Oakland City Planning Commission **STAFF REPORT**

Case File Number PLN19-279 April 7, 2021

Location:	**2420-2432 Chestnut Street & 2423 Linden Street; APNs: 005 - 0435-01700 & 005-0435-01801, & 005- 0435-00500 (See attached map)**
Proposal:	Proposal to demolish two light industrial buildings and an unoccupied two-story residential building and construct 12, three-story residential units and a detached community room. The project also includes the merger of three lots into one lot.
Applicant:	Lisa Vilhuer / Riaz Capital
Phone Number:	(682) 257-3324
Owner:	Riaz Capital
Case File Number:	**PLN19-279**
Planning Permits Required:	Major Conditional Use Permit for three or more units in the RM-2 Zone; Minor Conditional Use Permits for a Multifamily Dwelling Facility and a Community Assembly Activity in the RM-2 Zone; Regular Design Review for new construction; and a Parcel Map Waiver to merge three lots into one lot.
General Plan:	Mixed Housing Type Residential
Zoning:	RM-2 and RM-4 Mixed Housing Type Residential Zones
Environmental Determination:	State CEQA Guidelines Section 15183.3 Streamlining for Infill Projects and Section 15183: Projects consistent with a Community Plan, General Plan or Zoning; A CEQA Checklist was prepared for the project and can be found at the following website: https://www.oaklandca.gov/resources/current-environmental-review-ceqa-eir-documents-2011-2020
Historic Status:	2420 Chestnut is a Potentially Designated Historic Property (PDHP) with an Oakland Cultural Heritage Survey (OCHS): rating of Dc3. The property at 2432 Chestnut is not a PHDP but has a OCHS rating of *3. 2423 Linden Street is vacant.
City Council District	3
Status:	Pending
Staff Recommendation:	Approval subject to the attached Conditions of Approval
Finality of Decision:	Appealable to City Council within 10 calendar days
For further information:	Contact case planner **Jason Madani** at (510) 238-4790 or **jmadani@oaklandca.gov**

SUMMARY

The project applicant, Riaz Capitol, proposes to demolish two light industrial buildings and an unoccupied two-story residential building and construct 12, three-story residential units and a detached community room. The Project includes the merger of three parcels at 2420 and 2432 Chestnut Street and 2423 Linden Street.

The Project requires a Major Conditional Use Permit (CUP) for the construction of three or more units in the RM-2 Zone; Minor Conditional Use Permits for a Multifamily Dwelling Facility and a Community Assembly Activity in the RM-2 Zone; Regular Design Review for new construction; and a Parcel Map Waiver to merge three lots into one lot.

As the site is located on the Cortese List due to contamination, a California Environmental Quality Act (CEQA) analysis was prepared pursuant to CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects). The analysis concluded that implementation of the Project would not substantially increase the

severity of significant impacts nor would it result in new significant impacts related to hazards and hazardous materials that were not identified in several previous City program Environmental Impact Reports (EIR). All Uniformly Applied Development Standards noted in the EIRs to address hazards have also been included as Conditions of Approval. Furthermore, the Alameda County Department of Environmental Health (ACDEH) has taken regulatory oversight control of the investigation and cleanup in order to facilitate the residential redevelopment. In April of 2020, ACDEH conditionally approved a Corrective Action Plan (CAP) and Corrective Action Implementation Plan (CAIP) for the site.

As detailed below, staff finds that the Project meets all the required Findings. Therefore, staff recommends approval of the requested permits, subject to the Findings and Conditions of Approval included in this report (***Attachment A and B***).

PROPERTY AND SURROUNDING AREA DESCRIPTION

The Project site consists of three parcels located at 2432 Chestnut Street, 2420 Chestnut Street, and 2423 Linden Street. Together, these three parcels aggregate to approximately 24,882 square feet (or 0.57 acres).

2432 Chestnut Street is the largest parcel within the Project site and is currently developed with two industrial buildings. 2420 Chestnut Street contains a one-story residential dwelling. The Victorian-era residence is considered a Potential Designated Historic Property (PDHP) with an Oakland Cultural Heritage Survey rating of Dc3 and is currently unoccupied. The parcel at 2423 Linden Street is undeveloped with an asphalt covering and provides a second entrance for the former industrial uses at the 2432 Chestnut Street parcel, serving as an alleyway connecting to Linden Street.

The Project site is located within a mixed residential, commercial and industrial area of the McClymond's neighborhood in West Oakland. Adjacent land uses include the three-story Linden Court townhomes immediately to the north, and one- and two-story single-family homes fronting 24th Street to the south and fronting Linden Street to the east. Immediately across Chestnut Street to the west is the Vincent Academy, a Kindergarten through 5th Grade charter public school. McClymond's High School occupies approximately three city blocks north of the Project site. Mixed commercial and older industrial land uses are predominant along Adeline Street, one block to the west.

PROJECT DESCRIPTION

The Project proposes demolition and removal of all existing structures and merger of the three parcels into one larger parcel.

The Project would redevelop the existing parcels at 2432 and 2420 Chestnut with three multi-family residential buildings (***Attachment C***). Building 1 would contain three dwelling units, the larger Building 2 would contain six dwelling units, and Building 3 would contain three dwelling units for a total of 12 residential dwelling units. The buildings would be three-stories (35'). All dwelling units would be approximately 1,700 square feet, with the exception of Unit 10, which would be approximately 2,100 square feet. Each unit would be three stories tall, in a townhouse-style development.

The narrow parcel at 2423 Linden Street would be redeveloped as 1,750 square-foot community room including a common gathering area, a community kitchen and maintenance/storage space. The community room would be a one-story, 19' tall building, with an accessory storage/maintenance space that would be 15' tall.

The Project would provide 12 off-street parking spaces as well as six long-term and 12 short-term bike parking spaces. Approximately 3,300 square feet of landscaped open space, including tree planters, planter boxes and courtyards, would be located between the buildings.

GENERAL PLAN ANALYSIS

The Project site is classified as *Mixed Housing Type Residential* per the General Plan's Land Use and Transportation Element (LUTE). The intent of this land use classification is "to create, maintain, and enhance residential areas typically located near the City's major arterials and characterized by a mix of single-family homes, townhouses, small multi-unit buildings, and neighborhood businesses where appropriate." Desired character and uses should be primarily residential in character.

The proposed Project will construct 12 residential units and a detached community room, and is therefore, consistent with the intent, desired character and uses of the Mixed Housing Type Residential General Plan land use classification as well as the LUTE Objectives and Policies listed in the *Findings* section later in this report.

The Project site is also located in the West Oakland Specific Plan (WOSP) area, but is not within an Opportunity Area or identified as an Opportunity Site. The project meets the WOSP Objectives and Policies listed in the *Findings* section later in this report.

ZONING ANALYSIS

The Project site is split by zoning boundaries. Specifically, the northern portion of 2432 Chestnut Street is within the Mixed Housing Type Residential-4 (RM-4) Zone, while the remainder of this parcel, as well as 2420 Chestnut Street and 2423 Linden Street are within the Mixed Housing Type Residential-2 (RM-2) Zone. The intent of the RM-2 Zone is to "create, maintain and enhance residential areas characterized by a mix of single-family homes, duplexes, townhouses, small multi-unit buildings, and neighborhood businesses where appropriate." The RM-4 Zone is similar, but with an emphasis on residential areas typically located on or near the City's major arterials, and at higher densities than RM-2 Zone.

Per Planning Code Section 17.154.060A, if the zone boundary could be shifted by not more than 30 feet to cover the entire parcel, then the developer could assume that regulations covering an area of more than 50% could apply to the entire lot. In this case, the zoning boundary would need to be moved 38', and so this Section is not applicable.

Per Planning Code Section 17.154.060B, if Section A is not operable then the maximum permitted or conditionally permitted number of living units on the lot shall be calculated separately on the basis of the amount of lot area and the density ratio applying in each zone to reach a total, and that total may be distributed on the lot without regard for zone boundaries.

The RM-2 Zone allows one unit per 2,500 square feet of lot area, whereas the RM-4 zone allows one unit per 1,100 square feet of lot area. Approximately 5,080 square feet of the 24,882 square-foot subject site is located in the RM-4 Zone. This area would permit a maximum density of four units. The remaining 19,800 square feet, located in the RM-2 Zone, would permit a maximum of eight units. As such, the Project is proposing the maximum number of units permitted on the site.

Major Conditional Use Permit

Per Planning Code Section Table 17.17.03, Permanent Residential is considered a permitted activity in both the RM-2 and RM-4 Zones. However, in the RM-2 Zone, multi-family dwellings of more than three units on a lot greater than 4,000 square feet requires a Conditional Use Permit (CUP). The Project is proposing a total of

nine units on the portion of the site zoned RM-2, and thus, a CUP is required. A Major CUP, and consideration by the Planning Commission, is required per Planning Code Section 17.134.020(A)(1)(c)(i). The required Findings for a Major CUP are attached and included in staff's evaluation as part of this report.

Minor Conditional Use Permits

Pursuant to Planning Code Section 17.17.040, a Minor CUP is required for a Multi-Family Dwelling Facility in the RM-2 Zone.

Pursuant to Planning Code Section 17.10.040, the community room is not considered accessory to the residential activity, and therefore, per Section 17.17.030, a Minor CUP is required.

The required Findings for a Minor CUPs are attached and included in staff's evaluation as part of this report.

Design Review/ Design Review Committee

Planning Code Section 17.17.020 requires Regular Design Review to construct the 12-unit residential project. The required Findings for Regular Design Review are attached and included in staff's evaluation as part of this report.

Per Planning Commission direction, the general practice in the Bureau of Planning is to take Planning Commission projects to the Design Review Committee (DRC) for initial evaluation prior to being presented to the Planning Commission to ensure that the Project conforms with Design Review Guidelines. However, in this case, staff has worked with the Project architect to achieve a building composition that provides visual interest while better relating to the surrounding area in setting, scale, height, materials and textures. As indicated in Project elevation drawings (***Attachment C***), the vertical architectural element at the second-floor level and up to the roof serves to lighten the building mass and bulk. The exterior building materials are a combination of high-quality materials, smooth stucco and horizontal siding. The larger recessed windows incorporated into the design improve the quality of the building. As such, Planning staff determined that no further design issues needed to be addressed or resolved through the DRC and requested this hearing directly before the Planning Commission.

The Project is consistent with all other zoning regulations.

ENVIRONMENTAL DETERMINATION

Staff has evaluated the Project pursuant to the CEQA. Staff did not apply a CEQA categorical exemption as the Project site was formerly used for industrial purposes and is listed on the Cortese List.

The ACDEH accepted an oversight role of the on-site hazards in 2019 to facilitate the residential housing redevelopment. In April of 2020, ACDEH issued a directive letter conditionally approving implementation of proposed corrective actions as presented in a Corrective Action Plan (CAP) and Corrective Action Implementation Plan (CAIP). These corrective actions will include excavation of soil in areas where elevated concentrations of volatile organic compounds have been detected; excavation of lead-impacted soil or consolidation and capping of former utility services on-site beneath the proposed foundations and hardscape areas; removal of subsurface infrastructure in suspected source areas; and removal of a limited volume of groundwater in select excavation pits. During construction of the building foundations, vapor mitigation will be installed to control potential vapor intrusion into the proposed residential structures and migration along new utility corridors.

Staff prepared a CEQA analysis per CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects), which provides for streamlined review of projects where a previous programmatic EIR was certified and the potential impacts of development can be addressed by Uniformly Applied Development Standards. The CEQA analysis was prepared and published on March 26, 2021 (***Attachment D***). The analysis concluded that implementation of the Project would not substantially increase the severity of significant impacts identified in the LUTE, Housing Element and WOSP, nor would it result in new significant impacts related to hazards and hazardous materials that were not identified in those EIRs. All Uniformly Applied Development Standards noted in the EIRs to address hazards have also been included as Conditions of Approval, and these have been found to mitigate environmental effects. Therefore, application of CEQA Section 15183.3 is appropriate.

As separate and independent basis, staff also found that the Project was consistent with CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning). The CEQA document also concluded that the Project was consistent with these documents, and therefore, application of CEQA Section 15183 is appropriate.

KEY ISSUES

Staff has not identified any other Key Issues associated with the proposal.

CONCLUSION

The proposed Project meets the required Findings for approval. Therefore, staff recommends approval of the Project subject to the attached conditions.

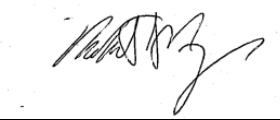
RECOMMENDATIONS

1. Affirm staff's environmental determination.
2. Approve the Major Conditional Use Permit, Minor Conditional Use Permits, Regular Design Review, and Parcel Map Waiver subject to the attached Findings and Conditions.

Prepared by:

Jason Madani
Planner III

Reviewed by:



ROBERT MERKAMP
Zoning Manager

Reviewed by:

EDWARD MANASSE
Deputy Director, Bureau of Planning

ATTACHMENTS:

A. Findings
B. Conditions
C. Plans / Photographs
D. CEQA Analysis
E. Proof of public notification posting

ATTACHMENT A FINDINGS FOR APPROVAL

This proposal meets all the required findings under the General Use Permit Criteria (OMC Sec. 17.134.050); additional CUP criteria for increased density in the RM-2 ZONE (OMC Sec 17.17.050, and Regular Design Review Criteria (OMC Sec. 17.136.050(A) of the Oakland Planning Code (Title 17) and Parcel Map Waiver findings (Section 16.24.020 of Subdivision Map Act) as set forth below. Required findings are shown in **bold** type; explanations as to why these findings can be made are in normal type.

SECTION 17.134.050 – GENERAL USE PERMIT CRITERIA:

A. That the location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development.

The proposal requires a Major CUP for more than three units in the RM-2 Zone, and Minor CUPs for the construction of a Multi-Family Dwelling Facility and a Community Assembly Activity for the community room.

The Project would redevelop the site with three, multi-family residential buildings and a community room. Building 1 would contain three dwelling units, the larger Building 2 would contain six dwelling units and Building 3 would contain three dwelling units for a total of 12 residential dwelling units.

The Project would provide 12 off-street parking spaces (1 per unit, and one of which would be ADA accessible) at the southeast portion of the site, and 6 long-term and 12 short-term bike parking spaces at the northeast portion of the site. The Project would include approximately 3,300 square feet of landscaped open space including tree planters, planter boxes and courtyards between each building.

The Project is located on a site served by existing infrastructure, transit and community services. The Project would be consistent in scale and development types with the existing surrounding community character, and would remove an existing non-compatible industrial building. The proposed 12 residential dwelling units would be compatible with the density of the Mixed Housing Type Residential zones. The project will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

B. That the location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping, or civic environment, and will be as attractive as the nature of the use and its location and setting warrant.

The proposed Project results in functional living quarters for 12 residential units. The proposal will provide adequate private open space and parking spaces for all 12 residential units. The addition of the community room will provide an amenity to residents. The proposal is consistent with adjacent parcels in site orientation and building configuration, will be attractive and a convenient living environment.

C. That the proposed development will enhance the successful operation of the surrounding area in its basic community functions, or will provide an essential service to the community or region.

The proposal will enhance the successful operation of the surrounding residential area by providing additional home ownership opportunities for Oakland residents. The Project will include three, detached

buildings on site to accommodate 12 residential units and provide adequate parking and open space for this development.

The project includes the addition of a community room for the residents. Given the site planning and communal aspect of the development, this space which will enhance the successful operation of the development in its basic function without adverse impacts with implementation of the Conditions of Approval

D. That the proposal conforms to all applicable design review criteria set forth in the design review procedure at Section 17.136.070.

The proposal conforms to all significant aspects of the Design Review criteria set forth in Chapter 17.136 of the Oakland Planning Code, as outlined below.

E. That the proposal conforms in all significant respects with the Oakland Comprehensive Plan and with any other applicable plan or development control map which has been adopted by the City Council.

The proposed Project site is classified as Mixed Housing Type Residential per the LUTE. This designation is "intended to create, maintain, and enhance residential areas typically located near the City's major arterials and characterized by a mix of single-family homes, townhouses, small multi-unit buildings, and neighborhood business where appropriate." "Future development within this classification should be primarily residential in character." The Project involves demolition of residential and commercial structures and construct a 12-unit residential development and is consistent with the intent, desired character and uses of the General Plan as well as the following Objectives and Policies:

Objective N3: Encourage the construction, and enhancement of housing resources in order to meet the current and future needs of the Oakland community.

Policy N3.1: Facilitating Housing Construction
Facilitating the construction of housing units should be considered a high priority for the City of Oakland.

Policy N6.1 Mixing Housing Types.
The City will generally be supportive of a mix of projects that provide a variety of housing types, unit sizes, and lot sizes which are available to households with a range of incomes.

Policy N7.1 Ensuring Compatible Development.
New residential development in Mixed Housing Type areas should be compatible with the density, scale, design, and existing or desired character of surrounding development.

The Project site is located within the West Oakland Specific Plan (WOSP) planning area. Much of the focus of the WOSP addresses development and redevelopment of vacant and/or underutilized commercial and industrial properties in strategic areas of West Oakland. The Project site is not an identified Opportunity Site and is not within one of the West Oakland Specific Plan's Opportunity Areas. However, the WOSP also recognizes that large portions of West Oakland's residential areas need preservation and/or enhancement of existing residential characteristics. The intent of those portions of West Oakland identified as "Residential Areas" is to allow for a range of low- to mid-density housing opportunities on numerous smaller infill sites within established residential neighborhoods and along mixed-use roadway corridors, and recognizes that many of West Oakland's established residential neighborhoods have the potential to accommodate additional residential infill development. Therefore, the proposal is consistent with the intent and desired character and uses of the WOSP.

