

III. PROJECT DESCRIPTION

This chapter describes the Uptown Mixed Use Project (Project), that is evaluated in this Environmental Impact Report (EIR). A description of the proposed Project's regional and planning context, objectives, and background is also provided, in addition to a discussion of the intended uses of the EIR, and required Project approvals and entitlements.

A. PROJECT SITE

1. Location

The Project site, which comprises approximately 15 acres, is located in the Uptown District of Oakland. The City of Oakland (City) is located in Alameda County on the eastern side of San Francisco Bay, approximately 4.5 miles east of San Francisco. The Uptown District, which was a popular shopping and entertainment destination in Oakland from the 1870s to World War II, is located immediately north of downtown. The Uptown District is currently a mixed-use neighborhood characterized by ground-floor commercial businesses, apartment buildings, parking areas, and vacant parcels. The neighborhood also contains two important historic architectural landmarks: the Fox Oakland Theater (1807 Telegraph Avenue) and the Paramount Theater (2025 Broadway Avenue). The Project site's regional and local location are illustrated in Figure I-1 included in Chapter I.

The Project site consists of a nine-block area as shown in Figure III-1. Blocks 1 through 6 are generally bounded by Thomas L. Berkley Way (20th Street) on the north, Telegraph Avenue on the east, 18th Street on the south, and San Pablo Avenue on the west. William Street and 19th Street traverse the Project site east to west, providing connections between San Pablo and Telegraph Avenues. The Fox Theater site, which is located to the east of Block 6, is not a part of the Project site. Blocks 7 and 8 are located on the north side of Thomas L. Berkley Way (20th Street); Block 7 is west of Telegraph Avenue and Block 8 is east of Telegraph Avenue. Block 9 is located on the southeastern corner of Telegraph Avenue and 22nd Street, approximately two blocks north of the other eight blocks.

Regional vehicular access to the Uptown District is via the 18th Street exit on Interstate 980 (I-980). The Project site is accessed from I-980 via 12th Street, Broadway, and Telegraph Avenue. The Project site is two blocks to the west of the 19th Street Bay Area Rapid Transit (BART) Station, which is located at the intersection of 19th Street and Broadway. In addition, the Project site is accessible by Alameda-Contra Costa Transit (AC Transit) buses, which run frequently along San Pablo Avenue and Telegraph Avenue, immediately adjacent to the Project site.

2. Site Characteristics

The nine-block Project site includes 66 individual parcels. A block-by-block list of parcel numbers, land owners, and existing land uses within the Project site is provided in Appendix B. Parking areas cover the majority of the site, including the following blocks: Block 6 and Block 5; the majority of

Figure III-1: Project Boundaries

8 ½ x 11 B&W

Block 4 and Block 2; and Block 3. Block 5 and the southern portion of Block 1 consist of vacant parcels. Commercial and residential uses are located in select areas along the site periphery.

Mixed land uses are located along the northern and western boundary of Block 1 and the northwest corner of Block 2. Sears Auto Center and an associated parking lot are located in the southeast corner of Block 4. Giant Burger, a fast food restaurant, is located in Block 9.

Consistent with the extensive site coverage that is dedicated to surface parking, the existing residential population of the Project site is relatively low. The site currently contains approximately 34 occupied single-room occupancy residential units.

A more detailed discussion of existing uses is provided in Chapter IV.A, Land Use.

B. PROJECT BACKGROUND

The Project site and the greater Uptown Area have been the subject of several other planning efforts in recent years. Past and current proposals/studies relevant to the Project site are provided below.

1. Downtown Housing Initiative

Oakland Mayor Jerry Brown and the Oakland City Council initiated the 10K Downtown Housing Initiative in 1999. The goal of the Downtown Housing Initiative is to construct approximately 6,500 market-rate housing units in order to attract 10,000 new residents to downtown Oakland. The objectives of the Downtown Housing Initiative are to increase the overall population of downtown, capitalize on the existing underutilized transit infrastructure, make downtown Oakland a more active place at night, provide needed market-rate housing, and increase the stability of downtown neighborhoods. The proposed Project will further these objectives.

As of August 2003, 11 residential projects (comprising 1,337 residential units) have been completed as part of the Downtown Housing Initiative. In addition, six projects (408 units) are under construction, ten projects (1,226 units) have received planning approvals, three projects (267 units) have submitted planning applications and five projects (1,557 units) have begun initial planning to develop proposals.¹ Consistent with CEQA and other legal requirements, the construction of housing is encouraged under the Downtown Housing Initiative through streamlined development and permitting processes, identification of key sites, and the use of incentives on a case-by-case basis.

