CHAPTER 3
Project Description

3.1 Project History and Background

Broadway Plaza opened in October 1951 with 38 stores as the Broadway-Walnut Creek Shopping Center, the second open-air shopping center in the nation. Macerich Northwestern Associates (referred to throughout as “Macerich Northwestern”), purchased most of the center in 1985. The shopping center was renamed Broadway Plaza and underwent approximately a decade of architectural enhancements, parking modifications and upgrades. A former horseshoe-shaped parking area was replaced with pedestrian pathways, shops and a restaurant, and an iconic fountain (Parcel 9). A five-level parking garage was constructed on South Main Street, and two more restaurants were later added. Finally, “Broadway Lane” was created adding boutique shops between Macy’s and Nordstrom, screening some of the parking garage on South Broadway from the pedestrian experience.

No major changes were made over the past decade (beyond tenant improvements inside buildings) until Nordstrom undertook a major renovation and façade update in late 2010. Concurrent with the Nordstrom work, development was undertaken pursuant to Measure I, an initiative the Walnut Creek voters passed in 2009. Measure I amended the General Plan, Zoning Map and Municipal Code to allow a Neiman Marcus store to be built at the northwest corner of Broadway Plaza, and to allow employee-only attendant parking in the Pedestrian Retail (PR) Zoning District.

Measure I also required several improvements as a condition to occupancy of Neiman Marcus. Macerich Northwestern is undertaking construction of these improvements, which will be completed by March 2012. Improvements are being undertaken at both driveway entrances to the shopping center along South Broadway. At the northern driveway entrance on South Broadway, these improvements include installing entry drive lane controls, pedestrian bulb-outs, necessary sidewalk and drainage improvements at all corners of the intersection to shorten the crossing distance for pedestrians, and marked crosswalks across the north and south legs of the intersections. Limitations on left turns out of the garage onto northbound South Broadway are also being instituted. At the southern driveway entrance on South Broadway, the Measure I improvements include installation of an actuated and interconnected traffic signal to facilitate turns into and out of the garage, pedestrian bulb-outs and all necessary sidewalk and drainage improvements at all corners of the intersection to shorten the crossing distance for pedestrians and to ensure signal visibility, removal of a previously-existing marked crosswalk on the north side of the intersection and installation of a new crosswalk across South Broadway on the south side of the intersection.
At the intersection of South Broadway and Newell Avenue, Measure I requires restriping the southbound lane configuration on South Broadway to accommodate one left-turn lane, two through lanes, and one extended right turn lane for traffic turning westbound onto Newell Avenue.

### 3.2 Project Overview

The Broadway Plaza Long Range Master Plan Project (“Project”) includes a net increase of up to 300,000 gross square feet of commercial space, or a net increase of up to 400,000 gross square feet of mixed commercial and residential uses. It also anticipates demolition and reconstruction of approximately 200,000 square feet of commercial space, interior improvements, and exterior architectural improvements to the rest of Broadway Plaza.

Under this proposal, residential uses (including accessory uses) would be allowed if they are swapped for commercial square footage at the rate of 2,000 gross square feet of residential uses for every 1,000 gross square feet of commercial space it replaces. Residential uses would be capped at 200 units and 200,000 gross square feet. As a result, the Project would result in approximately 1,100,000 total gross square feet of commercial uses in Broadway Plaza, or approximately 1,200,000 total gross square feet in a combination of commercial and residential uses. Respectively, this EIR evaluates the Project buildout under two scenarios: a Maximum Commercial Scenario and a Maximum Mixed-Use Scenario. These two scenarios represent outside ranges of potential uses allowed by the Project, and are proposed to ensure that all environmental impacts are captured.

The Project’s design would incorporate gathering places and a pedestrian-friendly orientation. The Project proposes a series of internal pedestrian walkways and bike paths to allow non-vehicular movement through the site.

The Project Site includes the Broadway Plaza parcels owned by Macerich Northwestern and the parcel owned by Macy’s West Stores, Inc. (see Figure 3-1).

The Project applications include a General Plan Amendment to affect every parcel on the Project Site except Parcel 2 (which was the subject of a recent initiative, Measure I in 2009, and which includes the site of the Neiman Marcus store). The proposed changes for the remainder of the Project Site would include:

- **General Plan Category:** The Project would amend the General Plan land use category from PR (Pedestrian Retail) to MU-C (Mixed-Use, Commercial Emphasis). This General Plan Amendment would allow mixed commercial and residential uses on the Project Site.

- **Establish New FAR:** By virtue of its current PR land use category designation, the existing FAR on the Project Site is 0.75. Changing the land use category from PR to MU-C will increase the FAR to 0.85. The Project Applicants have asked to further increase the FAR on the Project Site to 0.95 for commercial uses and an FAR of 1.05 for mixed uses. These proposed FAR changes would not change to the allowable FAR at any other location.
Parcel 2 is not a part of General Plan Amendment area.
3. Project Description

- Amend General Plan Figures: Figure 8 of Chapter 4 (Core Area FAR) of the General Plan would need to be modified to apply the 0.95 FAR for commercial uses to the Project Site, and Figure 9 (Mixed Use Floor Area Ratio) would need to be modified to apply a new 1.05 FAR for mixed commercial and residential uses to the Project Site.

Detailed characteristics of the Project are discussed further in Section 3.3.4.

The Project Applicants also seek to rezone the entire Project Site (including Parcel 2) from the Pedestrian Retail (PR) Zoning District to a new Planned Development (PD) Zoning District. The PD zoning would incorporate height limits and FAR restrictions enacted in Measure I for Parcel 2. For commercial uses, it would cap development at a 300,000 square-foot net increase over existing (resulting in approximately 1.1 million square feet total of commercial uses on the entire Project Site). For mixed commercial and residential uses at the Project Site, the PD zoning would cap development at a 400,000 square-foot net increase (resulting in approximately 1.2 million square feet total on the Project Site). Residential uses (including accessory uses) would be allowed if they are swapped for commercial square footage at the rate of 2,000 gross square feet of residential uses for every 1,000 gross square feet of commercial space replaced. Residential uses would be capped at 200 units and 200,000 gross square feet. The proposed zoning ordinance for this PD zoning District would include detailed requirements and exhibits, including parking standards and restrictions, necessary for it to function as a Master Plan for long-term development of Broadway Plaza. Design guidelines are also being proposed for the project.