SECTION 17.17.050 – ADDITIONAL CUP CRITERIA FOR INCREASED DENSITY IN THE RM-2 ZONE

In addition, the CUP in the RM-1 and RM-2 Zones may only be granted upon determination that the proposal conforms to the following additional use permit criteria.

a. That the proposed development will not adversely affect adjoining property, nor the surrounding neighborhood, with consideration to be given to density; to the availability of neighborhood facilities and play space to the generation of traffic and the capacity of surrounding streets; and to all other similar, relevant factors;

The Project site is split between two different zoning districts, with 19,800 square feet in the RM-2 zone and 5,080 square feet in the RM-4 zone. The maximum residential density for the site is 12-units. Therefore, the proposal is consistent with the allowable density in the RM-2 and RM-4 Zone.

The Project would provide 12 off-street parking spaces (1 per unit, and one of which would be ADA accessible) at the southeast portion of the site, and 6 long-term and 12 short-term bike parking spaces at the northeast portion of the site. The Project would include approximately 3,300 square feet of landscaped open space including tree planters, planter boxes and courtyards between each building.

The proposed development will not adversely affect adjoining property.

b. That the site design and landscaping and the scale, height, length and width, bulk, coverage, and exterior treatment of structures are in harmony with neighborhood character and with facilities on nearby lots;

The area contains a mix of commercial, residential and civic uses with no discernable neighborhood characteristics, façade materials or heights. The project would demolish the existing buildings to develop new residences.

The proposal is similar to other residential development in the area. The 35-foot building height (consistent with the adjacent Linden Court townhomes) would not block sunlight to an unreasonable extent. The Project includes setbacks that are consistent with existing zoning to provide privacy to adjacent residences. The Project also includes common and streetscape open spaces that provide a landscaped setting.

Each of the residential units adjacent to Chestnut Street are oriented with their front (entry) facing onto Chestnut Street. The Project includes 20’ and 15’ setbacks that are consistent with existing zoning to provide privacy to adjacent residences. The exterior building materials are a combination of high-quality smooth stucco and horizontal siding.

Therefore, the project is consistent with character of the surrounding neighborhood.

c. That the shape and siting of the facilities are such as to minimize blocking of views and direct sunlight from nearby lots and from other Residential Facilities in the surrounding neighborhood;

The proposed three-story buildings are carefully designed to accommodate adequate separation with appropriate landscaping between buildings. The Project includes three set of building within allowed building height in RM-2 and RM-4 Zones. There is adequate setback are provided between buildings to

minimize potential solar impacts on the adjacent neighboring properties. The Project site is flat and will not affect views.

d. That the design and site planning of the buildings, open areas, parking and service areas, and other facilities provide a convenient, attractive, and functional living environment; and that paths, stairways, accessways, and corridors are designed to minimize privacy impacts;

The design and site planning of the Project provides a convenient, attractive, and functional living environment. Each of the residential units adjacent to Chestnut Street are oriented with their front (entry) facing onto Chestnut Street. The Project includes 20' and 15' setbacks that are consistent with existing zoning to provide privacy to adjacent residences. Streetscape landscaping is proposed as well as common open space between the buildings. A community room will be sited- along Linden Street, "filling-in" the street scape to provide continuous facades. This building will also provide an important amenity for residences.

e. That lot shape, size, and dimensions allow a development which will provide satisfactory internal living conditions without adversely affecting the privacy, safety, or residential amenity of adjacent residences.

The three parcels will be merged together resulting in a parcel of sufficient shape and size to allow for the development and provide satisfactory internal living conditions, as noted above, without adversely affecting the privacy, safety, or residential amenity of adjacent residences.

SECTION 17.136.050.A - REGULAR DESIGN REVIEW CRITERIA:

1. That the proposed design will create a building or set of buildings that are well related to the surrounding area in their setting, scale, bulk, height, materials, and textures:

The area contains a mix of commercial, residential and civic uses with no discernable neighborhood characteristics, façade materials or heights. The Project would demolish the existing buildings to develop new residences.

The proposal would be similar in scale and bulk to the surrounding residential buildings, and this infill development would help unify the visual character of the area. The Project would be contemporary in design and include amenities such as streetscape landscaping, open space landscaping and lighting. Staff has worked with the architect to achieve a building composition that provides visual interest. The vertical architectural element at the second-floor level and up to the roof serves to lighten the building mass and bulk. The exterior building materials are a combination of smooth stucco and horizontal siding. The larger recessed windows incorporated into the design improve the quality of building. The 35-foot building height (consistent with the adjacent Linden Court townhomes) would not block sunlight to an unreasonable extent. The Project includes setbacks that are consistent with existing zoning to provide privacy to adjacent residences. The Project also includes common open spaces that provide a landscaped setting.

2. That the proposed design will protect, preserve, or enhance desirable neighborhood characteristics;

The area contains a mix of commercial, residential and civic uses. There is no discernable neighborhood characteristics due to this mix. Commercial and civic uses are generally close to the street with residential units set back with small, landscaped areas at the front. The façade materials and heights are also a mix. The Project would provide a high-quality design that is similar in nature to the surrounding residential facilities. The proposed exterior will blend in well with the surrounding buildings by providing a strong visual element on

Chestnut Street. The proposal will provide a service to the community and the City of Oakland at large. Therefore, the Project preserves desirable neighborhood characteristics.

3. That the proposed design will be sensitive to the topography and landscape.

The Project is located on a flat lot and will not involve grading. There is no significant landscaping on the site. The Project will provide adequate landscaping at the front and rear portion of the site.

4. That, if situated on a hill, the design and massing of the proposed building relates to the grade of the hill.

This proposal is located on a flat lot, and therefore, this criterion is not applicable.

5. That the proposed design conforms in all significant respects with the Oakland General Plan and with any applicable design review guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.

See above Findings

16.24.020 – PARCEL MAP - WAIVER OF REQUIREMENT (PURSUANT ALSO TO CALIFORNIA GOVERNMENT CODE §66412(D) (CHAPTER 4, SUBDIVISION MAP ACT)

Required findings are shown in bold type; explanations as to why these findings can be made are in normal type.

A local agency or advisory agency shall limit its review and approval to a determination of whether or not the parcels resulting from the lot line adjustment will conform to:

A. The local General Plan.

See above Findings

B. Any applicable coastal plan.

The parcels are not located along the estuary or a coastline, and therefore, this Finding is not applicable.

C. Zoning and Building Ordinances

As shown above and throughout the staff report, the Project is consistent with the zoning requirements.

ATTACHMENT B: CONDITIONS OF APPROVAL

The proposal is hereby approved subject to the following Conditions of Approval:

1. Approved Use

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, and the approved plans dated **September 17, 2020,** as amended by the following conditions of approval and mitigation measures, if applicable ("Conditions of Approval" or "Conditions").

2. Effective Date, Expiration, Extensions and Extinguishment

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **two years** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. Compliance with Other Requirements

The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Bureau of Building, Fire Marshal, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition #4.

4. Minor and Major Changes

Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning Major changes to the approved project, plans, Conditions, facilities, or use shall be reviewed by the Director of City Planning to determine whether such changes require submittal and approval of a revision to the Approval by the original approving body or a new independent permit/approval. Major revisions shall be reviewed in accordance with the procedures required for the original permit/approval. A new independent permit/approval shall be reviewed in accordance with the procedures required for the new permit/approval.

5. Compliance with Conditions of Approval

a. The project applicant and property owner, including successors, (collectively referred to hereafter as the "project applicant" or "applicant") shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland.

b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project applicant's expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action.

c. Violation of any term, Condition, or project description relating to the Approval is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approval or alter these Conditions if it is found that there is violation of any of the Conditions or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Approval or Conditions.

6. Signed Copy of the Approval/Conditions

A copy of the Approval letter and Conditions shall be signed by the project applicant, attached to each set of permit plans submitted to the appropriate City agency for the project, and made available for review at the project job site at all times.

7. Blight/Nuisances

The project site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within 60 days of approval, unless an earlier date is specified elsewhere.

8. Indemnification

a. To the maximum extent permitted by law, the project applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the Oakland Redevelopment Successor Agency, the Oakland City Planning Commission, and their respective agents, officers, employees, and volunteers (hereafter collectively called "City") from any liability, damages, claim, judgment, loss (direct or indirect), action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul this Approval or implementation of this Approval. The City may elect, in its sole discretion, to participate in the defense of said Action and the project applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

b. Within ten (10) calendar days of the filing of any Action as specified in subsection (a) above, the project applicant shall execute a Joint Defense Letter of Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Joint Defense Letter of Agreement shall survive termination, extinguishment, or invalidation of the Approval. Failure to timely execute the Letter of Agreement does not relieve the project applicant of any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.

9. Severability

The Approval would not have been granted but for the applicability and validity of each and every one of the specified Conditions, and if one or more of such Conditions is found to be invalid by a

court of competent jurisdiction this Approval would not have been granted without requiring other valid Conditions consistent with achieving the same purpose and intent of such Approval.

10. Special Inspector/Inspections, Independent Technical Review, Project Coordination and Monitoring

The project applicant may be required to cover the full costs of independent third-party technical review and City monitoring and inspection, including without limitation, special inspector(s)/inspection(s) during times of extensive or specialized plan-check review or construction, and inspections of potential violations of the Conditions of Approval. The project applicant shall establish a deposit with the Bureau of Building, if directed by the Building Official, Director of City Planning, or designee, prior to the issuance of a construction-related permit and on an ongoing as-needed basis.

11. Public Improvements

The project applicant shall obtain all necessary permits/approvals, such as encroachment permits, obstruction permits, curb/gutter/sidewalk permits, and public improvement ("p-job") permits from the City for work in the public right-of-way, including but not limited to, streets, curbs, gutters, sidewalks, utilities, and fire hydrants. Prior to any work in the public right-of-way, the applicant shall submit plans for review and approval by the Bureau of Planning, the Bureau of Building, and other City departments as required. Public improvements shall be designed and installed to the satisfaction of the City.

12. Regulatory Permits and Authorizations from Other Agencies

Requirement: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.

When Required: Prior to activity requiring permit/authorization from regulatory agency

Initial Approval: Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

13. Trash and Blight Removal

Requirement: The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multifamily residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.
When Required: Ongoing
Initial Approval: N/A
Monitoring/Inspection: Bureau of Building

14. Graffiti Control

Requirement:

a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:
   i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.
   ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.
   iii. Use of paint with anti-graffiti coating.
   iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).
   v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement.

b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:
   i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system.
   ii. Covering with new paint to match the color of the surrounding surface.
   iii. Replacing with new surfacing (with City permits if required).

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

15. Landscape Plan

a. ***Landscape Plan Required***
Requirement: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. ***Landscape Installation***
Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.

When Required: Prior to building permit final

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

c. ***Landscape Maintenance***
Requirement: All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

When Required: Ongoing
Initial Approval: N/A
Monitoring/Inspection: Bureau of Building

16. Lighting

Requirement: Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

17. Dust Controls – Construction Related

Requirement: The project applicant shall implement all of the following applicable dust control measures during construction of the project:
a) Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.
b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
d) Limit vehicle speeds on unpaved roads to 15 miles per hour.
e) All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.
f) All trucks and equipment, including tires, shall be washed off prior to leaving the site.
g) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

When Required: During construction
Initial Approval: N/A
Monitoring/Inspection: Bureau of Building

18. Criteria Air Pollutant Controls - Construction Related

Requirement: The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:
a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.
b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off- Road Diesel Regulations").
c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept

at the construction site and be available for review by the City and the Bay Area Air Quality District as needed.
d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.
e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.
f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.
When Required: During construction
Initial Approval: N/A
Monitoring/Inspection: Bureau of Building

19. Asbestos in Structures

Requirement: The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.

When Required: Prior to approval of construction-related permit

Initial Approval: Applicable regulatory agency with jurisdiction

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

20. Archaeological and Paleontological Resources – Discovery During Construction

Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.

In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive

data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.

In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

21. Human Remains – Discovery During Construction

Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt, and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

22. Property Relocation

Requirement: Pursuant to Policy 3.7 of the Historic Preservation Element of the Oakland General Plan, the project applicant shall make a good faith effort to relocate the historic resource to a site acceptable to the City. A good faith effort includes, at a minimum, all of the following:

a. Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3' x 6' size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City; and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;

b. Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the City;

c. Maintaining the signs and advertising in place for a minimum of 90 days; and

d. Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning (including Oakland Cultural Resource Survey)

Monitoring/Inspection: N/A

23. Construction-Related Permit(s)

Requirement: The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

24. Seismic Hazards Zone (Landslide/Liquefaction)

Requirement: The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

25. Greenhouse Gas (GHG) Reduction Plan

a. Greenhouse Gas (GHG) Reduction Plan Required

Requirement: The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan.

The goal of the GHG Reduction Plan shall be to increase energy efficiency and to reduce GHG emissions to at least the amount that would be achieved by committing to all of the emissions reductions strategies identified on the ECAP Consistency Checklist as the City's project-level implementation of its Equitable Climate Action Plan (adopted in 2020), which calls for reducing city-wide GHG emissions by 56 percent below 2005 levels by 2030 and 83 percent by 2050. The GHG Reduction Plan shall include, at a minimum, (a) a detailed quantified GHG emissions inventory for the project taking into consideration energy efficiencies included as part of the project (including proposed mitigation measures, project design features, those strategies being implemented and other City requirements), (b) for each ECAP Consistency Checklist strategy that the project will not meet, a quantified calculation of the additional GHG emission reductions that would have occurred had it implemented the GHG emissions reduction measure consistent with the ECAP Consistency Checklist, (c) a quantified strategy for achieving an GHG emission reduction equivalent to the reduction that would have resulted from complying with the ECAP Consistency Checklist strategy, and (d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented.

If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.

Potential additional GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.

The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below.

The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; then (4) off-site within the State of California.

As with preferred locations for the implementation of all GHG reductions measures, the preference for carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; then (3) within the State of California. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the project's net difference operational emissions estimated in the GHG Reduction Plan for the project as compared to the Checklist baseline.

For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.

When Required: Prior to approval of construction-related permit.

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. GHG Reduction Plan Implementation During Construction

Requirement: The project applicant shall implement the GHG Reduction Plan during construction of the project. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be implemented during construction. For physical GHG reduction measures to be incorporated into off-site projects, the project applicant shall obtain all necessary permits/approvals and the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval. These off-site improvements shall be installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For GHG reduction measures involving the purchase of carbon credits, evidence of the payment/purchase shall be submitted to the City for review and approval prior to completion of the project (or prior to completion of the project phase, for phased projects).

When Required: During construction

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

c. GHG Reduction Plan Implementation After Construction

Requirement: The project applicant shall implement the GHG Reduction Plan after construction of the project (or at the completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into the project or off-site projects, the measures shall be implemented on an indefinite and ongoing basis.

The project applicant shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the project (generally estimated

to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.

Annual Report. Implementation of the GHG reduction measures and related requirements shall be ensured through compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report ("Annual Report"), for review and approval by the City Planning Director or his/her designee. The Annual Report shall be submitted to an independent reviewer of the City's choosing, to be paid for by the project applicant.

The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the Checklist baseline emissions reported in the GHG Plan.

The GHG Reduction Plan shall be considered fully attained when project emissions are less than the Checklist baseline, as confirmed by the City through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below.

Corrective Procedure. If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures ("Corrective GHG Action Plan"). The project applicant shall then implement the approved Corrective GHG Action Plan.

If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City may, in addition to its other remedies, (a) assess the project applicant a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed.

The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved compared to the applicable numeric significance thresholds described in the GHG Reduction Plan.

In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant has made a good faith effort to comply with the GHG Reduction Plan.

The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the Equitable Climate Action Plan.

Timeline Discretion and Summary. The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.
When Required: Ongoing

Initial Approval: Bureau of Planning
Monitoring/Inspection: Bureau of Planning

26. Hazardous Materials Related to Construction

Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:

a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction;

b. Avoid overtopping construction equipment fuel gas tanks;

c. During routine maintenance of construction equipment, properly contain and remove grease and oils;

d. Properly dispose of discarded containers of fuels and other chemicals;

e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and

f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

27. Hazardous Building Materials and Site Contamination

a. Hazardous Building Materials Assessment

Requirement: The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.

When Required: Prior to approval of demolition, grading, or building permits

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Environmental Site Assessment Required

Requirement: The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.

When Required: Prior to approval of construction-related permit.

Initial Approval: Applicable regulatory agency with jurisdiction

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

c. Health and Safety Plan Required

Requirement: The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

d. Best Management Practices (BMPs) Required for Contaminated Sites

Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:

i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements.

ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

28. Erosion and Sedimentation Control Measures for Construction

Requirement: The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

29. NPDES C.3 Stormwater Requirements for Regulated Projects

a. Post-Construction Stormwater Management Plan Required

Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:

i. Location and size of new and replaced impervious surface;

ii. Directional surface flow of stormwater runoff;

iii. Location of proposed on-site storm drain lines;

iv. Site design measures to reduce the amount of impervious surface area;

v. Source control measures to limit stormwater pollution;

vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and

vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.

When Required: Prior to approval of construction-related permit
Initial Approval: Bureau of Planning; Bureau of Building
Monitoring/Inspection: Bureau of Building

b. Maintenance Agreement Required

Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:

i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and

ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary.

The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.

When Required: Prior to building permit final
Initial Approval: Bureau of Building
Monitoring/Inspection: Bureau of Building

30. Construction Days/Hours

Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours:

a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.

b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m.

to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.

c. No construction is allowed on Sunday or federal holidays.

Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

31. Construction Noise

Requirement: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:
a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.
b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
c. Applicant shall use temporary power poles instead of generators where feasible.
d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

32. Extreme Construction Noise

a. ***Construction Noise Management Plan Required***

Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following**:**

i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;

ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;

iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and

v. Monitor the effectiveness of noise attenuation measures by taking noise measurements.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. ***Public Notification Required***

Requirement: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.

When Required: During construction

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

33. Project-Specific Construction Noise Reduction Measures

Requirement: The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on single-family homes to the rear. The project applicant shall implement the approved Plan during construction.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

34. Operational Noise

Requirement: Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the

activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

35. Affordable Housing Impact Fee

Requirement: The project applicant shall comply with the requirements of the City of Oakland Affordable Housing Impact Fee Ordinance (chapter 15.72 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit; subsequent milestones pursuant to ordinance

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

36. Capital Improvements Impact Fee

Requirement: The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

37. Construction Activity in the Public Right-of-Way

a. Obstruction Permit Required

Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Traffic Control Plan Required

Requirement: In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.