2. Public Resources Code Section 21159.25 (Assembly Bill 436)

Public Resources Code Section 21159.25 (commonly referred to as Assembly Bill 436), passed in October 2001, allows for the preparation of focused EIRs for most infill residential projects in Downtown Oakland, including projects in the Uptown District, Old Oakland, and portions of Chinatown (see Chapter I for a more detailed discussion). Pursuant to Section 21159.25, this EIR is being prepared as a focused EIR that is tiered off of the EIR prepared for the City General Plan Land Use and Transportation Element (LUTE). Section 21159.25 allows a focused EIR to be prepared on

¹ City of Oakland Community and Economic Development Agency, 2003. CEDA Website: www.Business2oakland.com/main/10downtownhousinginitiative.htm.

the basis of a General Plan EIR only if the analysis in the EIR of cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment is adequate. A summary of these findings from the LUTE EIR is provided in Appendix A of this EIR.

Further, an updated analysis of cumulative effects has been prepared for the topics evaluated in the focused EIR to ensure that a comprehensive analysis has been conducted.

3. Planning Efforts in the Area

In 1991, the Oakland-East Bay Galleria was proposed for the Uptown Planning Area on a site bordered by Thomas L. Berkley Way (20th Street) on the north, Broadway on the east, 17th Street on the south, and San Pablo Avenue on the west. The project would have included approximately 1.12 million square feet of retail space, 600,000 square feet of office space, and 3,000 to 4,000 parking spaces. An EIR for the project was certified in 1992. Prior to the Galleria proposal, a large retail mall project was proposed by the Rouse Company, neither of these retail proposals were constructed.

The Uptown District is also the focus of several transit and circulation improvement projects. Key projects include City-sponsored streetscape improvements along Telegraph Avenue and the AC Transit San Pablo Corridor Service and Bus Rapid Transit Project.²

- The *Telegraph Avenue Streetscape Improvements*, which are currently in the planning stage, would result in the integration of transit, bike, pedestrian, and vehicular facilities along a portion of Telegraph Avenue extending from 16th Street to Thomas L. Berkley Way (20th Street). Additional improvements would include streetscape beautification and traffic-calming measures.
- *AC Transit San Pablo Avenue Rapid Bus Service*, which began initial operation in June 2003, features a rapid bus route extending primarily along San Pablo Avenue from Contra Costa College in San Pablo to Jack London Square in Oakland. The service runs adjacent to the Project site. The Rapid Bus Service utilizes a traffic signal priority system and 40-foot, three-door buses to allow for maximum speed and efficiency. The buses run every 12 minutes during the peak travel period (6:00 a.m. through 7:00 p.m., Monday through Saturday) and every 15 minutes during non-peak times.
- The AC Transit Board of Directors approved a *Bus Rapid Transit (BRT)* plan for the Berkeley/Oakland/San Leandro transportation corridor on August 2, 2001. The recommended BRT alignment would extend from the downtown Berkeley BART station to the Bay Fair BART station in San Leandro and would run adjacent to the Project site along Telegraph Avenue. The BRT system would feature: 1) special transit lanes dedicated to BRT along most of the corridor; 2) traffic signal priority and coordination throughout the corridor; 3) frequent service (every 5 to 7½ minutes); 4) wide BRT station spacing (¼-mile to ½-mile between stations); 5) improved stations with real-time bus arrival information; 6) proof-of-payment ticket validation; and 7) low-floor, multi-door, low-emission buses. The BRT plan is currently undergoing environmental review.

² Alameda-Contra Costa Transit (AC Transit), 2003. Website: www.actransit.org.

C. PROJECT OBJECTIVES

The main objective of the Project applicant is to develop approximately 1,300 residential units, in addition to approximately 1,050 student beds/faculty units and approximately 43,000 square feet of commercial space. Other objectives of the Project are as follows:

1. Redevelop a group of blighted, underutilized sites in Oakland to create a vibrant new neighborhood.
2. Develop one new street to create a fine-grained district that is integrated with the City's existing grid layout, create neighborhood connectivity, and encourage pedestrian activity.
3. Create a mixed-use development that highlights the neighborhood's traditional role as an entertainment center.
4. Provide for a stable "24-hour" population in downtown Oakland.
5. Develop community-accessible open space.
6. Construct both market-rate and below-market rate housing on a site that is well-served by transit and is in proximity to downtown jobs.
7. Create a community that enhances the visual and community character of the surrounding neighborhood.
8. Develop a diversity of housing types, including students units, condominiums, family units, and studios, that can accommodate a diverse group of people/households.
9. Implement the Mayor's and City Council's 10K Downtown Housing Initiative.
10. Create a transit-oriented community that encourages pedestrian and bicycle access, and the use of public transportation.
11. Develop a pedestrian-friendly neighborhood that is well integrated with its surroundings.
12. Design a project that is consistent with the following General Plan policies in the Land Use and Transportation Element: T2.1; T2.2; D1.5; D6.1; D10.1; D10.2; D10.6; and D11.1.
13. Develop a project that is feasible in terms of density, building height, design, and construction. Integrate development successfully into historic urban development patterns and reestablish and strengthen connections to major transportation corridors and Central District cultural and governmental facilities.
14. Improve the existing jobs/housing balance in the greater Central District.
15. Coordinate public improvements and project sponsors improvements to create a unified urban district with regard to streetscape, connections to nearby commercial districts, transit, and entertainment uses.

16. Provide opportunity to strengthen local-serving commercial and retail activity by providing ground floor spaces for such uses.

D. PROPOSED PROJECT

This EIR considers the environmental effects of the Project proposed by Uptown Partners LLC, which comprises Forest City Residential West and California Urban Investment Partners (Project applicant). This section provides a description of the proposed Project based on information provided by the Project applicant.

1. Project Concept

The proposed Project is a mixed-use development that comprises:

- approximately 1,000 apartments and 270 condominiums;
- 1,050 student beds/faculty units;
- approximately 43,000 square feet of commercial space;
- 1,959 parking spaces; and
- a 25,000 square-foot public park.

The 43,000 square feet of commercial space would include: 1) ground floor retail space in the residential buildings proposed along Telegraph Avenue (approximately 33,000 square feet); and 2) Sears Auto Center commercial space (approximately 10,000 square feet). A new north/south street would be developed within the Project site to allow for: a smaller block size that encourages walking and biking; improved north/south circulation; pedestrian activities; and neighborhood connectivity. A more detailed block-by-block description of the proposed Project follows. The Project concept is illustrated in Figure III-2.

2. Block-Specific Development

A description of the development proposed for each proposed block is provided below and summarized in Table III-1.

a. Blocks 1 and 2. Blocks 1 and 2 are bounded by Thomas L. Berkley Way (20th Street) on the north, a proposed new street on the east, 19th Street on the south and San Pablo Avenue on the west. William Street would bisect Blocks 1 and 2. Block 1 would be to the north of William Street; Block 2 would be to the south of William Street. As noted above, a new north-south street is

Table III-1: Project Characteristics

Block	Phase	Stories	Parking Spaces	Units (Res.) ^a	Types of Units	Square Footage (Com.) ^b
1	I	5	190	190	Apts.	--
2	I	5	190	190	Apts.	--
3	II	12	270	250	Apts.	7,500
4	II	5	294	225	Apts.	14,500
5	III	19	270	270	Condo.	--
6	I	5	145	145	Apts.	--
7	I	7 19-22	550	1,000/ 50	Student Beds/ Faculty Units	11,000
8 ^c	--	--	--	--	--	--
9	I	1	50	--	--	10,000
Total	--	--	1,959	1,000 270 1,050	Apts Condos Student Beds/ Faculty Units	43,000

^a Res. = Residential.

^b Com. = Commercial development.

^c Block 8 is the alternate site for the relocation of the Sears Auto Center.

Source: Forest City Residential West, 2003.

Figure III-2: Conceptual Site Plan

8X11 B&W

proposed to provide access to the Project from Thomas L. Berkley Way (20th Street); it would separate Blocks 1 and 2 from Blocks 3 and 4 and terminate at 19th Street.

- Block 1 would contain two five-story buildings atop parking podiums. The buildings would be approximately 65 feet in height and would contain a total of 190 residential units with three courtyards. Unit types include a mix of studio, townhome, live/work residential lofts, and one, two, and three-bedroom units. No retail space is proposed in this building. A single-level, approximately 190-space subterranean parking structure is proposed, located one-half story below grade.
- Two buildings are proposed for Block 2. The buildings would be five-story structures atop a parking podium, and would be approximately 65 feet in height. The structures would be separated by a landscaped pedestrian alley. Combined, the buildings would contain 190 residential units. The building in the eastern portion of the block would surround an urban courtyard. Unit types include a mix of studio, townhome, live/work residential lofts, and one, two, and three-bedroom units. No retail space is proposed on Block 2. A single-level, approximately 190-space subterranean parking structure is proposed, located one-half story below grade.

b. Blocks 3 and 4. Blocks 3 and 4 are located in the eastern portion of the Project site. These blocks would be bordered by a proposed new street to the west, Thomas L. Berkley Way (20th Street) to the north, Telegraph Avenue to the east, and 19th Street to the south. William Street also bisects this area, with Block 3 to the north of William Street, and Block 4 to the south.