The Project proposes vacation of most of Broadway Plaza street, a public street that currently runs through the shopping center, to allow for additional development potential as well as a more pedestrian-friendly configuration of the Project Site. A subdivision map, or merger and lot line adjustment, is proposed to merge the private parcels that would exist after the proposed vacation and the transfer of a portion of Broadway Plaza street resulting in two parcels that reflect the two private ownerships of the center (Macerich Northwestern and Macy’s West Stores, Inc.).

The new PD Zoning District would require that the development provide at the Project Site sufficient off-street, self-park parking spaces to satisfy the City’s standard parking requirements. Standard commercial requirements are one space per 300 square feet of net rentable floor area. Residential uses would require 1.25 spaces per studio unit; 1.5 spaces per 1 bedroom unit; 2 spaces per 2 bedroom unit; and 2.25 spaces per larger unit. All parking for Parcel 2 (Neiman Marcus and other stores) will also be provided on site, and the off-site parking approved in connection with the Neiman Marcus project would be eliminated. The Project will also replace all existing on-site public parking that would be removed as a result of the street vacation. Parking would be provided on site pursuant to a parking plan that includes both underground and above-ground parking garages. The Project also proposes an amendment to the Parcel 2 Development Agreement, and adoption of new Development Agreement(s) that would prohibit use in Broadway Plaza of the Employee-Only Attendant Parking provisions authorized by Measure I.

The Project would conform to existing General Plan building height limits, which are generally more restrictive than the height limits established by Measure A, a 1985 initiative that locked in
maximum heights at the height allowed by then-current zoning. The current General Plan height limits are depicted in Figures 3-2, 3-3 and 3-4.¹

The approximate gross square footages of the commercial space involved are shown in Tables 3-1 and 3-2, Existing and Proposed Square Footage, below.

### 3.3 Project Site and Surroundings Characteristics

#### 3.3.1 Project Site Location

The Project Site is located in the City of Walnut Creek, in central Contra Costa County (see Figure 1-1 in Chapter 1). Walnut Creek is located at the foot of Mt. Diablo, 23 miles east of San Francisco and 70 miles southwest of Sacramento. Regional access to the Project Site is provided by Interstate 680 (located approximately one mile north of the Project Site via North Main Street and one mile south of the site via South Main Street), as well as by State Route 24, (located approximately one-half mile west of the Project Site via Mt. Diablo Boulevard). The Walnut Creek Station of the Bay Area Rapid Transit (BART) system is located three-quarters of a mile north of the site. The Iron Horse Regional Trail, located approximately one-half of a mile east of the site, provides regional bicycle, pedestrian and equestrian access.

The Project Site consists of the Broadway Plaza Shopping Center. As shown in Figure 3-1, the Project Site is located in an area generally bounded by South Main Street to the west, Newell Avenue to the south, South Broadway to the East and Mt. Diablo Boulevard to the North. All property within the boundaries of these streets comprises the Broadway Plaza Shopping Center, with the exception of the parcel that has the Chico’s store at the southeast corner of South Main and Mt. Diablo, and various properties in the southwest corner of that block.

#### 3.3.2 Surrounding Areas

Immediately north of the Project Site is the Traditional Downtown area (see Figure 1-1 in Chapter 1), with commercial uses including the Broadway Pointe project. To the west, across South Main Street, are existing commercial uses. To the east, across South Broadway, is a Safeway grocery store, office buildings and the Vic Stewart’s restaurant. To the south, across Newell Avenue, are services and commercial uses in front of professional offices that extend well to the south. There is a Whole Foods market at the southwest corner of South Broadway and Newell Avenue. Kaiser Hospital and Las Lomas High School are each approximately one quarter of a mile from the site, on South Main Street. Also to the south across Newell Avenue is the north entrance (on Nursery Lane) to Las Lomas High School. The closest residential uses are approximately 300 feet east of the Project Site, on Holcolmbl Court and within 650 feet to the northeast of the

¹ Measure A height limits at Broadway Plaza range from 25 feet (sliver at northwest corner of S. Broadway and Newell Ave, to 40 feet (eastern parking lot behind Macy’s) to 50 feet for Nordstrom’s and all stores fronting on Broadway Plaza street, up to 60 feet for the west parking garage and stores immediately to the north (facing the horseshoe area) and then a reduction back to 35 feet for area abutting Mt. Diablo Blvd. (General Plan Draft EIR, page 29)
Figure 3-2
General Plan Height Limits and Existing Garages
Macy’s potential expansion area