When Required: Prior to approval of construction-related permit

Initial Approval Public Works Department, Transportation Services Division

Monitoring/Inspection: Bureau of Building

b. Repair of City Streets

Requirement: The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the

construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

38. Bicycle Parking

Requirement: The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

39. Transportation Impact Fee

Requirement: The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

40. Plug-In Electric Vehicle (PEV) Charging Infrastructure

a. PEV-Ready Parking Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. PEV-Capable Parking Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

41. Construction and Demolition Waste Reduction and Recycling

Requirement: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP)

for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Environmental Services Division

Monitoring/Inspection: Public Works Department, Environmental Services Division

42. Underground Utilities

Requirement: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

43. Recycling Collection and Storage Space

Requirement: The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

44. Green Building Requirements

a. ***Compliance with Green Building Requirements During Plan-Check***

Requirement: The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).

i. The following information shall be submitted to the City for review and approval with the application for a building permit:

- Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.

- Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.
- Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.
- Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.
- Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance.
- Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit.
- Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

ii. The set of plans in subsection (i) shall demonstrate compliance with the following:

- CALGreen mandatory measures.
- All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit.
- per the appropriate checklist approved during the Planning entitlement process.
- All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.
- The required green building point minimums in the appropriate credit categories.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

b. ***Compliance with Green Building Requirements During Construction***

Requirement: The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.

The following information shall be submitted to the City for review and approval:

i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.

ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.

iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

c. ***Compliance with Green Building Requirements After Construction***

Requirement: Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Green Building

Certification Institute and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.

When Required: After project completion as specified

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

d. ***Compliance with Green Building Requirements During Construction***

Requirement: The project applicant shall comply with the applicable requirements of CALGreen and the Green Building Ordinance during construction.

The following information shall be submitted to the City for review and approval:

i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit.

ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

45. Water Efficient Landscape Ordinance (WELO)

Requirement: The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.

Prescriptive Measures: Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23):
http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf

Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following

a. Project Information:
i. Date,
ii. Applicant and property owner name,
iii. Project address,
iv. Total landscape area,
v. Project type (new, rehabilitated, cemetery, or homeowner installed),
vi. Water supply type and water purveyor,
vii. Checklist of documents in the package, and
viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package."

b. Water Efficient Landscape Worksheet
i. Hydrozone Information Table

ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use
c. Soil Management Report
d. Landscape Design Plan
e. Irrigation Design Plan, and
f. Grading Plan
Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below.
http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf
When Required: Prior to approval of construction-related permit
Initial Approval: Bureau of Planning
Monitoring/Inspection: Bureau of Building

Specific Conditions of Approval

46. Parcel Map Waiver

a) The applicant shall record the attached Certification for Parcel Map Waiver with the approved parcel map waiver map and written legal descriptions of the reconfigured parcels at the Alameda County Recorder's Office.

b) The applicant shall record a conveyance deed containing written legal descriptions that accurately reflect the reconfigured parcels at the Alameda County Recorder's Office. The PMW will not become effective until the conveyance deed is recorded.

c) This permit shall expire two calendar years from the date of this letter, the effective date of its granting, unless the Certification for Parcel Map Waiver and conveyance deed are recorded at the County.

d) That this approval is subject to any forthcoming conditions required including but not limited to the Fire Prevention Bureau, as well as the Office of the City Surveyor per the attached memoranda.

47. PG&E Transformers and EBMUD dissipaters

Prior to issuance of a building permit
The Project applicant shall coordinate with PG&E regarding the placement of transformers and meters. These utilities shall be located within the proposed building or underground and not within or in view of the public right of way or sidewalk. Dissipaters shall be on-site and screened.

48. Street Trees

Prior to issuance of building permit.
The Applicant shall provide one tree per 20' of street frontage in front of the building located on Chestnut Street and Linden Street with review and approval of species, size at time of planting, and placement in the right-of-way, subject to review and approval by the Planning and Building Department unless determined infeasible by the Oakland Department of Transportation (OakDOT).

49. Community Room

The community room will be for residents of the project and shall be for use by the general public.

50. Final Design Review

Prior to issuance of building permit.

As the design of the building is further detailed, the design elements listed below shall be revised and shall be submitted for review and approval by the Planning Director or designee prior to issuance of the building permit. Only high-quality materials will be approved. The Planning Director or designee may exercise his/her standard authority to refer the design revisions to the DRC or to the Planning Commission.

a. Final review of all exterior materials and colors.
b. More information regarding window details and installation specifications (framing material, glass, and mullions) and also of the window system and assembly, to confirm adequate thickness of components, overall quality, and recess from the outside wall. Window mullions shall be a minimum of 2" thick and the window surfaces shall be recessed a minimum of 1 ¾ to 2" from the building façade.

Applicant Statement

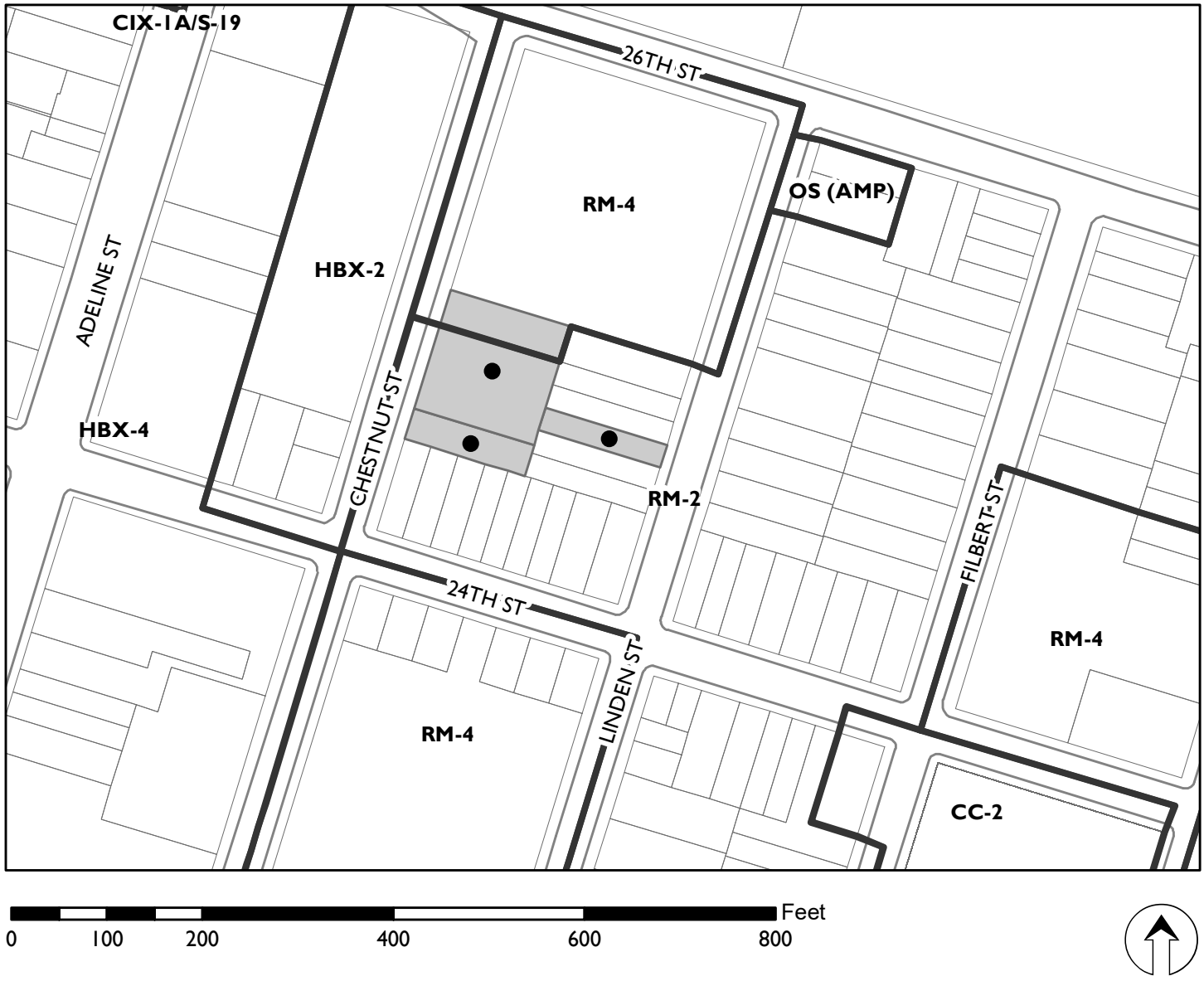
I have read and accept responsibility for the Conditions of Approval. I agree to abide by and conform to the Conditions of Approval, as well as to all provisions of the Oakland Planning Code and Oakland Municipal Code pertaining to the project.

_____
Signature of Project Applicant

_____
Name of Project Applicant

_____
Date

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN19279
Applicant: Lisa Vilhuer / Riaz Capital
Address: 2420-2432 Chestnut Street and 2423 Linden Street
Zone: RM-2 and RM-4

2432 CHESTNUT STREET

OAKLAND, CA

ABBREVIATIONS

A/C	AIR CONDITIONING
ADJ.	ADJUSTABLE
A.F.F.	ABOVE FINISH FLOOR
ALUM.	ALUMINUM
ALT.	ALTERNATE
ARCH.	ARCHITECT(URAL)
BLDG.	BUILDING
BLKG.	BLOCKING
BOT.	BOTTOM
℄ /CL	CENTER LINE
CAB.	CABINET
CLG.	CEILING
CLR.	CLEAR
C.M.U.	CONCRETE MASONRY UNIT
COL.	COLUMN
CONC.	CONCRETE
CONST.	CONSTRUCTION
CTR.	CENTER
DET.	DETAIL
DIA/ø	DIAMETER
DIM.	DIMENSION
DN.	DOWN
DWG.	DRAWING
DS.	DOWN SPOUT
(E)	EXISTING
EA.	EACH
ELEC.	ELECTRICAL
EQ.	EQUAL
EQUIP.	EQUIPMENT
EXT.	EXTERIOR
F.D.	FLOOR DRAIN
FIN.	FINISH
FL.	FLOOR
F.O.F.	FACE OF FINISH
F.O.S.	FACE OF STUD
GA.	GAGE
GALV.	GALVANIZED
G.C.	GENERAL CONTRACTOR
GL.	GLASS
GR.	GRADE
GYP. BD.	GYPSUM BOARD
H.B.	HOSE BIB
HDWR.	HARDWARE
HGT.	HEIGHT
H.W.	HOT WATER
INSUL.	INSULATION/INSULATED
INT.	INTERIOR
JT.	JOINT
MAX	MAXIMUM
M.D.	MOTION DETECTOR
MECH.	MECHANICAL
MIN	MINIMUM
MTD.	MOUNTED
MTL.	METAL
(N)	NEW
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OPNG.	OPENING
OPP.	OPPOSITE
PR.	PAIR
PTD.	PAINTED
PLYWD.	PLYWOOD
R.D.	ROOF DRAIN
REQ.	REQUIRED
RM.	ROOM
R.O.	ROUGH OPENING
S.C.	SOLID CORE
STOR.	STORAGE
SHT.	SHEET
SIM.	SIMILAR
STRL.	STRUCTURAL
T&G	TONGUE AND GROOVE
TEL.	TELEPHONE
T.O.	TOP OF
TYP.	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
V.I.F.	VERIFY IN FIELD
WD.	WOOD
W.P.	WATERPROOF

LEGEND

- # / X.XX — DETAIL REFERENCE NUMBER; SHEET WHERE DETAIL IS LOCATED
- #/X.XX — DIRECTION OF SECTION VIEW; INTERIOR SECTION IDENTIFICATION/ SHEET WHERE SECTION IS LOCATED
- SHEET WHERE ELEVATION IS LOCATED
- ELEVATION REFERENCE NUMBER
- 101 — DOOR SYMBOL
- W-01 — WINDOW SYMBOL
- X.XX — WALL / FLOOR TYPE SYMBOL
- ELEVATION DATUM
- X'-X" — CEILING HEIGHT
- REVISION SYMBOL
- WALL-MOUNTED INCANDESCENT SCONCE LIGHT FIXTURE
- WALL-MOUNTED COMPACT FLUORESCENT SCONCE LIGHT FIXTURE
- RECESSED INCANDESCENT LIGHT FIXTURE AT CEILING
- RECESSED COMPACT FLUORESCENT LIGHT FIXTURE AT CEILING
- SURFACE-MOUNTED COMPACT FLUORESCENT LIGHT FIXTURE AT CEILING
- COMBINATION EXHAUST FAN AND COMPACT FLUORESCENT LIGHT FIXTURE, RECESSED AT CEILING
- X' — SURFACE-MOUNTED FLUORESCENT STRIP LIGHT FIXTURE, CEILING-MOUNTED (WITH LENGTH AS INDICATED)
- X' — SURFACE-MOUNTED TRACK LIGHT FIXTURE, CEILING-MOUNTED (WITH LENGTH AS INDICATED)
- EMERGENCY LIGHT FIXTURE WITH BATTERY PACK, CEILING OR WALL-MOUNTED
- EXIT LIGHT FIXTURE WITH BATTERY BACK-UP, CEILING OR WALL-MOUNTED (WITH DIRECTIONAL ARROWS AS REQUIRED)

GENERAL NOTES

GENERAL CONDITIONS: AIA DOCUMENT A201, GENERAL CONDITIONS FOR THE PERFORMANCE OF THE CONTRACT IS HEREBY INCORPORATED INTO THESE DRAWINGS AND SHALL BE CONSIDERED AS PART OF THE REQUIREMENTS FOR THE COMPLETION OF THE WORK.

EXISTING CONDITIONS: CONDITIONS SHOWN OF THE DRAWINGS ARE AS SHOWN ON THE ORIGINAL DRAWINGS AND AS OBSERVED ON THE SITE, BUT THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE SITE. ANY DISCREPANCIES SHALL BE REPORTED TO ARCHITECT PRIOR TO PROCEEDING WITH THE WORK. NOTE: DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE OF THE DRAWINGS.

PERMITS: THE CONTRACTOR SHALL OBTAIN AND PAY ALL CITY AND/OR COUNTY FEES RELATING TO PROJECT, EXCEPTING THE GENERAL PERMIT, WHICH IS THE RESPONSIBILITY OF THE OWNERS' AND IS REIMBURSABLE TO THE G.C.

CODES: ALL WORK SHALL BE DONE IN COMPLIANCE WITH ALL APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO: UNIFORM BUILDING CODES, NATIONAL ELECTRICAL, MECHANICAL, AND PLUMBING CODES, HEALTH DEPARTMENT REGULATIONS, FIRE AND SAFETY CODES, CITY AND/OR COUNTY ORDINANCES AND REGULATIONS AND OTHER CODES GOVERNING CONSTRUCTION.

SITE RESPONSIBILITY: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING HEALTH AND SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. CONTRACTOR TO LIMIT TRAFFIC AND ACCESS TO THOSE AREAS WHERE WORK IS PERFORMED.

CLEAN UP AND REPAIRS: THE CONSTRUCTION SITE SHALL BE MAINTAINED IN AN ORDERLY MANNER AT ALL TIMES WITH ALL DEBRIS REMOVED AT THE END OF THE EACH DAY. AT THE COMPLETION OF THE CONSTRUCTION REMOVE ALL EXCESS MATERIALS AND REFUSE FROM SITE. LEAVE ALL SURFACES WITHIN CONSTRUCTION SITE FREE FROM DUST, DIRT AND STAINS. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT AND OWNER.

PATCHING: PROPERLY PREPARE SURFACES FOR RECEIVING THE SPECIFIED FINISHES INCLUDING PATCHING OF SURFACES ALTERED BY CONSTRUCTION. ON PATCHED AREAS OR AREAS WHERE A FINISH IS NOT SPECIFIED, THE FINISH SHALL MATCH ADJACENT MATERIAL IN CONSTRUCTION, COLOR AND TEXTURE.

ALL WORK NOTED "N.I.C." OR NOT IN CONTRACT IS TO BE PROVIDED BY A CONTRACTOR OTHER THAN THE GENERAL CONTRACTOR.

"ALIGN" AS USED IN THESE DOCUMENTS SHALL MEAN TO ACCURATELY LOCATE FINISH FACES ON THE SAME PLANE.

"TYPICAL" AS USED IN THESE DOCUMENTS SHALL MEAN THAT THE CONDITION IS THE SAME OR REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

DETAILS ARE USUALLY KEYED AND NOTED "TYPICAL" ONLY ONCE, WHEN THEY FIRST OCCUR, AND ARE REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

SCHEDULE: UPON SUBMITTAL OF THE FINAL CONSTRUCTION COSTS, THE CONTRACTOR SHALL ALSO SUBMIT A CONSTRUCTION SCHEDULE INDICATING THE REQUIRED CONSTRUCTION TIME FOR ALL SUBCONTRACTOR'S AND CONTRACTOR'S WORK AND A COST-BY-TRADE BREAKDOWN FOR USE IN SCHEDULING AND EVALUATING PAY REQUESTS.

SUBSTITUTIONS: SUBSTITUTIONS, REVISIONS, OR CHANGES MUST HAVE APPROVAL BY THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.

DAMAGE: THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT OR OWNER.

GUARANTEES: THE CONTRACTOR SHALL GUARANTEE THAT THE PROJECT WILL BE FREE OF DEFECTS OF WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE BY THE OWNER. NO WORK DEFECTIVE IN CONSTRUCTION OR QUALITY DEFICIENT IN ANY REQUIREMENT OF THE DRAWINGS OR NOTES WILL BE ACCEPTABLE IN CONSEQUENCE OF THE OWNER'S OR ARCHITECT'S FAILURE TO POINT OUT DEFECTS OR DEFICIENCIES DURING CONSTRUCTION. DEFECTS OF WORKMANSHIP OR MATERIALS REVEALED WITHIN A PERIOD OF ONE YEAR FROM THE ACCEPTANCE SHALL BE REPLACED BY WORK CONFORMING WITH THE INTENT OF THE CONTRACT AT NO COST TO THE OWNER. NO PAYMENT, EITHER PARTIAL OR FINAL, SHALL BE CONSTRUED AS AN ACCEPTANCE OF DEFECTIVE WORK.