- Block 3 would contain a 12-story building approximately 144 feet in height. The building would contain approximately 250 residential units and 7,500 square feet of groundfloor commercial space. The residential units would surround two courtyards, and the retail space would front Telegraph Avenue. Unit types include a mix of studio, townhome, live/work residential lofts, and one, two, and three-bedroom units. A three-level parking structure is proposed within the first level at-grade and two subterranean levels. The structure would contain approximately 270 parking spaces.
- Block 4 would contain a five-story building approximately 65 feet in height. The building would contain 225 residential units and 14,500 square feet of retail space on the ground floor. The residential units would surround three urban courtyards, and the retail space would front Telegraph Avenue. Unit types include a mix of studio, townhome, live/work residential lofts, and one, two, and three-bedroom units. A two-level, approximately 294-space parking structure is proposed; the first level would be located one-half story below grade, the second level would be subterranean.

c. Blocks 5 and 6. Blocks 5 and 6 are located in the southern portion of the Project site. These blocks are bordered by 19th Street on the north, the Fox Theater site (which is not part of the Project site) on the east, 18th Street on the south, and San Pablo Avenue on the west. Block 5 is located on the west side of this area (adjacent to San Pablo Avenue) and Block 6 is located on the east side of this area (adjacent to the Fox Theater and a proposed new street).

- Block 5 would contain one 19-story tower approximately 250 feet in height. The buildings would contain a total of 270 condominiums. Unit types include a mix of studio, townhome, live/work residential lofts, and one, two, and three-bedroom units. A three-level, approximately 270-space parking structure is also proposed, with the first level located one-half story below grade. No retail space would be located within this block.

- Block 6 would contain one five-story structure approximately 65 feet in height. Unit types include a mix of studio, townhome, live/work residential lofts, and one, two, and three-bedroom units. A one-level, approximately 145-space subterranean parking structure is proposed, located one-half story below grade. No retail space would be located within this block.

d. Blocks 7 and 8. Blocks 7 and 8 are located across Thomas L. Berkley Way (20th Street), in the northeastern portion of the Project site. Block 7 is bordered by Thomas L. Berkley Way (20th Street) on the south, Telegraph Avenue on the east, 21st Street on the north and the PG&E substation and a proposed new street on the west. Block 8 is bordered by Thomas L. Berkley Way (20th Street) on the south, Telegraph Avenue on the west, 21st Street on the north and the Paramount Theater on the east.

- A 19-story student housing tower would be constructed on Block 7. The student housing tower would contain 1,000 student beds, 11,000 square feet of commercial space, and 550 parking spaces in a five-story parking structure above grade. A five-story faculty housing building would also be constructed on Block 7. This structure would contain 50 residential units.
- Block 8 is proposed as an alternate site for the relocation of the Sears Auto Center. Block 9 (see below) is the preferred relocation site for the Sears Auto Center.

e. Block 9. Block 9 is located at the southeast quadrant of Telegraph Avenue and 22nd Street, approximately one block north of Blocks 7 and 8. The block is not contiguous with the rest of the Project site. Block 9 is the preferred site for the relocation of the Sears Auto Center, which is currently located on Block 4 on Telegraph Avenue. Building 9 would include approximately 10,000 square feet of retail space for the auto center and 50 on-site parking spaces.

3. Unit Types and Affordability

Table III-2 illustrates an approximate breakdown of unit types that would be built as part of the proposed Project. All of the units, except the 270 for-sale condominiums proposed on Block 5, would be rental units.

At least 25 percent of the units constructed as part of the proposed Project (excluding student and faculty units, but including rental and condominium uses) would be priced at affordable levels. At least 20 percent of the units would be affordable to households earning up to 50 percent of the Alameda County Median Income; 5 percent of the overall units would be affordable to households earning up to 120 percent of the Alameda County Median Income.