At-grade and elevated Macy’s/Garage D parking area

Potential public street vacation and transfer to private ownership

Macerich potential demolition and redevelopment area

Figure 3-3

Conceptual Plan At Grade and Above Grade

SOURCE: Macerich Northwestern
Figure 3-4
Below Grade Parking Map

SOURCE: Macerich Northwestern
### TABLE 3-1
BROADWAY PLAZA MASTER PLAN EXISTING AND PROPOSED GROSS SQUARE FOOTAGE (GSF)*

<table>
<thead>
<tr>
<th>Buildings/Parcels</th>
<th>Existing (GSF)</th>
<th>Project Maximum Commercial Scenario (GSF)</th>
<th>Project Maximum Mixed-Use Scenario (GSF)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Buildings</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nordstrom</td>
<td>209,607</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neiman Marcus (per approved plans within Parcel 2)</td>
<td>87,605</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remainder of Parcel 2</td>
<td>19,946</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parcel 9</td>
<td>15,368</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parcel 1</td>
<td>80,207</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Macy’s</td>
<td>183,672</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stanford’s (Parcel 1)</td>
<td>8,004</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Macy’s Men/Juniors (Parcel 1)</td>
<td>70,206</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior Stores (Parcels 1 and 4)</td>
<td>115,806</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goodyear Tire Store (Parcel 7A)</td>
<td>6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Existing</strong></td>
<td>796,421</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Approximate Maximum Potential Demolition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stanford’s (Parcel 1)</td>
<td>8,004</td>
<td>8,004</td>
<td></td>
</tr>
<tr>
<td>Macy’s Men/Juniors (Parcel 1)</td>
<td>70,206</td>
<td>70,206</td>
<td></td>
</tr>
<tr>
<td>Interior Stores (Parcels 1 and 4)</td>
<td>115,806</td>
<td>115,806</td>
<td></td>
</tr>
<tr>
<td>Goodyear Tire Store (Parcel 7A)</td>
<td>6,000</td>
<td>6,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total Demolition</strong></td>
<td>200,016</td>
<td>200,016</td>
<td></td>
</tr>
<tr>
<td><strong>Existing Buildings To Remain</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nordstrom</td>
<td>209,607</td>
<td>209,607</td>
<td></td>
</tr>
<tr>
<td>Neiman Marcus (per approved plans within Parcel 2)</td>
<td>87,605</td>
<td>87,605</td>
<td></td>
</tr>
<tr>
<td>Remainder of Parcel 2</td>
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<tr>
<td>Parcel 1</td>
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<tr>
<td>Macy’s</td>
<td>183,672</td>
<td>183,672</td>
<td></td>
</tr>
<tr>
<td><strong>Total Existing to Remain</strong></td>
<td>596,405</td>
<td>596,405</td>
<td></td>
</tr>
<tr>
<td><strong>Potential New Construction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Commercial Shop space on Macerich</td>
<td>437,000</td>
<td>337,000</td>
<td></td>
</tr>
<tr>
<td>Northwestern-owned parcels</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Macy’s Expansion</td>
<td>57,000</td>
<td>57,000</td>
<td></td>
</tr>
<tr>
<td>Replacement of Goodyear Tire Store square footage</td>
<td>6,000</td>
<td>6,000</td>
<td></td>
</tr>
<tr>
<td>New Residential</td>
<td>200,000 (200 units)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total New Construction</strong></td>
<td>500,000</td>
<td>400,000a</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL NET NEW COMMERCIAL/RETAIL</strong></td>
<td>299,984</td>
<td>199,984b</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL NET NEW RESIDENTIAL</strong></td>
<td>0</td>
<td>200,000c</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL PROJECT BUILD-OUT</strong></td>
<td>1,096,405</td>
<td>1,196,405d</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** Does not include garage square footages.

* As explained earlier, this table presents two potential scenarios that are intended to reflect overall maximum development potential for commercial and mixed uses. This table therefore presents an illustrative distribution of new square footage among the various parcels, and not an exact development program.

a Excludes residential use area
b Total New Construction minus Total Demolition
c 200 dwelling units at average 1,000 gsf per unit
d Total New Construction plus Total Existing to Remain
### TABLE 3-2
BROADWAY PLAZA EXISTING AND PROPOSED PARCELS
GROSS SQUARE FOOTAGE (GSF)\(^a\)

<table>
<thead>
<tr>
<th>Land Areas</th>
<th>Existing (GSF)</th>
<th>Project Maximum Commercial Scenario (GSF)</th>
<th>Project Maximum Mixed-Use Scenario (GSF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel 1</td>
<td>228,604</td>
<td>228,604</td>
<td>228,604</td>
</tr>
<tr>
<td>Parcel 3</td>
<td>99,657</td>
<td>99,657</td>
<td>99,657</td>
</tr>
<tr>
<td>Parcel 4</td>
<td>133,742</td>
<td>133,742</td>
<td>133,742</td>
</tr>
<tr>
<td>Parcel 5</td>
<td>12,466</td>
<td>12,466</td>
<td>12,466</td>
</tr>
<tr>
<td>Parcel 6</td>
<td>8,671</td>
<td>8,671</td>
<td>8,671</td>
</tr>
<tr>
<td>Parcel 7</td>
<td>89,657</td>
<td>89,657</td>
<td>89,657</td>
</tr>
<tr>
<td>Parcel 8</td>
<td>73,312</td>
<td>73,312</td>
<td>73,312</td>
</tr>
<tr>
<td>Parcel 9</td>
<td>39,748</td>
<td>39,748</td>
<td>39,748</td>
</tr>
<tr>
<td>Subtotal Macerich Northwestern parcels (not including Parcel 2)</td>
<td>685,857</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parcel 2</td>
<td>67,817</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Macerich Northwestern parcels</td>
<td>753,674</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Macy’s West Stores, Inc. Parcel 7A</td>
<td>301,652</td>
<td>301,652</td>
<td>301,652</td>
</tr>
<tr>
<td>Total Broadway Plaza</td>
<td>1,055,326</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approximate area of proposed street vacation</td>
<td>73,000</td>
<td>73,000</td>
<td>73,000</td>
</tr>
<tr>
<td>Total Broadway Plaza including street area</td>
<td>1,128,326</td>
<td>1,060,509</td>
<td>1,060,509</td>
</tr>
</tbody>
</table>

\(^a\) As explained earlier, this table presents two potential scenarios that are intended to reflect overall maximum development potential for commercial and mixed uses. This table therefore presents an illustrative distribution of new square footage among the various parcels, and not an exact development program.

Project Site, on Alta Vista. Additional residential uses are in the Alma Park neighborhood off of South California Boulevard, three blocks west of the Project Site. There are also several apartment and condominium projects on the hills east of South Broadway, which provide a buffer for single family neighborhoods further east.

### 3.3.3 General Plan, Zoning and Redevelopment Plan Context

The Project Site is located within an area designated on the Walnut Creek’s General Plan Land Use map as the Core Area. The Core Area is a central district that is urban in character, with approximately 8.4 million square feet of intensive regional- and local-serving commercial uses, including retail, office, service and ancillary uses, as well as mixed-use and high density residential development. The Core Area is roughly bounded by Walden Road on the north, the Interstate 680/South Main Street interchange on the south, Interstate 680 on the west and the Iron Horse Regional Trail on the east. The Core Area is the economic and cultural center of the city and of central Contra Costa County.