COLUMN CENTERLINES (ALSO REFERRED TO AS GRIDLINES) ARE SHOWN FOR DIMENSIONAL PURPOSES. (REFER TO BASE BUILDING DRAWINGS FOR EXACT LOCATIONS.

CONSTRUCTION HOURS:
VERIFY WITH CITY OF EMERYVILLE AND OAKLAND FOR CONSTRUCTION HOURS

ANY HIDDEN CONDITIONS THAT REQUIRE WORK TO BE PERFORMED BEYOND THE SCOPE OF THE BUILDING PERMIT ISSUED FOR THESE PLANS MAY REQUIRE FURTHER CITY APPROVALS INCLUDING REVIEW BY THE PLANNING COMMISSION. THE BUILDING OWNER, PROJECT DESIGNER, AND/OR CONTRACTOR MUST SUBMIT A REVISION TO THE CITY FOR ANY WORK NOT GRAPHICALLY ILLUSTRATED ON THE JOB COPY OF THE PLANS PRIOR TO PERFORMING THE WORK.

AN OSHA PERMIT TO BE OBTAINED FOR THE SHORING* AT THE EXCAVATION IN THE BASEMENT PER CAL/OSHA REQUIREMENTS. SEE CAL/OSHA HANDBOOK.
*CONSTRUCTION SAFETY ORDERS: CHAPTER 4, SUBCHAPTER 4, ARTICLE 6, SECTION 1541.1.

GRADING PERMIT, IF REQUIRED, TO BE OBTAINED FROM THE DEPARTMENT OF PUBLIC WORKS.

WHEN PLANS ARE SUBMITTED FOR BUILDING CODE PLAN CHECK, THEY WILL INCLUDE A COMPLETE UNDERGROUND PLUMBING PLAN INCLUDING COMPLETE DETAILS FOR THE LOCATION OF ALL REQUIRED GREASE TRAPS AND CITY-REQUIRED BACKWATER PREVENTION DEVICES.

ELEVATION

DRAWING INDEX

CONTACT LIST

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RIAZ CAPITAL
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CONTACT: RIAZ TAPLIN, PRINCIPAL & FOUNDER
ALEX WALTER, PROJECT MANAGER

ARCHITECT
LEVY DESIGN PARTNERS
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SAN FRANCISCO, CA 94107
TEL: 415/777-0561
CONTACT: TOBY LEVY

CIVIL ENGINEER
LUK & ASSOCIATES
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TEL: 510/724-3388
CONTACT: JACKIE LUK

LANDSCAPE ARCHITECT
CFLA
74 DUDLEY AVE
PIEDMONT, CA 94611
TEL: 510/601-8022
CONTACT: CHRIS FORD

APPLICABLE CODES AND REGULATIONS

2016 CBC CHAPTER 35: PROVIDE ALL THE APPLICABLE/ADOPTED STANDARDS. WHERE A PARTICULAR STANDARD IS REFERENCED IN THE CODE BUT DOES NOT APPEAR AS AN ADOPTED STANDARD IT STILL MAY BE USED. APPLY ONLY THE POTION OF THE STANDARD THAT IS APPLICABLE TO THE CODE SECTION WHERE STANDARD IS REFERENCED, NOT THE ENTIRE SECTION.

APPLICABLE CODES
- 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24, CCR
- 2016 CALIFORNIA BUILDING CODE, PART 2, TITLE 24, CCR
- 2016 CALIFORNIA ELECTRICAL CODE, PART 3, TITLE 24, CCR
- 2016 CALIFORNIA MECHANICAL CODE, PART 4, TITLE 24, CCR
- 2016 CALIFORNIA PLUMBING CODE, PART 5, TITLE 24, CCR
- 2016 CALIFORNIA ENERGY CODE, PART 6, TITLE 24, CCR
- 2016 SAFETY CODE FOR ELEVATORS AND ESCALATORS (ASME A17.1-2010)
- 2016 CALIFORNIA HISTORICAL BUILDING CODE, PART 8, TITLE 24, CCR
- 2016 CALIFORNIA FIRE CODE, PART 9, TITLE 24, CCR
- 2016 CALIFORNIA EXISTING BUILDING CODE, PART 10, TITTLES 24 CCR
- 2016 CALIFORNIA "GREEN" BUILDING REQUIREMENTS, PART 11, TITLE 24 CCR
- 2016 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 CCR
- TITLE 19 CCR, PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS
- THIS DESIGN IS IN COMPLIANCE WITH THE FAIR HOUSING ACT DESIGN REFERENCE MANUAL
- UNIFORM FEDERAL ACCESSIBILITY STANDARDS
- INCLUDING ANY AMENDMENTS AS ADOPTED IN ORDINANCE 1856-2010 AS WELL AS ANY OTHER APPLICABLE LOCAL AND STATE LAWS AND REGULATIONS

APPLICABLE STANDARDS
- NFPA 10 STANDARD FOR PORTABLE FIRE EXTINGUISHERS, 2013 EDITION
- NFPA 13 AUTOMATIC SPRINKLER SYSTEMS, 2016 EDITION
- NFPA 14 STANDPIPE SYSTEMS, 2016 EDITION
- NFPA 17 DRY CHEMICAL EXTINGUISHING SYSTEMS, 2017 EDITION
- NFPA 17a WET CHEMICAL SYSTEMS, 2017 EDITION
- NFPA 20 STATIONARY PUMPS, 2016 EDITION
- NFPA 24 PRIVATE FIRE MAINS, 2016 EDITION
- NFPA 72 NATIONAL FIRE ALARM CODE, 2016 EDITION
- NFPA 253 CRITICAL RADIANT FLUX OF FLOOR COVERING SYSTEMS, 2015 EDITION
- NFPA 2001 CLEAN AGENT FIRE EXTINGUISHING SYSTEMS, 2015 EDITION
- ADA STANDARDS FOR ACCESSIBLE DESIGN; ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES (ADAAG), (28 CFR PART 36, APPENDIX A)

SUMMARY / SCOPE OF WORK

2432 CHESTNUT STREET IS A PROPOSED PRIVATELY FUNDED 3 STORY BUILDING TO INCLUDE (12) NEW RESIDENTIAL UNITS, A 1 STORY COMMUNITY ROOM BUILDING, DEDICATED SURFACE VEHICLE PARKING, AND PRIVATE OPEN SPACE

PLANNING & BUILDING DATA

ADDRESS:	2432 CHESTNUT STREET, OAKLAND, CA 94607	
PARCEL NUMBER:	005 043501801 & 005 043501700 & 005 043500500	
LOT SIZE:	±24,882 SQ. FT.	
ZONING DISTRICT:	RM-2	RM-4
DENSITY:		
ALLOWED:	1 UNIT/2,500 SF 19,800 SF / 2,500 SF = 8 WITH CU	1 UNIT/1,100 SF 5,080 SF / 1,100 SF = 4
PROPOSED:	9 UNITS	3 UNITS
	TOTAL: 12 UNITS (LOTS TO BE COMBINED)	
SETBACKS:		
REQUIRED:	FRONT SETBACKS: 20' SIDE SETBACKS: 3'/4'/5' REAR SETBACKS: 15'	FRONT SETBACKS: 15' SIDE SETBACKS: 4' REAR SETBACKS: 15'
PROPOSED:	SEE ARCHITECTURAL PLANS (ALL MEET MIN. REQUIREMENTS)	
HEIGHT LIMIT:		
REQUIRED:	30' PITCHED ROOF HEIGHT	35' PITCHED ROOF HEIGHT
PROPOSED:	35'-0" (WITH CU FOR RM-2)	
MAXIMUM LOT COVERAGE:		
ALLOWED:	40%	N/A
PROPOSED:	7,960/19,800 = 40%	N/A
OPEN SPACE:		
REQUIRED:	300 SF/UNIT GROUP OPEN SPACE (OR 100 SF/UNIT PRIVATE OPEN SPACE + 100 SF/UNIT GROUP OPEN SPACE)	175 SF/UNIT GROUP OPEN SPACE (OR 100 SF/UNIT PRIVATE OPEN SPACE + 75 SF/UNIT GROUP OPEN SPACE)
PROPOSED:	SEE A0.3 FOR OPEN SPACE CALCULATIONS	
BIKE PARKING:		
REQUIRED:	3 (1 LONG TERM SPACE/4 UNITS)	1 (1 SHORT TERM SPACE/20 UNITS)
PROPOSED:	3 LONG TERM SPACES & 1 SHORT TERM SPACE	
VEHICLE PARKING:		
REQUIRED:	1 SPACE/UNIT	1 SPACE/UNIT
PROPOSED:	12 (1 SPACE/UNIT)	

BUILDING DATA

FIRE RATINGS:	
PRIMARY STRUCTURAL FRAME:	1 HOUR (CBC TABLE 601)
BEARING EXTERIOR WALLS:	1 HOUR (CBC TABLE 601)
BEARING INTERIOR WALLS:	1 HOUR (CBC TABLE 601)
NON-BEARING EXTERIOR WALLS:	NO RATING (CBC TABLE 601)
NON-BEARING INTERIOR WALLS:	NO RATING (CBC TABLE 601)
FLOOR CONSTRUCTION:	1 HOUR (CBC TABLE 601)
ROOF CONSTRUCTION:	1 HOUR (CBC TABLE 601)
EXIT ENCLOSURES:	2 HOURS (CBC 1022.1)

BUILD IT GREEN CHECKLIST

2432 Chesnut Street
GPR Rater: Paul Correa, ID 13117

		Points Targeted	Possible Points: Community	Energy	IAQ/Health	Resources	Water
CALGreen							
Yes	CALGreen Res (REQUIRED)	4		1	1	1	1
A. SITE							
	A2. Job Site Construction Waste Diversion						
Yes	A2.2 65% C&D Waste Diversion (Excluding Alternative Daily Cover)	2				2	
	A6. Stormwater Control: Prescriptive Path						
Yes	A6.3 Non-Leaching Roofing Materials	1					1
C. LANDSCAPE							
Yes	**C2. Three Inches of Mulch in Planting Beds**	1					1
	C3. Resource Efficient Landscapes						
Yes	C3.2 Plants Chosen and Located to Grow to Natural Size	1				1	
Yes	**C6. High-Efficiency Irrigation System**	1					2
E. EXTERIOR							
	E5. Durable Roofing Materials						
Yes	E5.2 Roofing Warranty for Shingle Roofing	Y	R	R	R	R	R
G. PLUMBING							
	G1. Efficient Distribution of Domestic Hot Water						
Yes	G1.1 Insulated Hot Water Pipes	1		1			
	G2. Install Water-Efficient Fixtures						
Yes	G2.1 WaterSense Showerheads 1.8 gpm with Matching Compensation Valve	2					2
Yes	G2.2 WaterSense Bathroom Faucets with 1.0gpm or less	1					1
H. HEATING, VENTILATION, AND AIR CONDITIONING							
	H1. Sealed Combustion Units						
Yes	H1.1 Sealed Combustion Furnace	1			1		
Yes	H1.2 Sealed Combustion Water Heater	2			2		
	H3. Effective Ductwork						
Yes	H3.1 Duct Mastic on Duct Joints and Seams	1		1			
	H6. Whole House Mechanical Ventilation Practices to Improve Indoor Air Quality						
Yes	H6.1 Meet ASHRAE Standard 62.2-2010 Ventilation Residential Standards	Y	R	R	R	R	R
	H7. Effective Range Design and Installation						
Yes	H7.1 Effective Range Hood Ducting and Design	1			1		
K. FINISHES							
Yes	K3. Low-VOC Caulks and Adhesives	1			1		
M. APPLIANCES AND LIGHTING							
Yes	**M1. ENERGY STAR® Dishwasher**	1					1
	M2. Efficient Clothes Washing and Drying						
Yes	M2.2 Energy Star Dryer	1		1			
	M5. Lighting Efficiency						
Yes	M5.1 High-Efficacy Lighting	2		2			
N. COMMUNITY							
	N1. Smart Development						
Yes	N1.1 Infill Site	2	1			1	
>25	N1.3 Conserve Resources by Increasing Density	2		2		2	
	N2. Home(s)/Development Located Near Transit						
Yes	N2.1 Within 1 Mile of a Major Transit Stop	1	1				
	N3. Pedestrian and Bicycle Access						
1 space per unit	N3.7 Reduced Parking Capacity	2	2				
O. OTHER							
Yes	**O1. GreenPoint Rated Checklist in Blueprints**	Y	R	R	R	R	R
Yes	**O2. Pre-Construction Kickoff Meeting with Rater and Subcontractors**	2		0.5		1	0.5
Yes	**O7. Green Appraisal Addendum**	Y	R	R	R	R	R
Summary			Community	Energy	IAQ/Health	Resources	Water
	Total Available Points in Specific Categories	375.5	46	110.5	70	99	54
	Minimum Points Required in Specific Categories	50	2	25	6	6	6
	Total Points Targeted	33	4	7.5	6	7	8.5

AREA MAP

PROJECT SITE

N — TRUE NORTH

N — PROJECT NORTH

BUILDING DATA

LOCATION	BUILDING 01	BUILDING 02	BUILDING 03	BUILDING 04
PROPOSED OCCUPANCY	R-2 (RESIDENTIAL)	R-2 (RESIDENTIAL)	R-2 (RESIDENTIAL)	A-3 (COMMUNITY ROOM BLDG.)
CONSTRUCTION*	TYPE V-B	TYPE V-B	TYPE V-B	TYPE V-B
SPRINKLERED	YES	YES	YES	YES
AREA				
ALLOWABLE AREA PER STORY (2016 CBC TABLE 506.2)	7,000 SF (SM WITH HEIGHT INCREASE**)	7,000 SF (SM WITH HEIGHT INCREASE**)	7,000 SF (SM WITH HEIGHT INCREASE**)	24,000 SF (S1 WITH HEIGHT INCREASE**)
ALLOWABLE AREA MODIFICATION (2016 CBC 506.2.3) ALLOWABLE AREA PER STORY : Aa=[At+(NSxIf)]xSa	Aa=[At+(NSxIf)]xSa Aa=[7,000+(7,000x0)]x2 Aa=14,000 SF	Aa=[At+(NSxIf)]xSa Aa=[7,000+(7,000x0)]x2 Aa=14,000 SF	Aa=[At+(NSxIf)]xSa Aa=[7,000+(7,000x0)]x2 Aa=14,000 SF	Aa=[At+(NSxIf)]xSa Aa=[24,000+(24,000x0)]x2 Aa=48,000 SF
PROPOSED AREA	1ST FL: 1,965 SF 2ND FL: 2,040 SF 3RD FL: 2,100 SF	1ST FL: 3,930 SF 2ND FL: 4,080 SF 3RD FL: 4,215 SF	1ST FL: 2,065 SF 2ND FL: 2,175 SF 3RD FL: 2,255 SF	1ST FL: 1,715 SF
TOTAL PROPOSED AREA	6,105 SF	12,225 SF	6,495 SF	1,715 SF
HEIGHT & STORIES				
ALLOWABLE HEIGHT (2016 CBC TABLE 504.3)	60'-0" (S WITHOUT AREA INCREASE**)	60'-0" (S WITHOUT AREA INCREASE**)	60'-0" (S WITHOUT AREA INCREASE**)	60'-0" (S WITHOUT AREA INCREASE**)
PROPOSED HEIGHT	35'-0" TO T.O. ROOF	35'-0" TO T.O. ROOF	35'-0" TO T.O. ROOF	27'-3" TO T.O. ROOF
ALLOWABLE STORIES (2016 CBC TABLE 504.4)	3 (S WITHOUT AREA INCREASE**)	3 (S WITHOUT AREA INCREASE**)	3 (S WITHOUT AREA INCREASE**)	2 (S WITHOUT AREA INCREASE**)
PROPOSED STORIES	3	3	3	1

** FULLY SPRINKLERED WITH SPRINKLER SYSTEM PER 2016 CBC 903.3.1.1

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT TOBY STEILA LEVY C-10527 REN. 6-30-21 STATE OF CALIFORNIA

2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
OAKLAND, CA
PROJECT NO. 2017-12.5

DATE	SET ISSUE
11-01-2019	PLANNING SUBMISSION
04-03-2020	PLANNING RESUBMISSION
08-21-2020	PLANNING RESUBMISSION

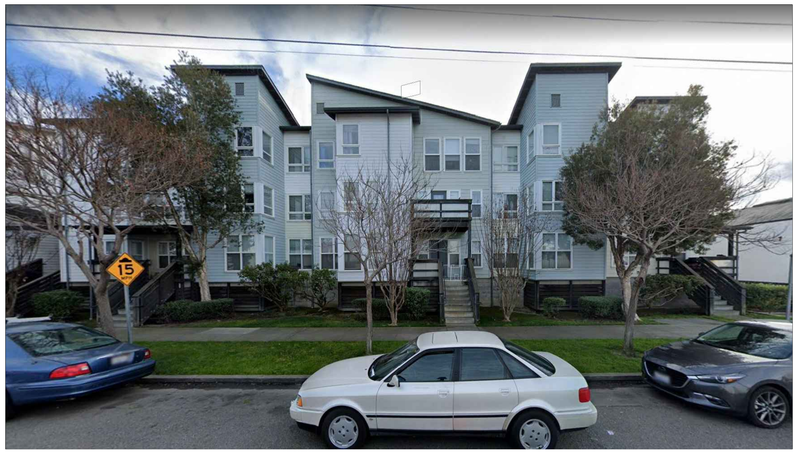
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