Table III-2: Unit Types

Type	Approx. Square Feet	% of Total Units
Studios	560	30
1 bedroom/1 bath	750	30
2 bedroom/2 bath	1,130	35
3 bedroom/3 bath	1,300	5

Source: Forest City, 2003.

4. Parks and Open Space

A 25,000 square-foot public park would be developed on the western portion of Block 3. The park would be bordered by Thomas L. Berkley Way (20th Street) on the north, the proposed new road on the west, William Street on the south and Block 3 on the east. It would be open to the public and would not be gated. Design features that would be incorporated into the park include paths, benches, a shade arbor, public art, and rolling lawns for passive seating and picnics. Plantings in the park interior would include street trees, flowering trees, large shade trees, and ground cover. The planting

list emphasizes species that are drought-tolerant and that require minimal maintenance. In keeping with the intent that the park be as ecologically-sound as possible, bio-swales will be incorporated into the design to allow surface runoff to seep into the ground water system. Low-level evening lighting would also be incorporated into the park. Lighting would generally be installed along the park perimeter and would feature historic-looking bollard-type fixtures at park entryways.

5. Circulation, Parking, and Streetscape Improvements

A new north/south road would be developed within the Project site. The road would be located immediately west of the Fox Theater between 18th Street and 19th Street; north of 19th Street, the road would be aligned approximately 150 feet to the west of the portion of the road south of 19th Street, and would extend north through the Project site to 21st Street. The proposed road would be 34 feet wide and include parking on each side and a 10-foot travel lane in each direction. An 8-foot wide sidewalk would be developed on each side of the street. At intersections the curb would extend out to the edge of the parking zone to minimize the width of the street for pedestrians.

On the portion of San Pablo Avenue adjacent to the Project site, one of the northbound traffic lanes would be replaced with 47 angled parking spaces. Sidewalks that would be developed as part of the proposed Project are designed to encourage pedestrian activity; 8-foot-wide sidewalks would be developed on William Street and 10-foot-wide sidewalks would be developed on 18th Street, 19th Street, and Thomas L. Berkley Way (20th Street).

Existing streets through the Project site may be narrowed to slow traffic through the neighborhood; additional traffic-calming design features that would be incorporated into the Project include street tree wells, tree islands in parking areas, and special paving on William Street. The narrow streets would restrict traffic speed and facilitate bicycle use. Separate roadway bike lanes would not be designated for bicycle use within the Project site; however, bike lanes would be developed on Telegraph Avenue as part of the City's Telegraph Avenue streetscape improvement project.

Ingress and egress to garages within the Project site would be concentrated on William Street. Access to Blocks 1 and 2 would be via William Street; access to Block 3 would be via Thomas L. Berkley Way (20th Street) and William Street; access to Block 4 would be via William Street and 19th Street; access to Blocks 5 and 6 would be via a new internal north/south roadway between 18th Street and 19th Street; access to the parking garage on Block 7 would be via 21st Street. The proposed Project includes 1,959 parking spaces in garages and 176 on-street parking spaces. Streetscape improvements would include a unified street tree planting, and the installation of streetlights similar to the existing "acorn" lights along 18th Street.

A 50-foot-wide area would be retained as open space immediately to the west of the Fox Theater in order to accommodate future loading and unloading activities at the theater. A linear planting area would be installed on the west side of the north/south lane adjacent to the theater to screen the loading and utility areas of the theater from the housing that would be developed within Block 6.

Approximately 1,242 parking spaces would be removed as part of implementation of the proposed Project. Proposed parking within the Project site represents a net increase of 893 parking spaces within the Project site. Parking spaces for residential and commercial uses would be provided via covered parking lots and on-street parking.

6. Population and Employment

Table III-3 details an estimate of the population and employed persons that would be generated by the proposed Project.

7. Demolition and Construction

Demolition activities would include the removal of all existing structures on Blocks 1 through 7, including approximately 20 buildings, with the possible exception of the Greater Western Power Company Building (also known as Navlet's Florist and Nursery). The Project applicant is proposing the following three variants in regard to the Great Western Power Company Building:

- *Variant 1:* Complete demolition of the Great Western Power Company Building.
- *Variant 2:* Partial demolition of the Great Western Power Company Building.
- *Variant 3:* Preservation of the Great Western Power Company Building.

Further descriptions of these variants are included in Section IV.I, Historic Architectural, Archaeological and Paleontological Resources.