At the center of the Core Area is an 18-block shopping, dining and entertainment area depicted in the General Plan as the Pedestrian Retail Land Use District. According to local brokers, downtown Walnut Creek has roughly 2.5 million square feet of commercial space.\(^2\)

\(^2\) John Cumbelich Quarterly Downtown Retail Survey and Occupancy Report.
With respect to zoning, the Project Site is located within the Pedestrian Retail District, which is bounded generally by Civic Drive, Newell Avenue, California Boulevard and Broadway (see Figure 1-1 in Chapter 1). The Pedestrian Retail District is composed of two distinct areas: the Traditional Downtown/North of Mt. Diablo area and the Broadway Plaza/South of Mt. Diablo area. The Traditional Downtown is located along Locust and North Main Streets, south of Civic Drive and north of Mt. Diablo Boulevard. It is characterized by a regular grid street pattern, small parcels, higher densities, small scale development, old buildings, few surface parking lots, generally continuous retail frontages, smaller locally-owned businesses, mature street trees, and sidewalk seating. The Broadway Plaza/South of Mt. Diablo area, which includes the Project Site, is characterized by a more irregular street pattern, larger parcels, newer and larger-scale development, parking structures, and a significant percentage of national retailers.

The eastern portion of the Project Site was within the boundaries of the South Broadway Redevelopment Area, but that redevelopment plan expired by its own terms in October 2011.

### 3.3.4 Existing Project Site Characteristics

#### 3.3.4.1 Development, Tenants and Ownership

Broadway Plaza is a regional shopping center which contains Nordstrom, Macy’s, Macy’s Men/Juniors, Neiman Marcus, Crate & Barrel, David M. Brian, and another 75 to 80 leading national retailers, specialty shops, services, restaurants and cafes. Broadway Plaza has an open air format with several in-line and free-standing buildings of various sizes. The Project Site (Broadway Plaza) consists of Parcels 1, 2, 3, 4, 5, 6, 7, 7A, 8, 9, and Broadway Plaza street (see Figure 3-1). The total Project Site area is approximately 25 acres.

The majority of the Project Site (approximately 72 percent of the privately owned land in Parcels 1, 2, 3, 4, 5, 6, 7, 8 and 9) is owned by Macerich Northwestern. The remainder of the privately owned portions of Broadway Plaza (Parcel 7A, which consists of Macy’s Women’s department store, the Goodyear tire store, and the Macy’s Garage, described below) is owned by Macy’s West Stores, Inc. The Neiman Marcus store on Parcel 2 opened in March 2012. With the completion of Neiman Marcus, Broadway Plaza has just under 800,000 gross square feet of commercial space, with over 600,000 square feet of that space in six stores: Nordstrom (on Parcel 3), Macy’s (on Parcel 7A) and Macy’s Men/Juniors (on Parcel 1), Neiman Marcus (on Parcel 2), Crate & Barrel (on Parcel 1) and David M. Brian (on Parcel 1). Figure 3-1 presents the Project Site plan of Broadway Plaza depicting the land ownership.

The Project Site currently contains more than two dozen buildings dating back to the early 1950s. With some exceptions, most buildings fronting on public streets are built to the property lines with no setback. There are several approved encroachments for canopies, overhangs and other pedestrian-friendly elements.

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3 (The area of the Project Site does not depend on which portions of the Project are approved. The entire area encompassed within the applications is the "Project Site.") Parcel 1A lies within the South Main Street right-of-way and although a legal parcel owned by Macerich Northwestern is not included in the Project Site area, will be dedicated to the City and is excluded from the scope of the General Plan Amendment and zoning change requests.
The Project Site also contains Broadway Plaza street, a two-lane public road that is owned in fee by the City, and that has approximately 63 metered on-street parking spaces, one commercial loading space, and one pedestrian loading space. This street has taken on varying alignments since its original construction in the early 1950s, and is currently located as depicted in Figure 3-1. It generally runs north/south, provides service access to Neiman Marcus and Macy’s and has limited connections for automobiles to access the five-story parking garage along South Main Street and/or the Macy’s parking garage. It is signalized at the south end where it terminates at South Main Street. Its northern end terminates at Mt. Diablo Boulevard, with a stop sign and right-only turns into and out of Broadway Plaza street. A crosswalk, with in-ground lighting triggered by pedestrians, extends north across Mt. Diablo Boulevard to Broadway Pointe, another commercial complex.

A small parcel at the northern boundary of the Project Site, located between Parcel 2 and Mt. Diablo Boulevard, currently houses a Chico’s store. That small parcel is not owned by Macerich Northwestern nor Macy’s West Stores, Inc., and is not part of the Project Site (see Figure 3-1). Similarly, a parcel to the south of Parcel 1 and the west of Parcel 7A, which houses La Boulange and was formerly occupied by Bing Crosby’s Restaurant and Piano Bar, is not owned by an applicant and is not part of the Project Site (see Figure 3-1). The parcel at the northeast corner of Newell Avenue and South Main Street, which houses Chase Bank, is likewise not part of the Project Site.

There is a fountain and gathering space located near the north end of the Project Site, on Parcel 9 near the existing Broadway Plaza street. There are trees on the Project Site and street trees within the public right-of-way along the three street frontages of the Project Site. Minor landscaping areas exist throughout the Project Site. The Project Site also has existing loading docks and trash/recycled material enclosures to support the existing uses.

### 3.3.4.2 Creeks and Culverts

Two creek easements cross the Project Site. Las Trampas Creek extends from west of South Main Street beneath Broadway Plaza within an underground box culvert that is 50 feet wide and 25 feet deep. The culvert underlies Parcels 1, 9 and 2. Las Trampas Creek continues underground beneath Mt. Diablo Boulevard to its confluence with San Ramon Creek to create Walnut Creek beneath Liberty Bell Plaza, a City public plaza/park adjacent to Broadway Pointe at the northwest corner of South Broadway and Mt. Diablo Boulevard. San Ramon Creek enters the Project Site at Newell Avenue as an open channel, and converts to a 50-foot by 25-foot underground box culvert at Macy’s. It extends through Parcels 7A, 4, 5, 6 and 3 of the Project Site under the Macy’s store, the existing two-level parking garage and Nordstrom (see Figure 3-1). San Ramon Creek then crosses under Mt. Diablo Boulevard to join Las Trampas Creek and become Walnut Creek under Liberty Bell Plaza.

### 3.3.4.3 Parking

The site has three parking garages (two of which function as one) (see Figure 3-2 and explanation below):
• A five-story garage is situated next to South Main Street at the easterly terminus of Botelho Avenue, in Parcel 1, and accessed from a signalized driveway on South Main Street. The garage has approximately 750 off-street parking spaces. As a result of Measure I, a former entrance from the south side of that parking structure was recently closed and the 38-space parking lot behind Macy’s Men/Juniors store revised.