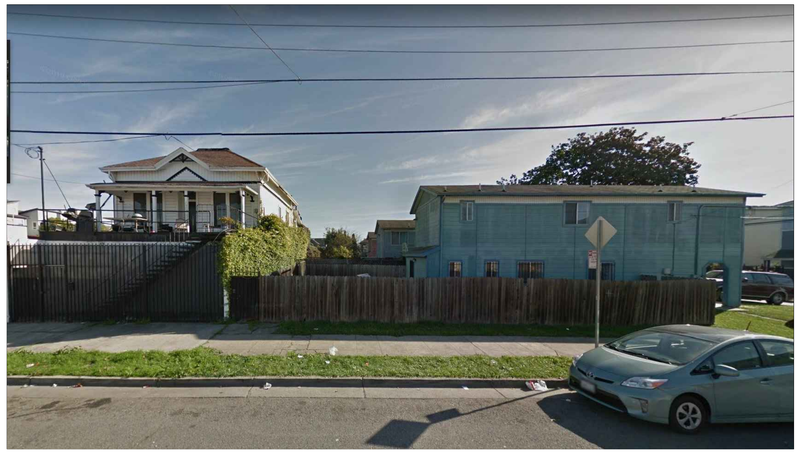
SCALE: AS NOTED

COVER SHEET

A0.0

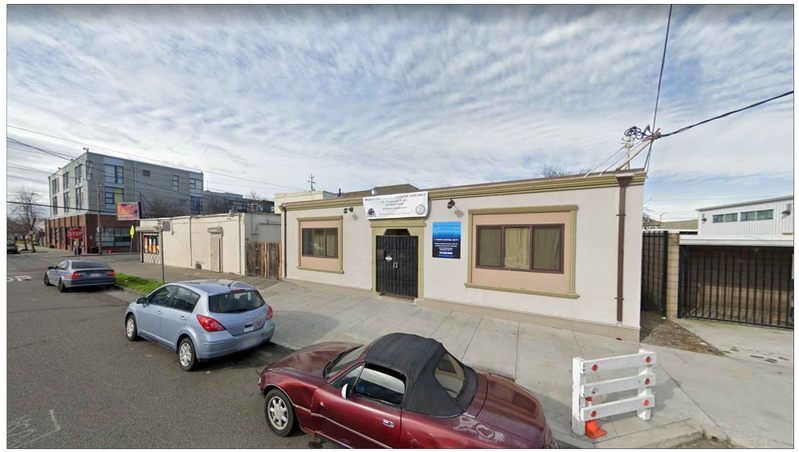


1 2440 CHESTNUT ST

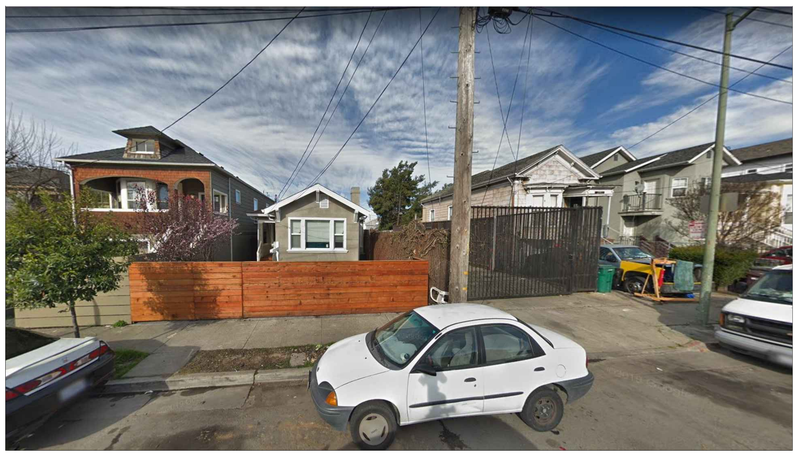


2 2420 & 2408 CHESTNUT ST

3 2501 CHESTNUT ST



4 2401 CHESTNUT ST



5 2417 & 2419 LINDEN ST

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90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10521
REN. 6-30-21
STATE OF CALIFORNIA

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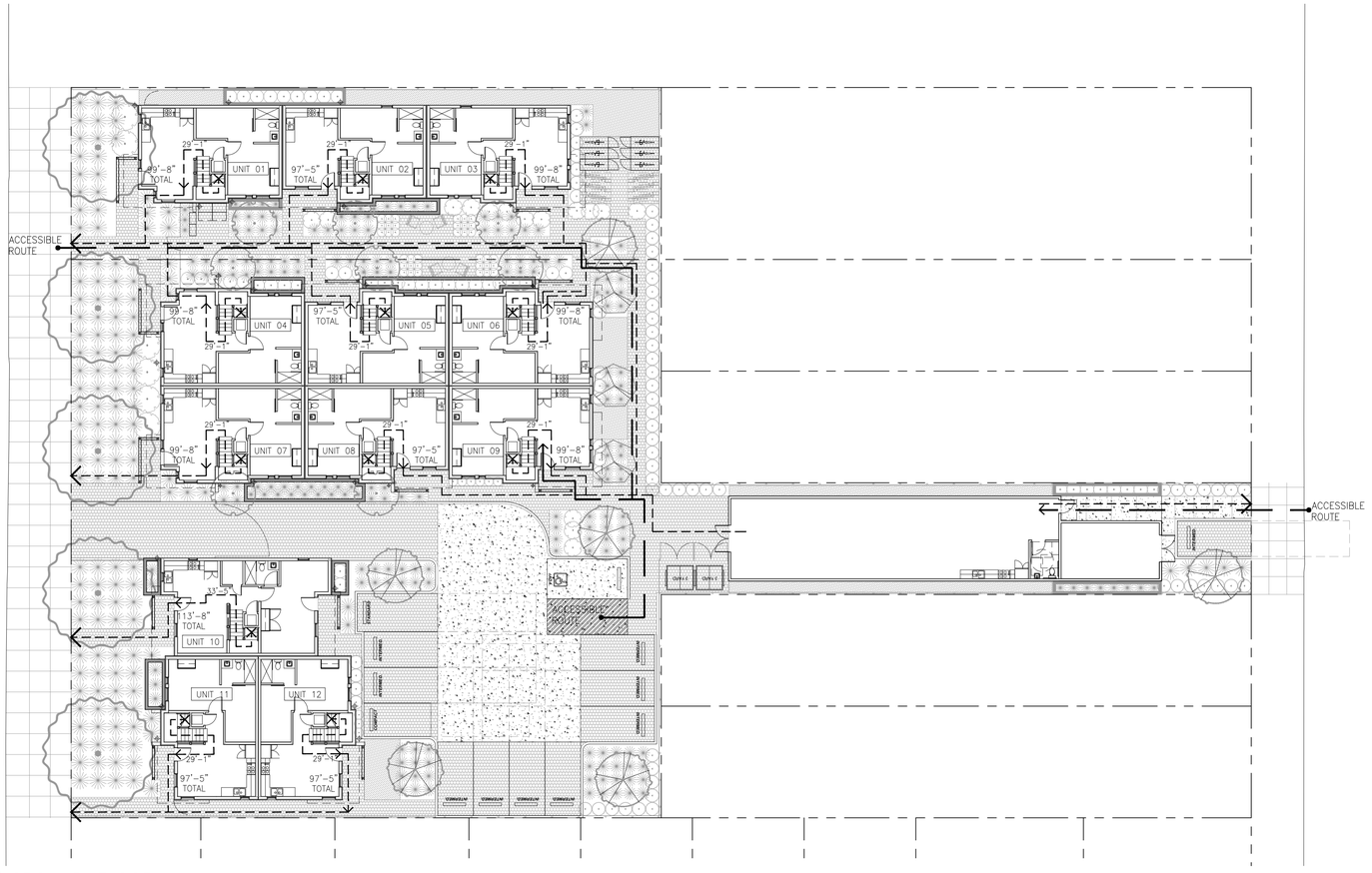
SCALE: AS NOTED

SITE
CONTEXT

A0.1



A GROUND FLOOR

RESIDENTIAL		
OCCUPANCY TYPE/USE		RESIDENTIAL
OCCUPANT LOAD FACTOR		200
UNIT #	AREA	OCCUPANT LOAD*
1	1685 SF	8
2	1665 SF	8
3	1685 SF	8
4	1695 SF	8
5	1665 SF	8
6	1685 SF	8
7	1685 SF	8
8	1665 SF	8
9	1695 SF	8
10	2100 SF	10
11	1665 SF	8
12	1665 SF	8
TOTAL		98
EXITS REQUIRED***		2
EXITS PROVIDED		2
MIN. EGRESS WIDTH**		19.4"
MIN. STAIR WIDTH**		29.1"
EGRESS WIDTH PROVIDED		36"
STAIR WIDTH PROVIDED		36"
TRAVEL DISTANCE		
MAX. ALLOWED DISTANCE***		125'
TRAVEL DISTANCE		SEE PLAN

COMMUNITY ROOM	
OCCUPANCY TYPE/USE	ASSEMBLY
OCCUPANT LOAD FACTOR	15
AREA	OCCUPANT LOAD*
1,600	107
TOTAL	107
EXITS REQUIRED***	2
EXITS PROVIDED	2
MIN. EGRESS WIDTH**	23"
EGRESS WIDTH PROVIDED	36"
TRAVEL DISTANCE	
MAX. ALLOWED DISTANCE***	125'
TRAVEL DISTANCE	SEE PLAN

*PER CBC TABLE 1004.1.2
**PER CBC 1005.3
***PER CBC TABLE 1006.3.1
– 36" STAIRWAY PER 1009.4

PROJECT NORTH	TRUE NORTH

1 EGRESS & ACCESSIBILITY PLANS
1/16"=1'-0"

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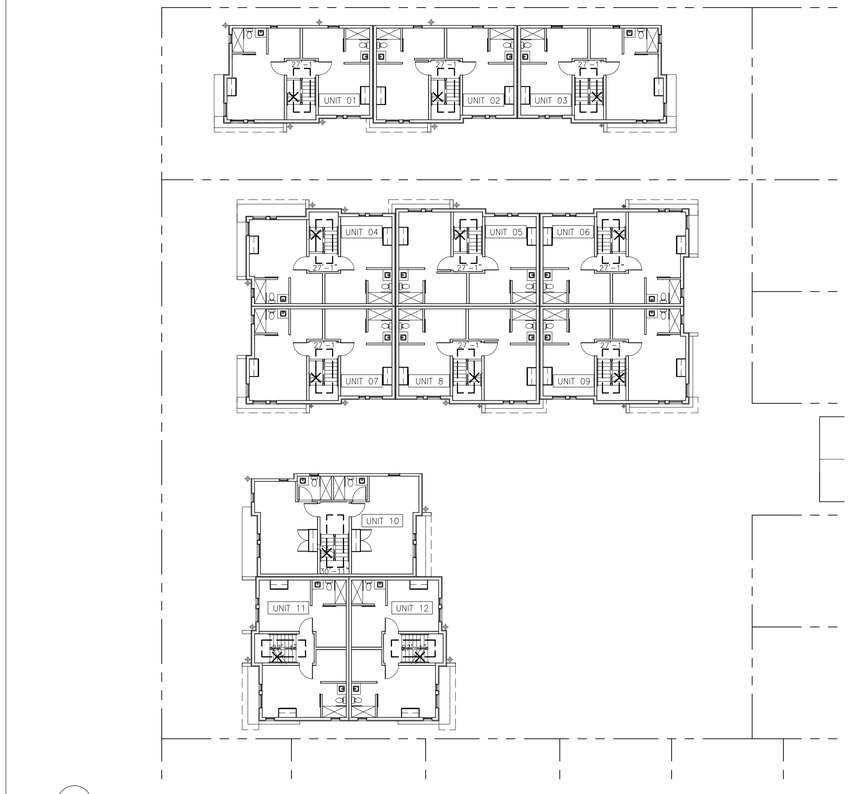
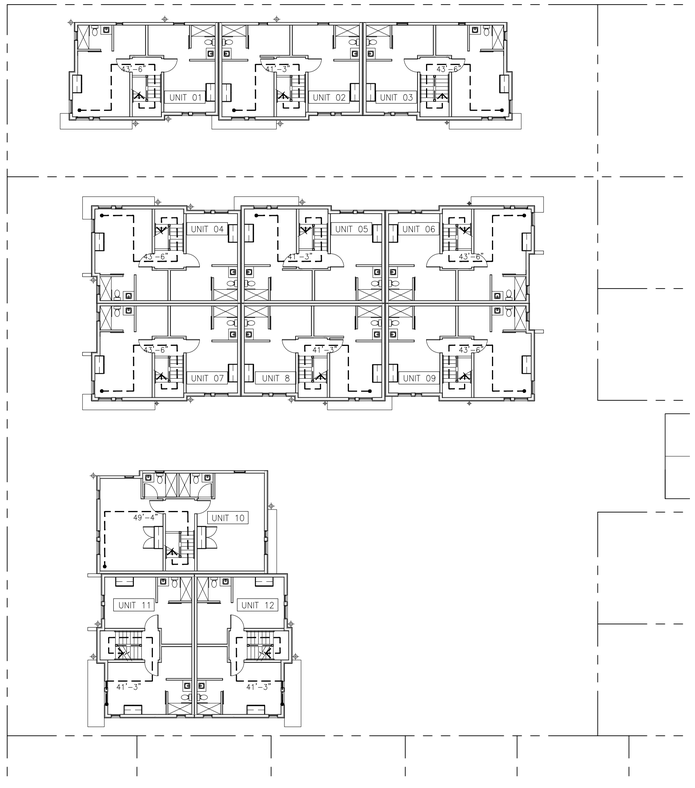
SCALE: AS NOTED

EGRESS & ACCESS PLANS

A0.2A



A 2ND FLOOR



B 3RD FLOOR

RESIDENTIAL		
OCCUPANCY TYPE/USE		RESIDENTIAL
OCCUPANT LOAD FACTOR		200
UNIT #	AREA	OCCUPANT LOAD*
1	1685 SF	8
2	1665 SF	8
3	1685 SF	8
4	1695 SF	8
5	1665 SF	8
6	1685 SF	8
7	1685 SF	8
8	1665 SF	8
9	1695 SF	8
10	2100 SF	10
11	1665 SF	8
12	1665 SF	8
TOTAL		98
EXITS REQUIRED***		2
EXITS PROVIDED		2
MIN. EGRESS WIDTH**		19.4"
MIN. STAIR WIDTH**		29.1"
EGRESS WIDTH PROVIDED		36"
STAIR WIDTH PROVIDED		36"
TRAVEL DISTANCE		
MAX. ALLOWED DISTANCE***		125'
TRAVEL DISTANCE		SEE PLAN

*PER CBC TABLE 1004.1.2
**PER CBC 1005.3
***PER CBC TABLE 1006.3.1
– 36" STAIRWAY PER 1009.4

PROJECT NORTH	TRUE NORTH

1 EGRESS & ACCESSIBILITY PLANS
1/16"=1'-0"

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SCALE: AS NOTED

EGRESS &
ACCESS PLANS

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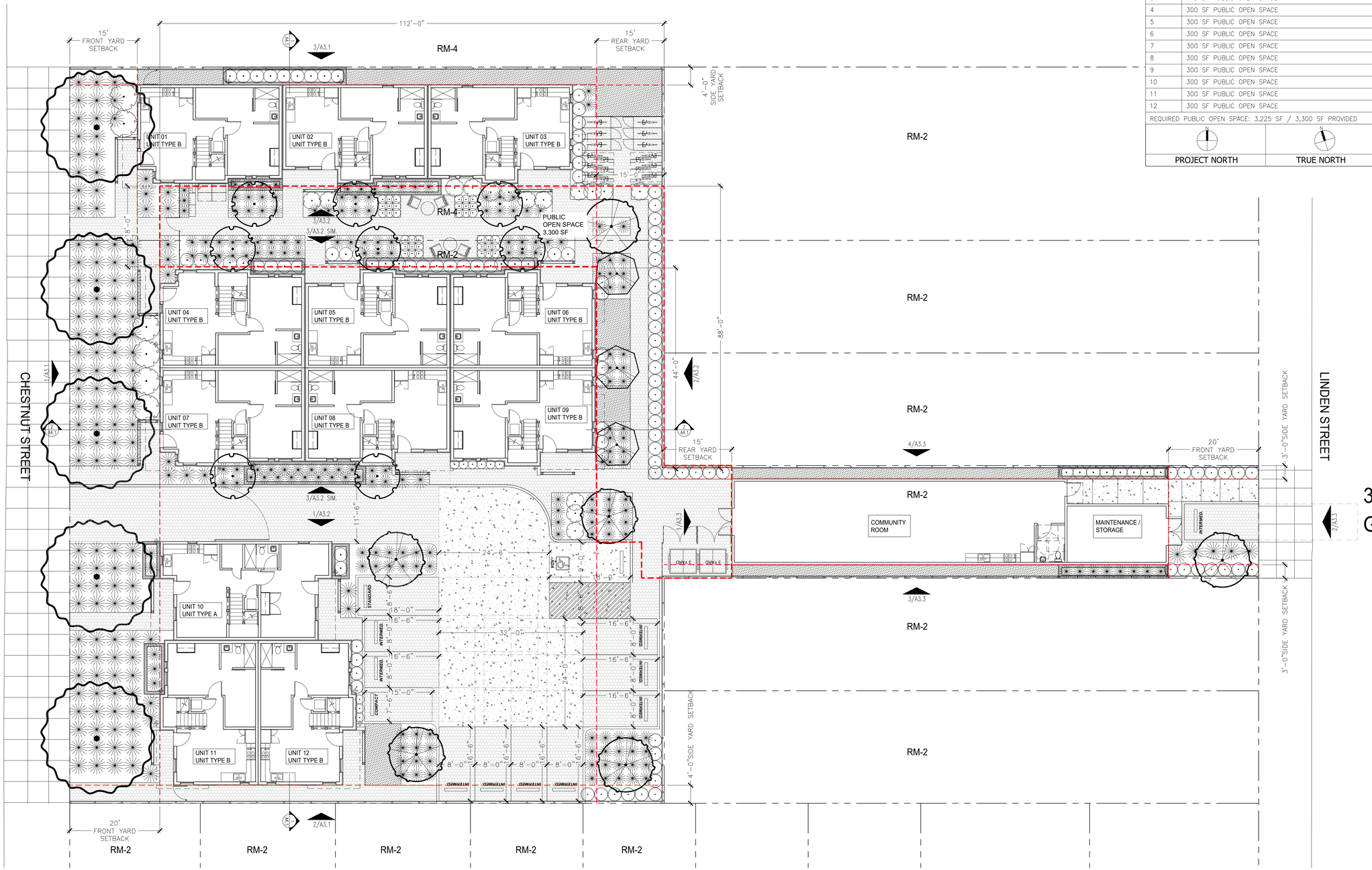