The Project also includes the removal of approximately 1,242 parking spaces that provide general public parking for downtown, and parking for the Sears department store located across Telegraph Avenue from the Project site. The removal of these parking facilities includes demolition of six surface parking lots and the Sears parking garage, located on San Pablo Avenue between 19th and William Streets. The land uses of the buildings that would be demolished include a take-out restaurant, resident hotels, vacant office space, and other miscellaneous commercial uses (including the Sears Auto Center building). Relocation of tenants from the small number of residential units located on the Project site would be undertaken in accordance with State Redevelopment Law.

Commercial relocations that would occur as part of the Project include the relocation of the Sears Auto Center from its current location at 1901 Telegraph Avenue to Block 9 at the corner of 22nd Street and Telegraph Avenue. If the Sears Auto Center moves to Block 9, the existing Giant Burger restaurant on the southeast corner of the intersection of Telegraph Avenue and 22nd Street would receive relocation assistance in accordance with State Redevelopment Law.

Table III-3: Population and Employed Persons

Type	Units	Estimate of Residents	Estimate of Employed Residents
APARTMENTS			
<i>Total Apartments</i>	1,000	1,737	1,249
CONDOMINIUMS			
<i>Total Condominiums</i>	270	481	355
STUDENT/FACULTY HOUSING			
Dorm Beds	1,000	1,000	333
Faculty Units	50	100	65
<i>Total Student/Faculty Housing</i>	1,050	1,100	398
TOTAL PROJECT	2,320	3,318	2,002

Note: Refer to Section IV.B, Population, Employment and Housing, for a detailed breakdown of how these numbers were estimated.

Source: Hausrath Economics Group, June 5, 2003.

Construction of the proposed five-story buildings would be wood-frame over a concrete parking podium. In the five-story buildings, parking would be located below grade and one-half story above grade using concrete construction for the parking garage portion of the buildings. In the high-rise towers, concrete or steel frame construction would be used and parking would be located both below and above grade. Pile driving for building foundations may be necessary. The use of pile driving will be determined upon review of further geotechnical and structural building systems studies. For the purposes of this EIR, it is assumed that pile driving will be used during construction. Excavation depth on the Project site is anticipated to range from 7 feet to 20 feet.

8. Anticipated Project Phasing

Construction is anticipated to begin on Block 4 in September 2004 and continue to full buildout by 2010. However, this construction timeframe is estimated based on current market conditions, and could be subject to change.

E. INTENDED USE OF THIS EIR

It is anticipated that this EIR will provide environmental review for all discretionary approvals necessary for the Project. A number of permits and approvals would be required before the development of this Project could proceed. As lead agency for the proposed Project, the City of Oakland would be responsible for the majority of approvals required for development. Other agencies also have some authority related to the Project and its approvals. A list of the required permits and approvals that may be required by the City and other agencies is provided in Table III-4.

Table III-4: Required Permits and Approvals

Lead Agency	Permit/Approval
City of Oakland Planning Commission City Council Redevelopment Agency	<ul style="list-style-type: none"> • Major Conditional Use Permit for a project over 100,000 square feet in size • Demolition of Single Residency Occupancy (SRO) units • Design Review • Planned Unit Development (preliminary and final) • Minor Conditional Use Permits or Variances, if determined necessary once detailed plans are submitted • Redevelopment Agency actions, including a Disposition and Development Agreement and acquisition of land • Subdivision Maps to combine parcels, create new parcels or create condominiums, if proposed • DDA • General Plan Amendment to designate proposed park as open space
Responsible Agencies	
East Bay Municipal Utility District (EBMUD)	<ul style="list-style-type: none"> • Approval of water line, water hookups and review of water needs
California Department of Transportation (Caltrans)	<ul style="list-style-type: none"> • Approval of plans and encroachment permit for improvements located within the State right-of-way; improvements within the public right-of-way; excavation for utilities; clean-up of contamination; condemnation of property (if required); and traffic improvements (including re-paving, re-striping, signal improvements, street lights, and signal optimization)
California Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> • National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge • Approval and oversight of required remediation plans
Other Agencies	
SBC (prev. Pacific Bell)	<ul style="list-style-type: none"> • Approval of communication line improvements and connection permits
Pacific Gas & Electric (PG&E)	<ul style="list-style-type: none"> • Approval of natural gas improvements and connection permits
California Department of Toxic Substances Control (DTSC)	<ul style="list-style-type: none"> • Approval and oversight of the plan
Bay Area Air Quality Management District (BAAQMD)	<ul style="list-style-type: none"> • Permitting of asbestos abatement activities

Source: LSA Associates, Inc., 2003.