• A two-story parking garage containing approximately 575 off-street spaces is situated along South Broadway, on Parcels 5, 6, 7 and 8, with two main driveway entrances along South Broadway (the north driveway entrance and the south driveway entrance). This garage is commonly called the Nordstrom Garage. The five-story garage and the Nordstrom Garage are owned and operated by Macerich Northwestern.

• The third garage is a two-story garage owned and operated by Macy’s West Stores, Inc., and is commonly called the Macy’s Garage. The Macy’s Garage is east and southeast of Macy’s, on Parcels 7A and 8. The most easterly approximately 140 feet of the site of the Macy’s Garage lies on Parcel 8, which is owned by Macerich Northwestern, the remainder of the site is on Parcel 7A, which is owned by Macy’s West Stores, Inc. This third garage contains approximately 1,175 off-street parking spaces, with approximately 300 of those spaces on land owned by Macerich Northwestern. The third garage is accessed from a signalized driveway on Newell Avenue and from the southern driveway on South Broadway.

The two-story garages connect seamlessly with each other at the South Broadway southern driveway, and access to each of the two-story garages is available from the other two-story garage.

Macy’s West Stores, Inc. owns another surface parking lot with approximately 50 spaces on Parcel 7A, near the Macy’s store. It is accessed from a signalized driveway on Newell Avenue and from the southern driveway on South Broadway.

There are approximately 14 surface spaces at the northeast corner of the Project Site, near the Nordstrom store, on Parcel 7, that have a small driveway entrance on South Broadway, near the intersection of South Broadway and Mt. Diablo Boulevard. In addition, the City has approved off-site parking to accommodate the expansion that encompasses Neiman Marcus, which will be in use by March 2012.

3.3.5 Project Characteristics

3.3.5.1 Range of Development Types and Uses

The Project proposes a flexible development plan that would allow all-commercial uses, or a mix of commercial and residential uses. This flexibility is designed to allow the shopping center to be responsive to market needs and development trends. The net new square footage studied as the Project in this EIR would be subject to the following limitations on the maximum amount of allowed development within the Project Site boundary:

• The maximum net increase in commercial uses would be 300,000 gross square feet.
• Residential uses would be allowed if they are swapped at the ratio of 2,000 square feet of residential uses for every 1,000 square feet of foregone commercial uses, which would result in a maximum net increase of 400,000 gross square feet for mixed residential and commercial uses. Residential uses would be limited to 200 units and 200,000 gross square feet. The bedroom make-up of the residential units will vary, but will be limited to three-bedrooms.

As shown in Table 3-1, the Project would result in approximately 1,100,000 gross square feet of commercial space throughout Broadway Plaza; or approximately 1,200,000 gross square feet of mixed residential uses and commercial uses, with up to 200 residential units. Any development would be configured in buildings that would comply with the current height limitations of the General Plan. (See Figures 3-2, 3-3 and 3-4 for General Plan height limitations.) The new development (excluding garages) would be a maximum of approximately 500,000 (300,000 net new maximum) gross square feet of commercial uses, or a maximum of approximately 600,000 (400,000 net new maximum) gross square feet of mixed residential and commercial uses.

The commercial development would generally be configured in buildings of one to two stories above grade; an anchor tenant store may be higher. The mixed-use development could consist of residential development on floors above the commercial uses, with residential development potentially extending to the upper height limits.

The commercial uses proposed to be permitted in the Project are uses that are currently encompassed within the Pedestrian Retail (PR) General Plan land use category and zoning district. The Project would add multi-family residential uses, and accessory and temporary uses typically allowed with multi-family residential uses. Accessory uses may include leasing areas, health facilities, swimming amenities, interactive play space for children, and meeting/clubhouse rooms. Several plazas and common open spaces are contemplated, including a primary gathering space large enough to accommodate summer concert events and winter events.

The targeted area for new development/redevelopment is on Parcels 1, 4, 5, 6, 7, 7A, and 8. However, new square footage may be added anywhere within the Project Site subject to the proposed FAR limits and all other existing development regulations including height limits. All buildings within the Project Site would be subject to interior tenant improvements, cosmetic upgrades and façade improvements.

As previously described, for the purpose of analyzing the environmental impacts of the Project, the EIR evaluates the Project buildout under two scenarios: a Maximum Commercial Scenario and a Maximum Mixed-Use Scenario. These two scenarios represent outside ranges of potential uses allowed by the Project, and are proposed to ensure that all environmental impacts are captured. Conceptual depictions of how the Maximum Commercial and Maximum Mixed-Use Scenarios might be built out are shown in Figures 3-3 and 3-4.

### 3.3.5.2 Project Floor Area Ratios

Through a General Plan Amendment, the FAR for most of the Project Site would be increased from 0.75 to 0.95 for commercial uses and an FAR of 1.05 would be established for mixed
commercial and residential uses. The exception is that Parcel 2 (currently occupied by Neiman Marcus, Cole Haan, Sun Glass Hut, Swarovski, Betsey Johnson, Sur La Table, and PF Chang) would remain at an FAR of 1.75 as required by Measure I. Because the 1.75 FAR was set by voter initiative, it cannot be altered by the City Council. The Project proposes to address the FAR only for the remainder of the Project Site, and amend the General Plan to set the FAR limit for that area for commercial uses at 0.95. The Project also proposes to amend the Mixed Use Commercial Emphasis land use category to increase the maximum FAR for the commercial component of a mixed used project from 0.85 to 0.95. The only site in Walnut Creek proposed for application of the new 0.95 commercial FAR and the new 1.05 mixed use FAR is the Project Site. Thus, the existing FAR limitations in place for other parcels designated MU-C will not be increased.

Together, the FAR of 1.75 on Parcel 2, and the FARs proposed by the Project for the rest of Broadway Plaza, would permit slightly more than 1,100,000 square feet of commercial uses or slightly more than 1,200,000 square feet of mixed commercial and residential uses on the Project Site. However, the proposed PD zoning district would limit net new development to 300,000 square feet of commercial or 400,000 square feet of mixed uses, and would limit maximum square footage within the Project Site to slightly less than 1.1 million square feet of commercial uses or slightly less than 1.2 million square feet of mixed uses. If the street vacation is approved, the vacated portion of the public street would be transferred to private ownership and its square footage would be included in the FAR calculations.