1 PLAN: GROUND FLOOR
3/32"=1'-0"

OPEN SPACE REQUIREMENTS

RM-2: 300 SF/UNIT IF PUBLIC OPEN SPACE
RM-4: 175 SF/UNIT IF PUBLIC OPEN SPACE
EACH PUBLIC OPEN SPACE SHALL HAVE NO DIMENSION LESS THAN 15 FEET

RM-2: 100 SF/UNIT IF PUBLIC OPEN SPACE
RM-4: 70 SF/UNIT IF PUBLIC OPEN SPACE
EACH PRIVATE OPEN SPACE SHALL HAVE NO DIMENSION LESS THAN 10 FEET

OPEN SPACE CALCULATIONS

UNIT #	OPEN SPACE SQ. FT.
1	175 SF PUBLIC OPEN SPACE
2	175 SF PUBLIC OPEN SPACE
3	175 SF PUBLIC OPEN SPACE
4	300 SF PUBLIC OPEN SPACE
5	300 SF PUBLIC OPEN SPACE
6	300 SF PUBLIC OPEN SPACE
7	300 SF PUBLIC OPEN SPACE
8	300 SF PUBLIC OPEN SPACE
9	300 SF PUBLIC OPEN SPACE
10	300 SF PUBLIC OPEN SPACE
11	300 SF PUBLIC OPEN SPACE
12	300 SF PUBLIC OPEN SPACE

REQUIRED PUBLIC OPEN SPACE: 3,225 SF / 3,300 SF PROVIDED

PROJECT NORTH | TRUE NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET OAKLAND, CA

LICENSED ARCHITECT TOBY STELLA LEVY C-10621 REN. 6-30-21 STATE OF CALIFORNIA

2432 CHESTNUT STREET
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OAKLAND, CA
PROJECT NO. 2017-12.5

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CONTACT: TOBY LEVY

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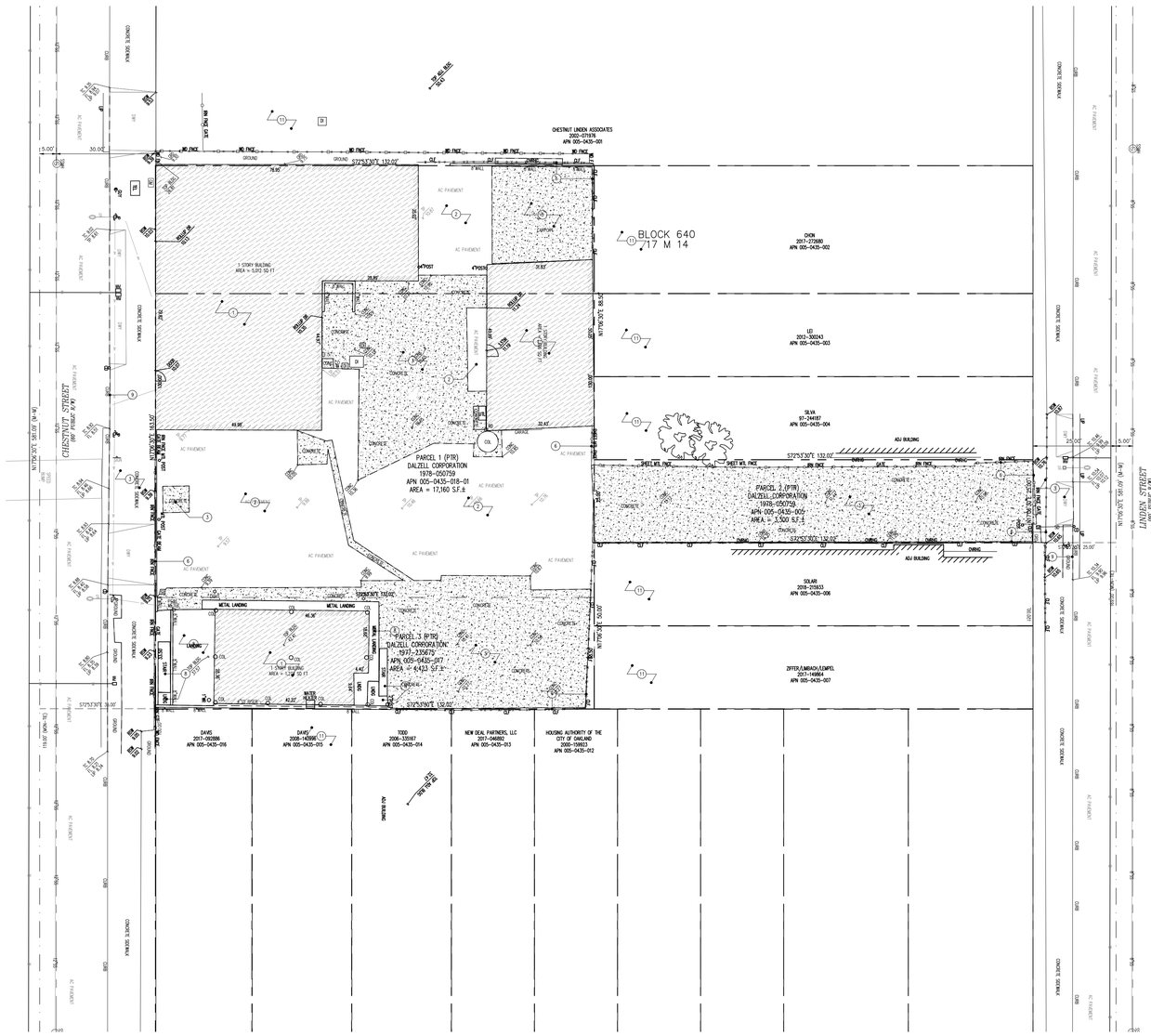
SCALE: AS NOTED

OPEN SPACE CALCULATIONS

A0.3



1 SITE PLAN: DEMOLITION

1"=20'-0"

GENERAL NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND/OR PROTECTION OF THE EXISTING ITEMS AS NOTED IN THIS PLAN.
2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY AND ALL DAMAGES.
3. CONTRACTOR IS TO DISPOSE OF ALL MATERIAL RESULTING FROM PREVIOUS AND CURRENT DEMOLITION IN ACCORDANCE WITH ALL LOCAL, STATE, AND/OR FEDERAL LAWS.
4. THE CONTRACTOR IS CAUTIONED TO LOCATE ALL EXISTING UTILITIES AND CONFLICTS. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY CONSTRUCTION ACTIVITY IN ORDER TO FIELD VERIFY EXISTING UTILITY INFORMATION.
5. LOCATION OF EXISTING ON-SITE UNDERGROUND UTILITIES HAVE NOT BEEN SURVEYED. EXACT LOCATIONS OF ALL UTILITIES MUST BE LOCATED IN THE FIELD BY THE CONTRACTOR. PROTECT ALL EXISTING UTILITIES IN PLACE.
6. CONTRACTOR TO CAP EXISTING WATER LINES AT THE PROPERTY LINE FOR FUTURE USE. CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH AND PROVIDE TO ENGINEER.
7. CONTRACTOR TO PROTECT EXISTING STREET LIGHTS & POSTS, TRAFFIC SIGNALS & POSTS, TRAFFIC CONTROL DEVICES, SIGNS AND UTILITY BOXES IN THE SIDEWALK; UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING DEMOLITION PERMITS AS REQUIRED FROM THE CITY OF OAKLAND, OR ANY OTHER AGENCY HAVING JURISDICTION.
9. CONTRACTOR SHALL FOLLOW ALL JURISDICTIONAL AIR QUALITY AND WASTE/RECYCLING REQUIREMENTS.

SHEET NOTES

1. DEMO AND REMOVE EXISTING BUILDING AND FOUNDATION, INCLUDING ALL UNDERGROUND UTILITIES WITHIN THE BUILDING LIMITS
2. DEMO AND REMOVE EXISTING ON-SITE ASPHALT PAVEMENT, INCLUDING BASE MATERIAL
3. DEMO AND REMOVE EXISTING ON-SITE CONCRETE, INCLUDING BASE MATERIAL
4. DEMO AND REMOVE EXISTING PUMP HOUSE, INCLUDING ALL UNDERGROUND UTILITIES WITHIN THE BUILDING LIMITS
5. DEMO AND REMOVE EXISTING CARPORT, INCLUDING ALL UNDERGROUND UTILITIES WITHIN THE BUILDING LIMITS
6. DEMO AND REMOVE EXISTING FENCING, GATES, AND ASSOCIATED FOOTINGS. CONTRACTOR TO INSTALL NEW TEMP. FENCE ALONG PROPERTY LINE
7. DEMO AND REMOVE EXISTING TREES AND VEGETATION
8. DEMO AND REMOVE EXISTING STAIRS, LANDING, AND HANDRAILS AND/OR GUARDRAILS
9. DEMO AND REMOVE EXISTING CONCRETE CURB
10. DEMO AND REMOVE EXISTING SWELL
11. PROTECT NEIGHBORING BUILDING, LANDSCAPE, AND IRRIGATION; TYPICAL THROUGHOUT

LEGEND

—x—x—x—x—x— FENCE

PROPERTY LINE

PROJECT NORTH | TRUE NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT
TOBY STRILAEV LEVY
C-10521
REN. 6-30-21
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2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
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PROJECT NO. 2017-12.5

DATE	SET ISSUE
11-01-2019	PLANNING SUBMISSION
04-03-2020	PLANNING RESUBMISSION
08-21-2020	PLANNING RESUBMISSION

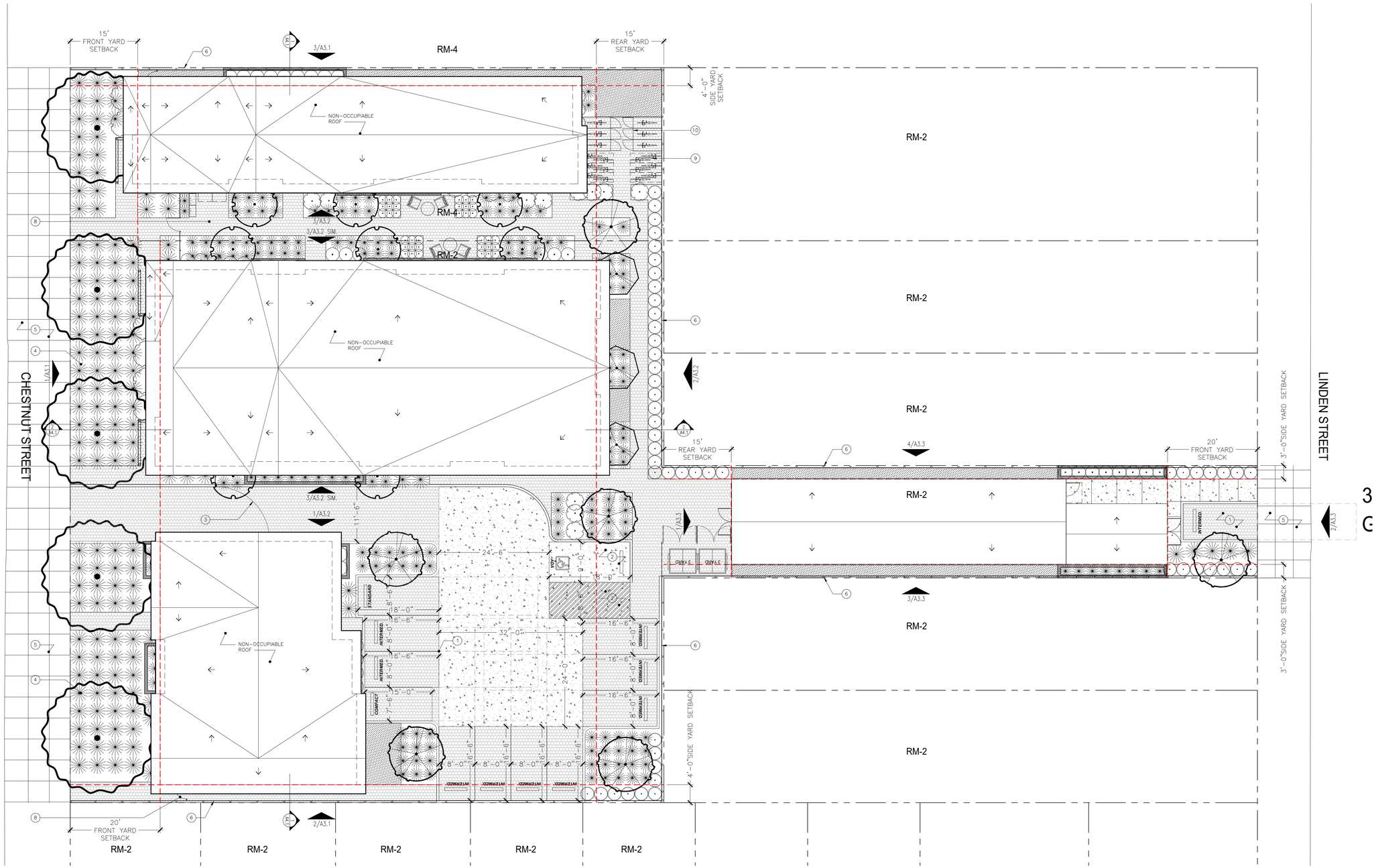
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

SITE PLAN:
DEMOLITION

A1.0



1 SITE PLAN: NEW
3/32"=1'-0"

GENERAL NOTES

1. UNIT #5 IS AN ACCESSIBLE UNIT.
   - 1.1. GROUND FLOOR KITCHEN TO COMPLY WITH 2016 CBC 1133A
   - 1.2. GROUND FLOOR BATHROOM TO COMPLY WITH 2016 CBC 1134A
     - 1.2.1. MIN. 30"X48" CLR. SPACE IN FRONT OF SINK
     - 1.2.2. MIN. 30"X48" CLR. SPACE AT SIDE OF TUB
     - 1.2.3. MIN. 36"X48" CLR. SPACE IN FRONT OF TOILET
2. GROUND FLOOR DOORS IN ACCESSIBLE UNITS TO COMPLY WITH THE FOLLOWING:
   - INTERIOR UNIT DOORS: 42"
   - PUBLIC DOORS: 60"
   - INTERIOR UNIT DOORS: 18"
   - EXTERIOR PUBLIC DOORS: 24"
2. CONTRACTOR TO PROVIDE SOLID CONTINUOUS BACKING FOR ALL WALL MTD. FIXTURES, ACCESSORIES, MILLWORK, EQUIPMENT RACKS, SHELVING, ETC. ALL BLOCKING TO BE SAME DIMENSION AS ASSOCIATED FRAMING

SHEET NOTES

1. (N) UNCOVERED SURFACE PARKING
2. PARKING STRIPING AND NUMBERING, SEE A0 SERIES FOR REQUIREMENTS AT ACCESSIBLE SPACES
3. (N) VEHICULAR GATE
4. (N) LANDSCAPING, S.L.D.
5. REPLACE (E) SIDEWALK, CURBS & GUTTER
6. (N) PERIMETER FENCING
7. NOT USED
8. (N) PEDESTRIAN GATE
9. (N) LONG-TERM BIKE PARKING
10. (N) SHORT-TERM BIKE PARKING
11. TRASH ENCLOSURE AREA, AT LEAST TWO (2) CUBIC FEET OF STORAGE AND COLLECTION SPACE PER RESIDENTIAL UNIT, WITH A MINIMUM OF THEN (10) CUBIC FEET

UNIT BREAK DOWN

UNIT #	TYPE	SQ. FT.
1	4BD/5BA	1685
2	4BD/5BA	1665
3	4BD/5BA	1685
4	4BD/5BA	1695
5	4BD/5BA	1665
6	4BD/5BA	1685
7	4BD/5BA	1685
8	4BD/5BA	1665
9	4BD/5BA	1695
10	4BD/5BA	2100
11	4BD/5BA	1695
12	4BD/5BA	1665

PROJECT NORTH

TRUE NORTH

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT TOBY STELLA LEVY C-10521 REN. 6-30-21 STATE OF CALIFORNIA

2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
OAKLAND, CA
PROJECT NO. 2017-12.5

