAL POTENTIAL

**TEMPERATURE GRADIENTS ***

(DEGREES KELVIN PER METER)

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*** NOTES:  STABILITY CLASS 1=A, 2=B, 3=C, 4=D, 5=E AND 6=F.
FLOW VECTOR IS DIRECTION TOWARD WHICH WIND IS BLOWING.
**MODELOPTs:**

CONC                    URBAN FLAT  FLGPOL DEFAULT

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S):  BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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**MODELOPTs:
PAGE 16
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INCLUDING SOURCE(S): BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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INCLUDING SOURCE(S): BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

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**MODELOPTs:**

**PAGE 18**

**CONC**

**URBAN FLAT FLGPOL DFAULT**

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S):  BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

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**URBAN FLAT FLGPOL DEFAULT**

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INCLUDING SOURCE(S): BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

**DISCRETE CARTESIAN RECEPTOR POINTS**

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03/27/15

07:14:59

MODELOPTs:

PAGE 20

CONC

URBAN FLAT FLGPOI DFAULT

THE 1ST HIGHEST 1-HR AVERAGE

CONCENTRATION VALUES FOR SOURCE GROUP: ALL

INCLUDING SOURCE(S): BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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Page 21

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**URBAN FLAT FLGPOL DFAULT**

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INCLUDING SOURCE(S): BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): BLOCKA, BLOCKB, A0000001, A0000002, A0000003, A0000004, A0000005, A0000006,

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The 1st highest 1-HR average concentration values for source group: All
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**DISCRETE CARTESIAN RECEPTOR POINTS**

**CONC OF PM_10 IN MICROGRAMS/M**3
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**CONC OF PM_10 IN MICROGRAMS/M**3

** THE SUMMARY OF HIGHEST 1-HR RESULTS **

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*** RECEPTOR TYPES:  GC = GRIDCART  
GP = GRIDPOLR  
DC = DISCCART  
DP = DISCPOLR  
BD = BOUNDARY
*** ISCST3 - VERSION 02035 ***   *** C:\Lakes\AERMOD View \CostPlus\JackLondonSquare_CostPlus\JackLondonSq ***  
03/27/15  
***  
**MODELOPTs:  
PAGE  26  
CONC  
URBAN FLAT FLGPOL DFAULT  

*** Message Summary : ISCST3 Model Execution ***  
---------- Summary of Total Messages ----------  
A Total of 0 Fatal Error Message(s)  
A Total of 0 Warning Message(s)  
A Total of 4 Informational Message(s)  
A Total of 4 Calm Hours Identified  

******** FATAL ERROR MESSAGES ********  
*** NONE ***  

******** WARNING MESSAGES ********  
*** NONE ***  

************************************  
*** ISCST3 Finishes Successfully ***  
************************************  

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