### 3.3.5.3 Parking Plan

The Project proposes to provide off-street, self-parking according to standard City requirements. Standard City requirements mandate 1 parking space per 300 square feet of rentable floor area for all permitted uses within the Pedestrian Retail Zoning District. This standard will be continued under the proposed PD zoning as well. This Project proposes to include adequate onsite parking for Neiman Marcus as well, and would eliminate the off-site parking approved in connection with the Neiman Marcus project. Residential uses would require 1.25 spaces per studio unit; 1.5 spaces per 1 bedroom unit; 2 spaces per 2 bedroom unit; and 2.25 spaces per larger units in accordance with current City standards. The actual number of parking spaces required will depend upon the amount and type of space constructed under the development plan. The discussion below accordingly focuses on the approximate numbers of spaces that could be provided in each garage. The proposed PD zoning district would require enough self-parked, parking spaces that are not tandem or stacked to satisfy City requirements. A Development Agreement would specify that the Employee-Only Attendant Parking authorized by Measure I for the entire Pedestrian Retail Zoning District could not be used in the new PD Zoning District. Any displaced public parking stalls lost as a result of the street vacation will also be replaced in the new garages.

The Project would improve the intersection to provide queuing capacity on South Main Street for southbound vehicles turning left onto Broadway Plaza street for a total queuing capacity of fourteen vehicles. In addition, the Project would also improve the intersection to provide queuing capacity on South Broadway for northbound vehicles turning left into Garage C for a total
queuing capacity of fourteen vehicles. No traffic lanes would be lost to complete either improvement.

As explained below (see Demolition and Construction), during the construction period, as new space is constructed on site, and under a worst-case scenario, up to 450 spaces may need to be provided offsite for customers and/or employees, in addition to up to 100 spaces for construction workers during construction.

In describing the parking structures, the EIR uses the following terms to refer to levels. The underground or basement levels are the levels that would lie underneath finished grade. The first above-ground levels would be at street level, and would be at the same elevation as first floor commercial space. The second above-ground levels would be one floor above the street level, and would be at the same elevation as second floor commercial or residential space. The third above-ground level would be developed only in areas permitted by the existing the General Plan height limitations, and would be above second floor parking or commercial tenants.

The conceptual parking plans for the Maximum Commercial Scenario and Maximum Mixed-Use Scenario are depicted in Figures 3-3 and 3-4. The small number of surface parking spaces (approximately 14) at the northeast corner of the Project Site, near the Nordstrom store, would remain, and would provide parking for service and delivery vehicles.

There would be four parking structures, described below.

**Garage A (Five-Level Garage On South Main)**

The existing five-story parking garage on Parcel 1, referred to as Garage A, will remain. Its existing entrance from South Main Street would be unaffected. This garage has approximately 750 off-street parking spaces.

**Garage B (Central Underground Garage)**

The Project proposes a new underground parking garage, labeled Garage B, which would be located on Parcels 1 and 4, under the commercial uses in the middle of the site, between the two underground culverts that run through the site (see Figure 3-4). Garage B would have up to approximately 650 parking spaces. Escalators, stairs and elevators would be distributed throughout Garage B, allowing customers who park underground access to several points near the center of the Project Site. Vehicular access to this underground parking garage would be provided off of South Main Street via a ramp to be constructed at a new cul-de-sac that would be located at the south end of what is now Broadway Plaza street.

**Garage C (Four Level Garage on South Broadway)**

The two-story garage currently owned and operated by Macerich Northwestern (commonly called the Nordstrom Garage) would be demolished, and replaced with a new garage, Garage C. Garage C would have an underground level and extend up to three levels above ground, where permitted by the General Plan’s height limits. Garage C would occupy the eastern edge of the Project Site,
on all or portions of Parcels 4, 5, 6, 7 and 8. It would extend from Nordstrom (Parcel 3) south to Newell Avenue on land owned by Macerich Northwestern, and would include land currently occupied by a portion of the existing Macy’s Garage.

The configuration of the above-ground levels of Garage C would depend upon the uses made of the Project Site. Under the Maximum Commercial Scenario, the first and second above-ground levels of the garage would be all parking, and only a limited amount of parking on the third above-ground level would be needed to meet parking needs. Under the Maximum Mixed-Use Scenario, the first above-ground level would contain commercial uses, while the second and third above-ground levels would have parking. More parking would be provided on the third above-ground level under the Maximum Mixed-Use Scenario than under the Maximum Commercial Scenario.

In both scenarios, the second above-ground floor of Garage C would be at the same elevation as any second floor entrances to commercial space that are adjacent to Garage C (including Nordstrom’s existing second level walkway), allowing ADA-compliant direct access to second floor buildings that connect with Garage C.

Depending upon the final development configuration, Garage C would have up to approximately 1,250 off-street parking spaces, of which approximately 400 would be underground. Garage C would have access from the South Broadway driveway, at the signal and the northern driveway from South Broadway would be closed to vehicular traffic. This garage would connect with Garage D, thus providing access from the Newell Avenue driveway as well.

**Garage D (Macy’s Parking Structure)**

The two-story parking structure owned by Macy’s West Stores, Inc. in the southeast corner of the site would be demolished and replaced with a new structure, called Garage D, that would be located on Parcel 7A, and that would have up to three above-ground levels. The Project does not propose underground parking in Garage D (though the Extra Parking Alternative, discussed in Chapter 5 of this Draft EIR, considers underground parking in Garage D). The second above-ground level of Garage D would be at the same elevation as second floor entrances to Macy’s allowing Americans with Disabilities Act (ADA) compliant, direct access to Macy’s second floor. In areas subject to the General Plan’s 35-foot height limitations, there would be a third above-ground level of parking. There would be no third above-ground level in the southeastern-most corner, which is subject to a 25-foot height limitation. Garage D would provide up to approximately 850 off-street parking spaces.

Garage D would be accessed from the driveway on Newell Avenue. It would also be accessed by the southern driveway on South Broadway (which is being signalized pursuant to Measure I), connecting to Garage C. This essentially continues the practice of cross-property shared parking in decks that, to the user, appear as a single parking facility with multiple points of access.
3.3.5.4 Green Design Elements (Building, Stormwater, Alternative Transportation)

The Project will be required to comply with Title 24, which contains green building design requirements. Efficient design criteria are expected to result in a more efficient use of energy while reducing water demand and wastewater production.