DATE	SET ISSUE
11-01-2019	PLANNING SUBMISSION
04-03-2020	PLANNING RESUBMISSION
08-21-2020	PLANNING RESUBMISSION

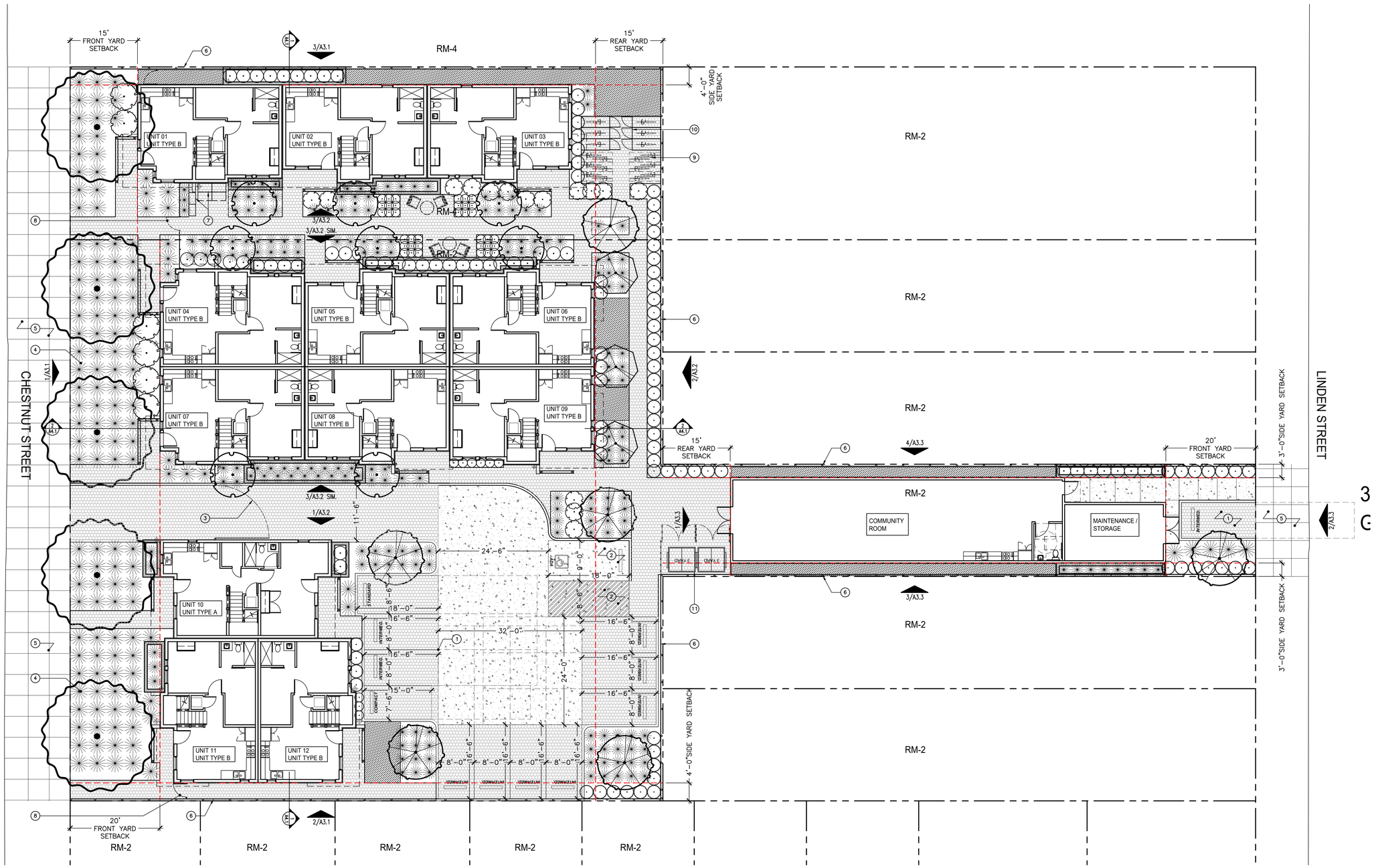
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

SITE PLAN: NEW

A1.1

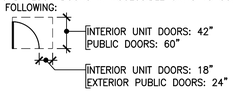


1 PLAN: GROUND FLOOR

3/32"=1'-0"

GENERAL NOTES

1. UNIT #5 IS AN ACCESSIBLE UNIT.
   - 1.1. GROUND FLOOR KITCHEN TO COMPLY WITH 2016 CBC 1133A
   - 1.2. GROUND FLOOR BATHROOM TO COMPLY WITH 2016 CBC 1134A
     - 1.2.1. MIN. 30"X48" CLR. SPACE IN FRONT OF SINK
     - 1.2.2. MIN. 30"X48" CLR. SPACE AT SIDE OF TUB
     - 1.2.3. MIN. 36"X48" CLR. SPACE IN FRONT OF TOILET
2. GROUND FLOOR DOORS IN ACCESSIBLE UNITS TO COMPLY WITH THE FOLLOWING:



2. CONTRACTOR TO PROVIDE SOLID CONTINUOUS BACKING FOR ALL WALL MTD. FIXTURES, ACCESSORIES, MILLWORK, EQUIPMENT RACKS, SHELVING, ETC. ALL BLOCKING TO BE SAME DIMENSION AS ASSOCIATED FRAMING

SHEET NOTES

1. (N) UNCOVERED SURFACE PARKING
2. PARKING STRIPING AND NUMBERING, SEE A0 SERIES FOR REQUIREMENTS AT ACCESSIBLE SPACES
3. (N) VEHICULAR GATE
4. (N) LANDSCAPING, S.L.D.
5. REPLACE (E) SIDEWALK, CURBS & GUTTER
6. (N) PERIMETER FENCING
7. (N) MAILBOXES & PARCEL BOXES
8. (N) PEDESTRIAN GATE
9. (N) LONG-TERM BIKE PARKING
10. (N) SHORT-TERM BIKE PARKING
11. TRASH ENCLOSURE AREA, AT LEAST TWO (2) CUBIC FEET OF STORAGE AND COLLECTION SPACE PER RESIDENTIAL UNIT, WITH A MINIMUM OF THEN (10) CUBIC FEET

UNIT BREAK DOWN

UNIT #	TYPE	SQ. FT.
1	4BD/5BA	1685
2	4BD/5BA	1665
3	4BD/5BA	1685
4	4BD/5BA	1695
5	4BD/5BA	1665
6	4BD/5BA	1685
7	4BD/5BA	1685
8	4BD/5BA	1665
9	4BD/5BA	1695
10	4BD/5BA	2100
11	4BD/5BA	1665
12	4BD/5BA	1665

PROJECT NORTH

TRUE NORTH

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT TOBY STELLA LEVY C-10521 REN. 6-30-21 STATE OF CALIFORNIA

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08-21-2020	PLANNING RESUBMISSION

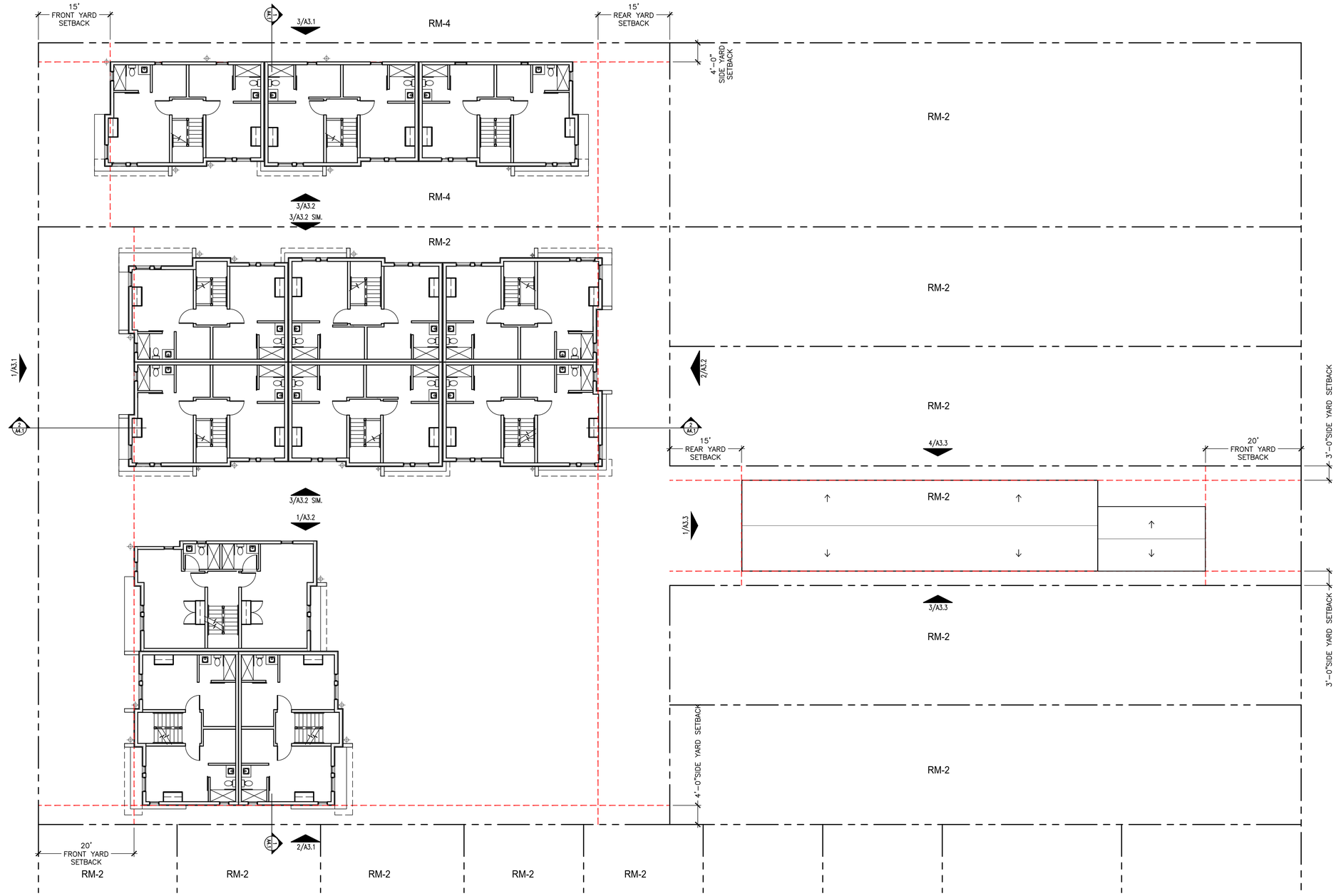
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

FLOOR PLAN:
GROUND FLOOR

A2.1

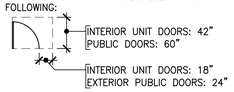


1 PLAN: SECOND FLOOR

3/32"=1'-0"

GENERAL NOTES

1. UNIT #5 IS AN ACCESSIBLE UNIT.
   - 1.1. GROUND FLOOR KITCHEN TO COMPLY WITH 2016 CBC 1133A
   - 1.2. GROUND FLOOR BATHROOM TO COMPLY WITH 2016 CBC 1134A
     - 1.2.1. MIN. 30"X48" CLR. SPACE IN FRONT OF SINK
     - 1.2.2. MIN. 30"X48" CLR. SPACE AT SIDE OF TUB
     - 1.2.3. MIN. 36"X48" CLR. SPACE IN FRONT OF TOILET
2. GROUND FLOOR DOORS IN ACCESSIBLE UNITS TO COMPLY WITH THE FOLLOWING:



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SHEET NOTES

1. (N) UNCOVERED SURFACE PARKING
2. PARKING STRIPING AND NUMBERING, SEE A0 SERIES FOR REQUIREMENTS AT ACCESSIBLE SPACES
3. (N) VEHICULAR GATE
4. (N) LANDSCAPING, S.L.D.
5. REPLACE (E) SIDEWALK, CURBS & GUTTER
6. (N) PERIMETER FENCING
7. NOT USED
8. (N) PEDESTRIAN GATE
9. (N) LONG-TERM BIKE PARKING
10. (N) SHORT-TERM BIKE PARKING
11. TRASH ENCLOSURE AREA, AT LEAST TWO (2) CUBIC FEET OF STORAGE AND COLLECTION SPACE PER RESIDENTIAL UNIT, WITH A MINIMUM OF THEN (10) CUBIC FEET

UNIT BREAK DOWN

UNIT #	TYPE	SQ. FT.
1	4BD/5BA	1685
2	4BD/5BA	1665
3	4BD/5BA	1685
4	4BD/5BA	1695
5	4BD/5BA	1665
6	4BD/5BA	1685
7	4BD/5BA	1685

UNIT #	TYPE	SQ. FT.
8	4BD/5BA	1665
9	4BD/5BA	1695
10	4BD/5BA	2100
11	4BD/5BA	1665
12	4BD/5BA	1665

PROJECT NORTH

TRUE NORTH

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

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2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
OAKLAND, CA
PROJECT NO. 2017-12.5

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08-21-2020	PLANNING RESUBMISSION

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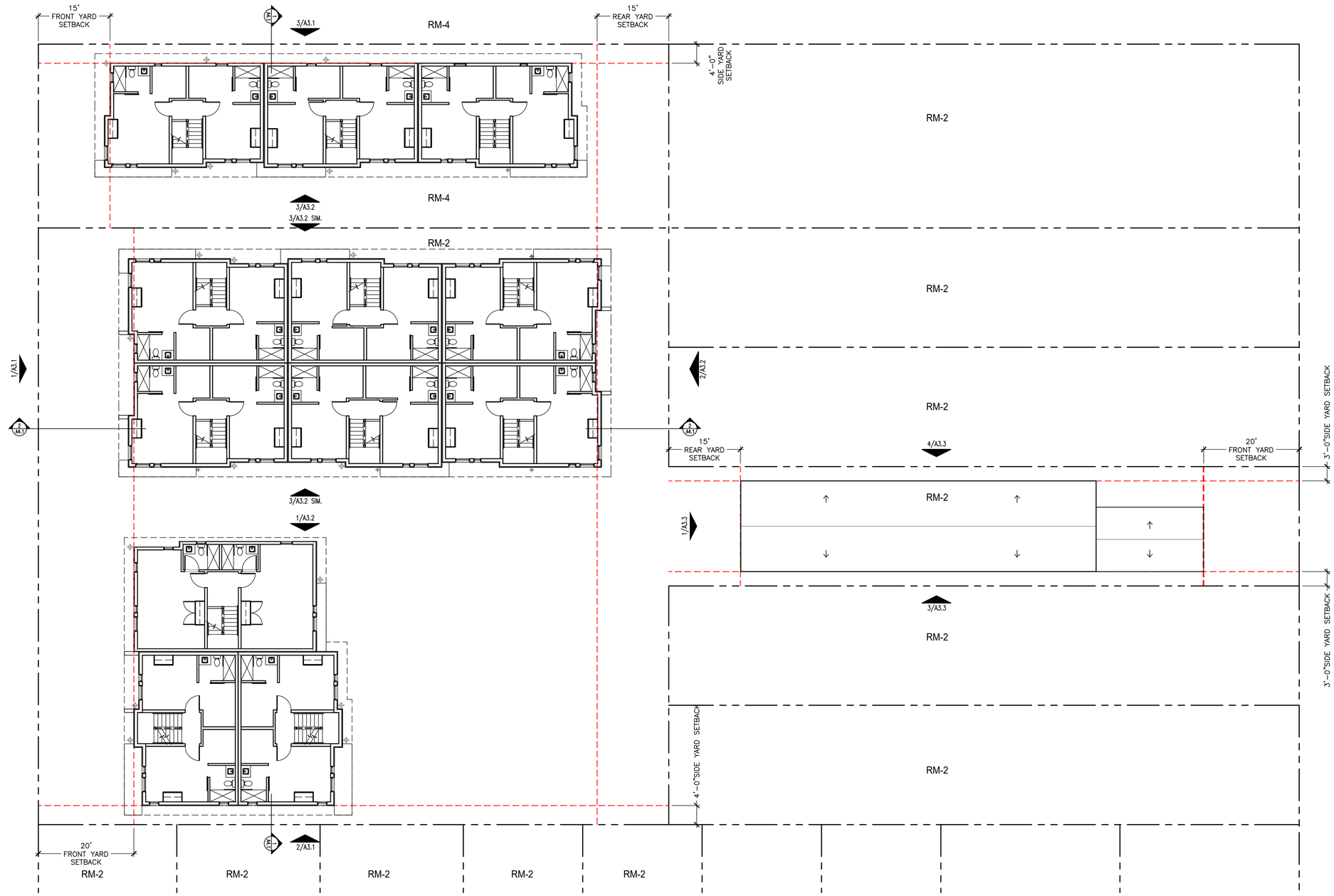
(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

FLOOR PLAN:
SECOND FLOOR

A2.2

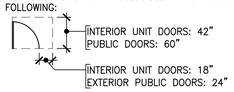


1 PLAN: THIRD FLOOR

3/32"=1'-0"

GENERAL NOTES

1. UNIT #5 IS AN ACCESSIBLE UNIT.
   - 1.1. GROUND FLOOR KITCHEN TO COMPLY WITH 2016 CBC 1133A
   - 1.2. GROUND FLOOR BATHROOM TO COMPLY WITH 2016 CBC 1134A
     - 1.2.1. MIN. 30"X48" CLR. SPACE IN FRONT OF SINK
     - 1.2.2. MIN. 30"X48" CLR. SPACE AT SIDE OF TUB
     - 1.2.3. MIN. 36"X48" CLR. SPACE IN FRONT OF TOILET
2. GROUND FLOOR DOORS IN ACCESSIBLE UNITS TO COMPLY WITH THE FOLLOWING:



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SHEET NOTES

1. (N) UNCOVERED SURFACE PARKING
2. PARKING STRIPING AND NUMBERING, SEE A0 SERIES FOR REQUIREMENTS AT ACCESSIBLE SPACES
3. (N) VEHICULAR GATE
4. (N) LANDSCAPING, S.L.D.
5. REPLACE (E) SIDEWALK, CURBS & GUTTER
6. (N) PERIMETER FENCING
7. NOT USED
8. (N) PEDESTRIAN GATE
9. (N) LONG-TERM BIKE PARKING
10. (N) SHORT-TERM BIKE PARKING
11. TRASH ENCLOSURE AREA, AT LEAST TWO (2) CUBIC FEET OF STORAGE AND COLLECTION SPACE PER RESIDENTIAL UNIT, WITH A MINIMUM OF THEN (10) CUBIC FEET

UNIT BREAK DOWN

UNIT #	TYPE	SQ. FT.
1	4BD/5BA	1685
2	4BD/5BA	1665
3	4BD/5BA	1685
4	4BD/5BA	1695
5	4BD/5BA	1665
6	4BD/5BA	1685
7	4BD/5BA	1685
8	4BD/5BA	1665
9	4BD/5BA	1695
10	4BD/5BA	2100
11	4BD/5BA	1665
12	4BD/5BA	1665

PROJECT NORTH

TRUE NORTH

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90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

