Appendix J-2

Noise and Vibration Technical Errata

Memorandum

To:	Mark Aikawa and Eva Pong, TY Lin
From:	Elizabeth Foley, ICF Senior Noise Technical Specialist Diana Roberts, ICF Project Manager
Date:	November 30, 2020
Re:	**Noise and Vibration Technical Errata**

Dear Mr. Aikawa and Ms. Pong,

The below documentation serves as an update to the existing regulatory and environmental conditions at the project site regarding noise as of 2020. As needed, effect conclusions are updated as well. This errata memorandum was prepared by ICF staff member Elizabeth Foley, senior noise technical specialist. It includes the following sections:

- Project Description
- Setting
- Effect Analysis

Project Description

The footprint for the project has not changed since the San Francisco-Oakland Bay Bridge Regional Bicycle/Pedestrian Connection Initial Study/Mitigated Negative Declaration (IS/MND) was drafted in 2014. However, the project proponent has introduced three phasing options to guide construction.

The Link may be implemented in more than one phase to respond to timing considerations and the availability of funds as well as the schedule for related projects. The sections that follow discuss the possible phasing options. All Class II bicycle lanes and bicycle boxes would be installed as part of the initial period of construction, regardless of phasing option.

Phasing Option 1

Phasing Option 1 would construct approximately 2,900 feet of Class I path structure, beginning approximately 600 feet east of Maritime Street and continuing to the Bay Bridge Trail. Starting from the east, the structure would begin approximately 600 feet east of Maritime Street with an interim connection to the multi-use path (MUP), which was installed as part of the high-occupancy vehicle/bus extension project. Under Phasing Option 1, the West Oakland Link profile would be lowered to tie in to West Grand Avenue. The structure would continue west, parallel to West Grand Avenue. The elevated Link structure would span Maritime Street and the existing at-grade railroad crossings near Burma Road. The structure would then continue under the Interstate 80 ramps and tie in at the connection to the Bay Bridge Trail. Construction under the initial build portion of Phasing Option 1 would correspond to a portion of Segment 4 and all of Segment 5.

When additional funding for construction is available, the Link would be extended to Mandela Parkway. The interim connection to West Grand Avenue could either be demolished or retained as an emergency access point. The remaining easterly portion of Segment 4 would be constructed with a slightly revised vertical profile. Segments 1 through 3 as well as the ramps to Maritime Street and Oakland Maritime Support Services (OMSS) (the remainder of Segment 4) would also be constructed.

Phasing Option 2

Phasing Option 2 would be similar to Phasing Option 1. However, a 600-foot segment on the east side of Maritime Street would be designed and constructed so that the bridge deck could be raised during a future phase of the project, providing a smooth profile and minimizing elevation changes for the Link under the full build condition. Construction under the initial build portion of Phasing Option 2 would correspond to a portion of Segment 4 and all of Segment 5.

When additional funding for construction becomes available, the Link would be extended to Mandela Parkway. The above-mentioned 600 feet of the bridge deck could be raised to its final elevation by extending the bridge columns. Segments 1 through 3, the remaining easterly portion of Segment 4, and the ramps to Maritime Street and OMSS would also be constructed.

Phasing Option 3

Phasing Option 3 would construct Segment 4, except for the ramps to Maritime Street, OMSS, and Segment 5 of the Link project.

When additional funding for construction is available, Segments 1 through 3 and the ramps to Maritime Street and OMSS could be constructed.

Setting

Changes in the Setting

The environmental setting of the project area is essentially the same as the setting discussed in the 2015 memorandum. With respect to sensitive receptors, the discussion in the 2015 memorandum correctly describes the types of receptors found in the project vicinity. The sensitive receptors in the vicinity are still recreational facilities (e.g., Raimondi Park) and residences. The only exception is a new project at 2011–2195 Wood Street that is approved but not yet built; it was not previously considered in the 2015 memorandum. Although the project is not built, it is an approved project and could be built and occupied prior to the completion of construction for the proposed project. Therefore, this approved residential land use project is considered to be a cumulative receptor for the purposes of this analysis.

Changes in Regulatory Setting

The regulatory setting applicable to the proposed project described in the 2015 memorandum is representative of the current regulatory environment. There are no changes to the setting.

Effects Analysis

Changes in Methods

A quantitative analysis of the project's impacts under each of the specific phasing options has not been conducted because the quantitative results in the 2015 memorandum represent a reasonable worst-case scenario. Other than phasing, the amount and type of construction activity previously analyzed are not expected to increase. Consequently, because the previous analysis is considered to be reasonably conservative, there are no changes to the methodology of the assessment of direct noise effects. However, there is a new approved project in the vicinity of the proposed project. Although this project, located at 2011–2195 Wood Street, has not yet been built and is not occupied, effects on this residential land use are assessed as part of the cumulative analysis.

Changes in Effects

As discussed previously, the quantitative results in the 2015 memorandum represent a worst-case scenario because the proposed project would generally be expected to require the same type and amount of construction activity analyzed under the previously analyzed project. Because the 2015 analysis is considered to be reasonably conservative, the direct effects presented in the 2015 noise analysis have not changed. However, as a result of the new cumulative project described above, a cumulative assessment of noise impacts on this residential land use has been added.

A new multi-family residential building will be constructed at 2011–2195 Wood Street; this was not previously considered in the 2015 memorandum. Although this project is not built, it is an approved project and therefore could be occupied while construction of the proposed project is under way. Therefore, it is considered to be a cumulative receptor for the purposes of this analysis. This project would be located along Wood Street, south of West Grand Avenue. The residential structure would be as close as approximately 50 feet from construction activities for the elevated path along West Grand Avenue and approximately 60 feet from in-road, at-grade construction activities along Wood Street. At a distance of 50 feet, pile driving can result in a noise level of approximately 94 A-weighted decibels (dBA), equivalent sound level (L_{eq}). As shown in Table 4 of the 2015 noise technical memo, combined noise from a concrete saw, pile driver, and sand blaster for construction of supporting columns for the elevated path section could result in a noise level of approximately 96 dBA L_{eq}. For construction of the at-grade portions of the project, a reasonable worst-case construction noise level was estimated in the 2015 analysis, assuming that the three loudest pieces of equipment would operate concurrently (i.e., concrete saw, jackhammer, and sand blaster). However, this estimate is conservative. There is very little chance of these loudest pieces of equipment being operated concurrently. The combined L_{eq} for these three pieces of equipment was estimated to be 91 dBA at 50 feet. Therefore, should the residences at the new 2011–2195 Wood Street project be occupied during project construction, residents may temporarily be exposed to elevated noise levels from construction.

Overall, construction would be short term, and noise effects would cease upon completion of the project. In addition, project construction activities would also be required to comply with Caltrans Standard Specifications Section 14-8.02, which would reduce the temporary noise effects from construction. Further, the project would comply with the City of Oakland's Standard Conditions of Approval (SCAs). Applicable SCAs include #61 (limits on days/hours of construction and operation), #62 (requirement to implement noise reduction measures to reduce construction noise), #63 (requirement of a construction noise management plan for extreme construction noise and requirement of notification for property owners within 300 feet of extreme noise-generating construction activities), #64 (requirement for project-specific construction noise reduction measures), and #65 (requirement to generate procedures for responding to and tracking construction noise complaints). Because the project would comply with the applicable restrictions related to construction noise and construction activities would follow the City of Oakland's SCAs, there would be no significant adverse noise impacts from project construction on this cumulative project.