Compliance with stormwater requirements will ensure the Project will provide full treatment of surface runoff.

The Project would result in no substantial change in the amount of impervious surfaces on the Project Site. Through runoff treatment, the Project would reduce direct runoff to the San Ramon and Las Trampas Creek culverts.

The Project would emphasize alternative transportation by providing amenities for bicycle riders and pedestrians, as noted in the following section. The Project would also promote public transit. It includes providing transit opportunities to replace the public transit route that would be lost due to potential vacation of a portion of Broadway Plaza street. The Project would provide in kind transit opportunities in terms of transit visibility, its proximity to commercial uses, the visual and physical quality of transit stops, and ease of transit use. The Project would not result in an increase to the existing headways (the time between transit vehicles).

3.3.5.5 Creeks Restoration and Trail Plan Implementation

The Project addresses elements of the City’s Bicycle Plan relative to the site and will enhance bicycle connectivity to regional bike routes. The Project proposes pedestrian and bike connections along South Broadway and Newell (in the existing sidewalk area and within the setback area of the Project Site), and along the creek edge and into the Project Site using the existing bridge over San Ramon Creek.

3.3.5.6 Architectural Design

The proposed PD Zoning District would include development regulations. The Project Applicants also propose the adoption of design standards for the Project Site. Buildings would be required to incorporate functional design attributes that are state of the industry for commercial and restaurant uses. These standards would dictate a much more pedestrian-friendly design than exists today, with proximate and convenient parking and more disability friendly access points included. Gathering spaces, paseos and pocket park areas would be included, to be the primary form of circulation within the center. The standards would dictate more extensive use of outdoor gathering and dining spaces. They would also focus on connectivity to existing and planned trail and bicycle routes, as well as transit-friendly points of access to optimize multi-modal access to the center. The regulations would also address the location of trash and recycling equipment, trash compactors, heating, ventilating and air conditioning (HVAC) units, communications and other equipment, and would require that this equipment meet state of the industry standards, in keeping with the green efficiency standards established under the California Building Code. In this vein, to the extent
fireplaces might be installed at the Project, any such units would be natural gas burning. All development would be required to comply with applicable height limit policies, building code requirements, and City noise standards.

3.3.5.7 Infrastructure

The Project will provide infrastructure sufficient for necessary utility services to the new development. Existing backbone underground lines currently located under Broadway Plaza street would be moved, as permitted by utility-providers, to new pedestrian walkways or trail locations, generally between the two existing box culverts within the Project Site and in areas that are slated for other construction activity. There are two utility corridor options between the culverts. One corridor would entail moving the utilities 20 to 50 feet; the other corridor would require a move of approximately 150 feet. In either event, the utilities would continue to be located between the box culverts, reconnecting to their extensions near Nordstrom and near the South Main Street/Broadway Plaza street intersection.

The Project Site will be served by emergency vehicle access (EVA) routes, which will be built to meet all EVA requirements.

3.3.5.8 Street Vacation and Cul-de-Sacs

The Project proposes that most of Broadway Plaza street, a public street that traverses the Project Site be vacated and transferred to private ownership to allow the Project additional development potential and to incorporate a more pedestrian-friendly design. The area that would be vacated extends from near the primary entrance to Nordstrom (near the mid-points of Parcel 2 and Parcel 3) to the primary entrance to Macy’s (near the southern end of Parcel 1). Cul-de-sacs would be created at either end of the street, near the front entry of Nordstrom and the drive entry to Stanford’s Restaurant (the southern end of Parcel 1). These cul-de-sacs would preserve loading, service, and existing access points. In addition, the cul-de-sac near Stanford’s would lead to a ramp that provides vehicular access to the proposed below-grade Garage B (see Figure 3-4).

3.3.5.9 Demolition and Construction

The flexibility inherent in the Project does not permit a detailed projection of the development schedule or phasing. The EIR assumes that development would be compressed into a single phase, which presents the most intensive level of development activity and thus ensures a conservative analysis of environmental impacts.

Demolition and grading are projected to occur between January and November 2014. Overall, a single phase project would take two and one-half to three years to complete, including demolition.

The Project includes demolition of both of the existing two-story parking garages (the Nordstrom Garage and the Macy’s Garage). These structures were built in the 1960s. The Project also includes demolition of existing commercial space. The maximum amount of existing commercial square
footage that could be demolished is as shown in Table 3-1, and includes all buildings on Parcel 4 (all buildings between Nordstrom and Macy’s on the east side of Broadway Plaza street), buildings on Parcel 1 that are located between Broadway Plaza street and the Las Trampas culvert (from the fountain area over to Stanford’s on the west side of Broadway Plaza street), and the Goodyear tire store on Parcel 7A. These buildings are generally 60 years old, though the current Macy’s Men/Juniors store was built in the early 1970s and expanded in the 1990s. (See Figure 3-4.)

Construction equipment and materials staging would be accommodated on the Project Site. Temporary lane closures and occasional street closures may be necessary, particularly during the delivery of heavy equipment. Travel routes for employees, demolition export and heavy equipment transport would be determined in consultation with City staff and scheduled to avoid peak traffic periods.

There would be an estimated maximum of 500 construction employees on the site at any one time under the compressed development schedule. Parking for construction workers would be located in existing Broadway Plaza parking facilities or offsite locations within reasonable walking or transit distance of the Project Site.

Up to four demolition excavators could be used to break down the existing structures on the Project Site. Demolition and excavation debris would be removed from the site during the 11-month demolition and excavation stage. Up to two cranes would be assembled and used on the site during the construction phase. There would be no pile driving.

Estimated amounts of on-haul and off-haul are as set forth in Table 3-3. These estimates assume 18-wheel dump trucks.

The peak number of deliveries during construction would occur during concrete pours. There would be up to 100 delivery trucks arriving on the site per day, approximately two days per week during an anticipated 12-month period. Work trucks would also bring materials to the site.

3.3.5.10 Operation of the Project

Store hours for Broadway Plaza retailers will be similar to existing hours of Monday through Friday 10:00 a.m. to 9:00 p.m., Saturday 10:00 a.m. to 8:00 p.m. and Sunday 11:00 a.m. to 7:00 p.m. Occasional special or seasonal events within the open space plaza areas are also contemplated to continue. Shopping hours likely would be extended during the holiday season, similar to the current practice. Residential portions of the Project would be continuously accessible to the residents.

3.3.5.11 Development Agreement

The Project applications include a request for a Development Agreement that will vest the approvals granted for the Project, with an initial proposed term of ten years, with two five-year extensions.
3. Project Description

TABLE 3-3
DEMOLITION AND CONSTRUCTION EXPORT

<table>
<thead>
<tr>
<th>Approximate Maximum</th>
<th>Approximate Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amounts in Cubic Yards (Truck Trips)</td>
<td>Subtotals and Totals</td>
</tr>
<tr>
<td>Concrete from garage demolition – Nordstrom Garage</td>
<td>15,000 (750)</td>
</tr>
<tr>
<td>Concrete from garage demolition – Macy’s Garage</td>
<td>18,000 (900)</td>
</tr>
<tr>
<td>Portion of above concrete to be reused on site</td>
<td>-9,000 (-450)</td>
</tr>
<tr>
<td><strong>Total net concrete export from garages</strong></td>
<td><strong>24,000 (1,200)</strong></td>
</tr>
<tr>
<td>Soils export from garage construction</td>
<td>183,000 (9,150)</td>
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<tr>
<td>Demolition debris from commercial building demolition</td>
<td>35,000 (1,750)</td>
</tr>
<tr>
<td>Spoils export from site demolition and utility relocation</td>
<td>5,000 (250)</td>
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<tr>
<td><strong>Total net demolition and soils export from commercial buildings and utility relocation</strong></td>
<td><strong>40,000 (2,000)</strong></td>
</tr>
<tr>
<td><strong>Total Export</strong></td>
<td><strong>247,000 (12,350)</strong></td>
</tr>
</tbody>
</table>

3.4 Project Goals and Objectives

The Walnut Creek General Plan contains many goals, policies and action items that promote redevelopment of Broadway Plaza. These include:

- Promote Walnut Creek as a regional shopping destination;
- Enhance the success of downtown businesses, support a balanced expansion of specialty retail;
- Plan for adequate sites that allow for expansion of Walnut Creek businesses;
- Encourage the development of, maintenance of, and connectivity between high-quality public spaces in the Core Area;
- Maintain and enhance Walnut Creek’s thriving Core Area while keeping the Pedestrian Retail District lively and walkable;
- Enhance the attractiveness and character of the City’s urban design and quality of the Core Area and its subareas;
- Support infill and redevelopment in existing urban areas;
- Encourage diverse housing options, including mixed-use, higher-density developments;
- Enhance and improve the vitality of Broadway Plaza.

The project objectives are to maximize implementation of these goals, policies and objectives by expanding Broadway Plaza in a manner that achieves the following targets:
3. Project Description

- Develop a plan for Broadway Plaza that could accommodate demands for commercial and/or multifamily development over the long term, avoiding isolated, piecemeal redevelopment projects.

- Create opportunities for residential uses at a location close to public transit, entertainment, shopping and businesses.

- Maintain the position of Broadway Plaza and downtown Walnut Creek as the premier shopping and dining location in the East Bay over the long term by concentrating development in the Core Area, and by creating flexibility in uses and design that allows a property owner to respond to market demands as they develop over the long term.

- Promote long-term flexibility by adopting a plan for Broadway Plaza that enables each property owner to provide the required amount of parking on its own property, without complicated or cumbersome parking sharing easements.

- Redesign Broadway Plaza in a manner which emphasizes pedestrian use and de-emphasizes automobile use.

3.5 Potential Public Agency Approvals

This EIR is intended to provide the information and environmental analysis necessary to assist the City in considering all the approvals and actions necessary to adopt the Broadway Plaza Long Range Master Plan. The following actions may be taken by the City for adoption of the Project:

- **Certification of the EIR.** Certify this EIR and its environmental findings pursuant to CEQA.

- **General Plan Amendment.** Amend the General Plan to change the General Plan Land Use Map and the land use designation from Pedestrian Retail (PR) to Mixed-Use, Commercial Emphasis (MU-C) and modify the maximum FAR applicable to portions of the Project Site.

- **Planned Development Zoning Ordinance.** Amend the Zoning Ordinance to reclassify the Project Site as a new Planned Development (PD) zoning district.

- **Design Review Guidelines.** Approve design review guidelines specific to the Project Site.

- **Development Agreement.** Approve a new Development Agreement to specify that the Employee-Only Attendant Parking authorized by Measure I could not be used under the new PD zoning district, to provide public benefits, and to vest the approvals granted for the Project, with specific timeframes.

- **Design Review Approval.** Approve the design and scale of the proposed new and expanded buildings.

- **Tentative Map.** Approve a Subdivision Map or Merger and Lot Line Adjustment to merge all Macerich-owned parcels.

- **Vacation of Right-of-Way.** Approve a vacation of Right-of-Way to close Broadway Plaza street to traffic and convert it to a pedestrian thoroughfare.
• **Tree Removal Permit.** Permit the removal of trees on the Project Site to accommodate the construction of new and expanded buildings.

• **Stormwater Pollution Prevention Plan.** Approve a Stormwater Pollution Prevention Plan for construction activities.

The Project may also require review and/or approvals by other local, state, and federal agencies that may have discretionary approval over aspects of the Project.

• **Approval of work near the culverts.** Approval of construction work near the area of the culverts may be required from County Flood Control, the Regional Water Quality Control Board and/or California Department of Fish and Game.

• **Review and approval of engineering work near the culverts.** The US Army Corps of Engineers may require review and approval of engineering aspects of the work near the culverts.

• **Acquiescence or Approval of Relocation of Utilities by Utility Companies.** Approve relocation of utilities currently located along Broadway Plaza street to accommodate the proposed new buildings and expansion of existing buildings.

• **California Department of Fish and Game.** Approve a Streambed Alteration Agreement Permit, if the Project would impact wildlife habitat within riparian corridors.

• **Regional Water Quality Control Board.** Regulatory oversight to ensure conformance with NPDES Permit.

• **Bay Area Air Quality Management District.** Regulate the equipment and activities of the Project that have the potential for creating air pollution.