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2432 CHESTNUT STREET
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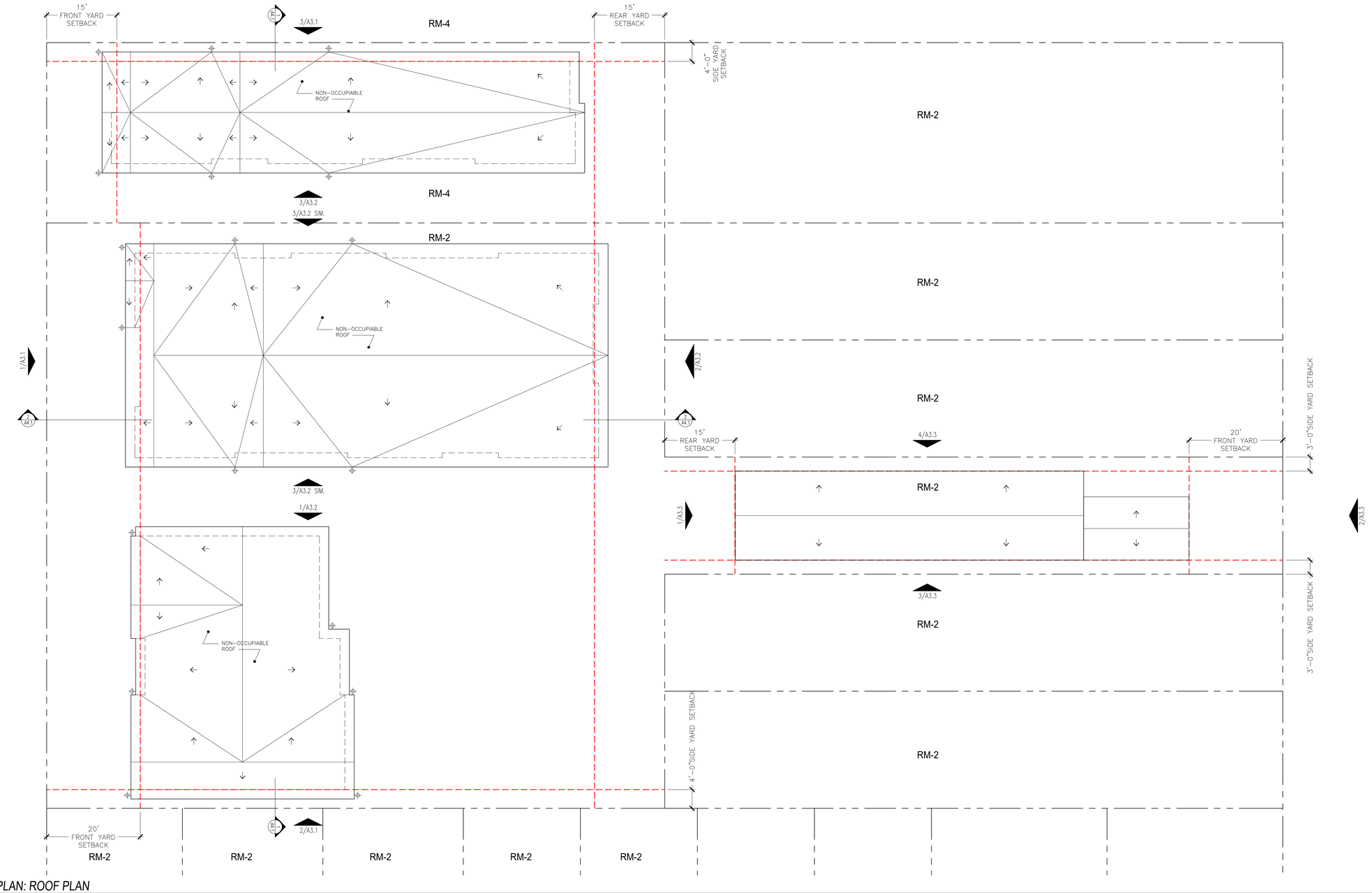
(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

FLOOR PLAN:
THIRD FLOOR

A2.3

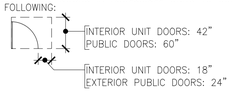


1 PLAN: ROOF PLAN

3/32"=1'-0"

GENERAL NOTES

1. UNIT #5 IS AN ACCESSIBLE UNIT.
   - 1.1. GROUND FLOOR KITCHEN TO COMPLY WITH 2016 CBC 1133A
   - 1.2. GROUND FLOOR BATHROOM TO COMPLY WITH 2016 CBC 1134A
     - 1.2.1. MIN. 30"X48" CLR. SPACE IN FRONT OF SINK
     - 1.2.2. MIN. 30"X48" CLR. SPACE AT SIDE OF TUB
     - 1.2.3. MIN. 36"X48" CLR. SPACE IN FRONT OF TOILET
2. GROUND FLOOR DOORS IN ACCESSIBLE UNITS TO COMPLY WITH THE FOLLOWING:



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SHEET NOTES

1. (N) UNCOVERED SURFACE PARKING
2. PARKING STRIPING AND NUMBERING, SEE A0 SERIES FOR REQUIREMENTS AT ACCESSIBLE SPACES
3. (N) VEHICULAR GATE
4. (N) LANDSCAPING, S.L.D.
5. REPLACE (E) SIDEWALK, CURBS & GUTTER
6. (N) PERIMETER FENCING
7. NOT USED
8. (N) PEDESTRIAN GATE
9. (N) LONG-TERM BIKE PARKING
10. (N) SHORT-TERM BIKE PARKING
11. TRASH ENCLOSURE AREA, AT LEAST TWO (2) CUBIC FEET OF STORAGE AND COLLECTION SPACE PER RESIDENTIAL UNIT, WITH A MINIMUM OF THEN (10) CUBIC FEET

UNIT BREAK DOWN

UNIT #	TYPE	SQ. FT.
1	4BD/5BA	1685
2	4BD/5BA	1665
3	4BD/5BA	1685
4	4BD/5BA	1695
5	4BD/5BA	1665
6	4BD/5BA	1685
7	4BD/5BA	1685

UNIT #	TYPE	SQ. FT.
8	4BD/5BA	1665
9	4BD/5BA	1695
10	4BD/5BA	2100
11	4BD/5BA	1665
12	4BD/5BA	1665

PROJECT NORTH

TRUE NORTH

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT TOBY STELLA LEVY C-10521 REN. 6-30-21 STATE OF CALIFORNIA

2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
OAKLAND, CA
PROJECT NO. 2017-12.5

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08-21-2020	PLANNING RESUBMISSION

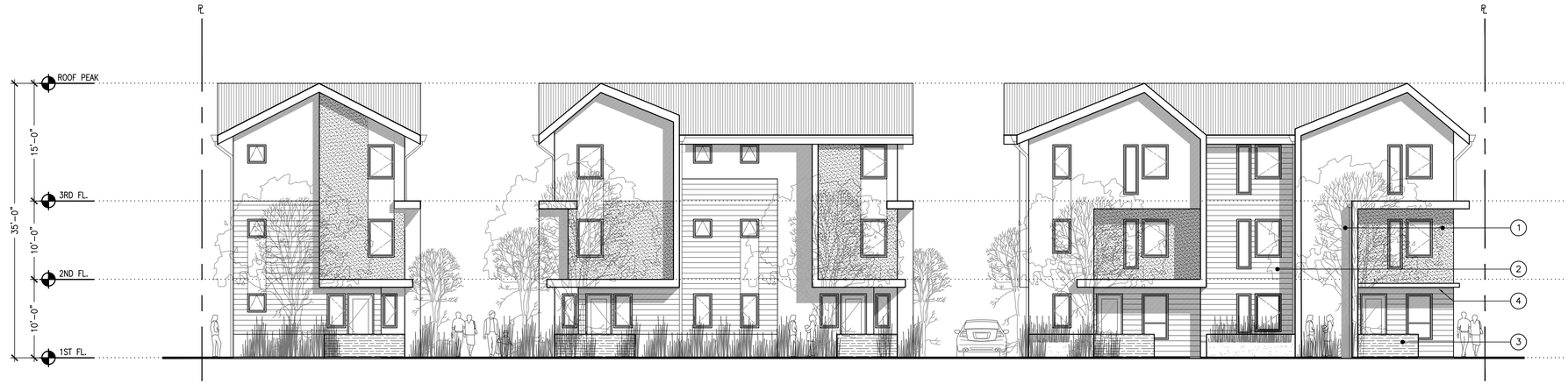
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

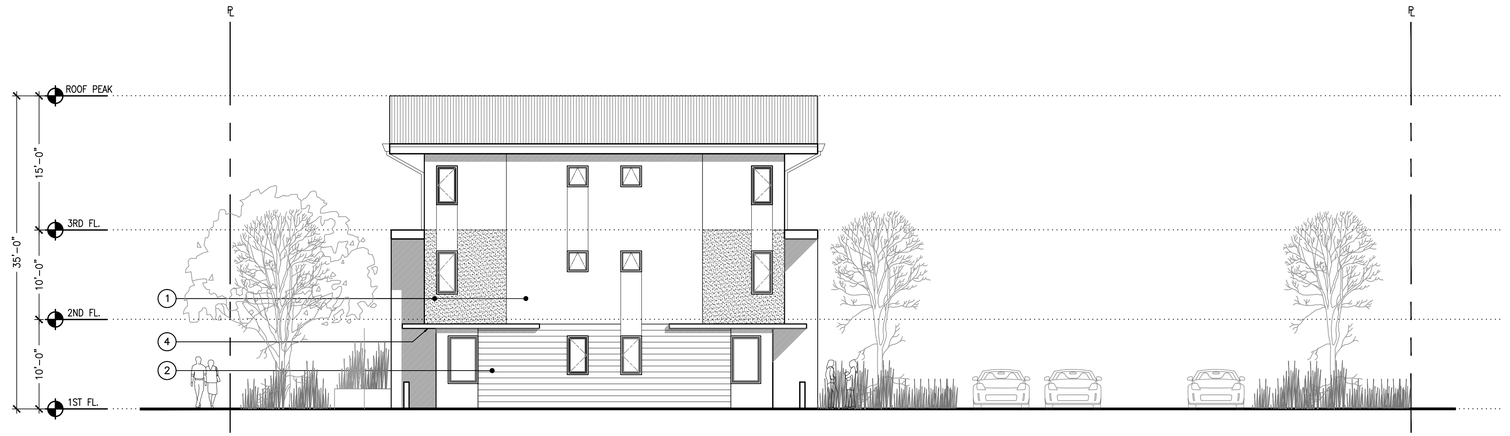
SCALE: AS NOTED

ROOF PLAN

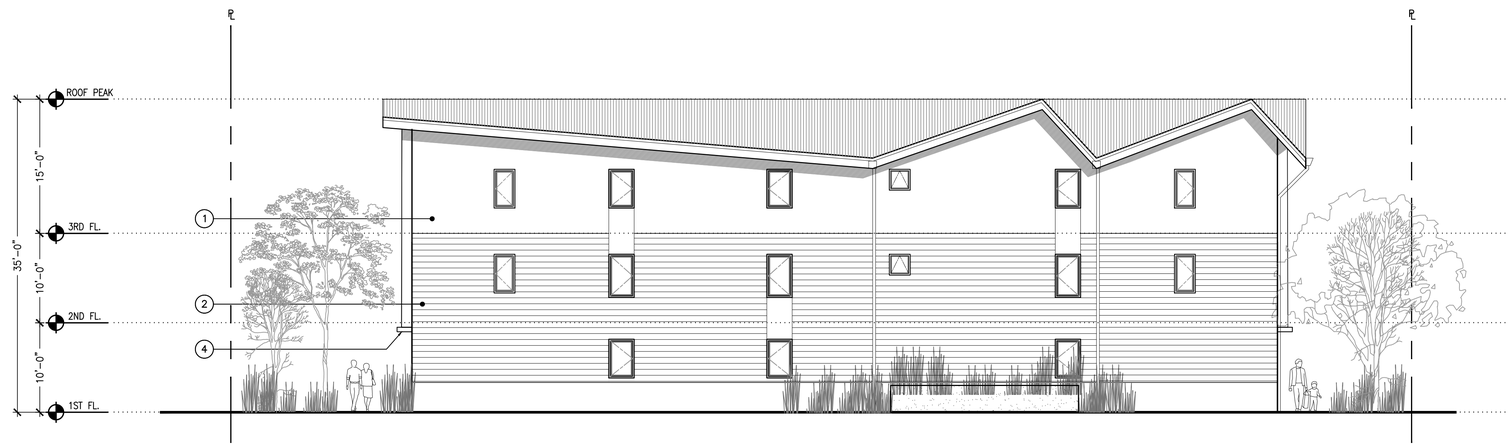
A2.4



1 *CHESTNUT STREET ELEVATION (WEST ELEVATION)*
1/8"=1'-0"



2 *NORTH ELEVATION*
1/8"=1'-0"



3 *SOUTH ELEVATION*
1/8"=1'-0"

LEGEND

1. CEMENT PLASTER
2. HORIZONTAL FIBER CEMENT LAP SIDING
3. WOOD FENCE
4. ARCHITECTURAL PROJECTION
5. CORRUGATED METAL

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10521
REN. 6-30-21
STATE OF CALIFORNIA

2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
OAKLAND, CA
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08-21-2020	PLANNING RESUBMISSION

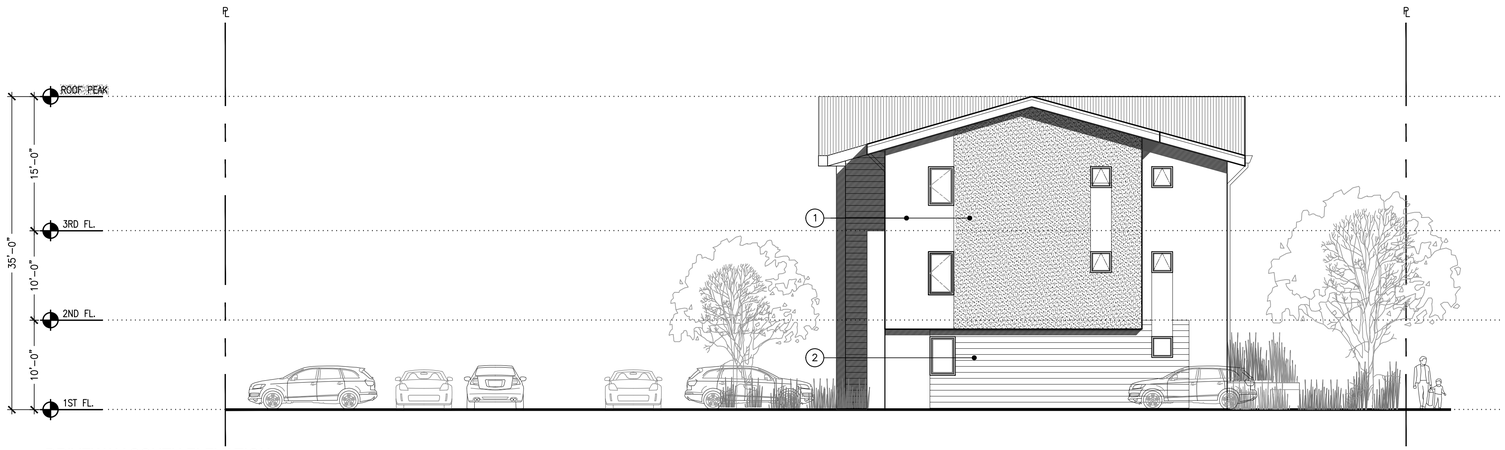
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

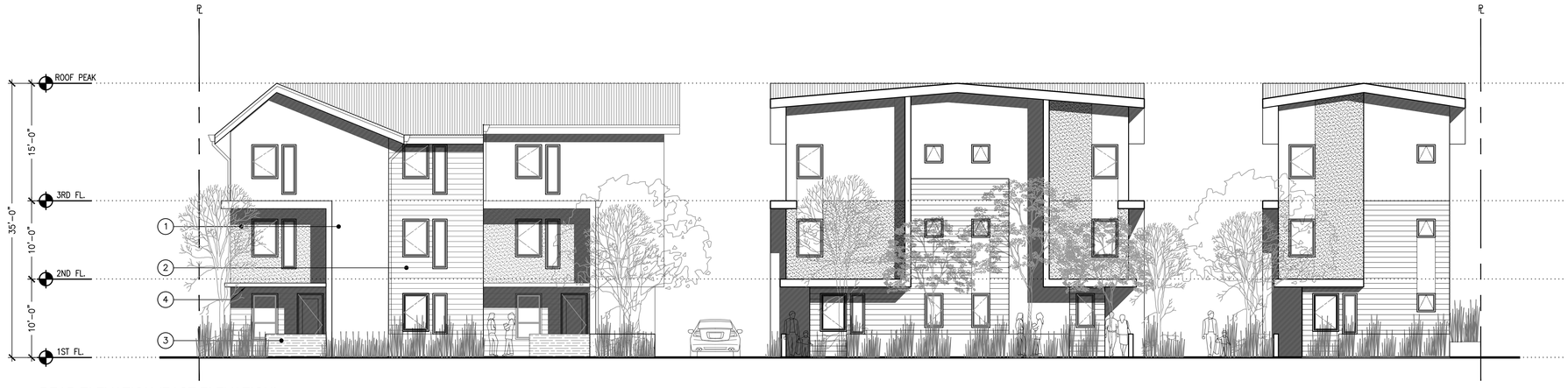
SCALE: AS NOTED

ELEVATIONS

A3.1



1 *DRIVEWAY SOUTH ELEVATION*
1/8"=1'-0"



2 *REAR ELEVATION (EAST ELEVATION)*
1/8"=1'-0"

3 *DRIVEWAY NORTH ELEVATION & COURTYARD ELEVATIONS (.sim)*
1/8"=1'-0"

LEGEND

1. CEMENT PLASTER
2. HORIZONTAL FIBER CEMENT LAP SIDING
3. WOOD FENCE
4. ARCHITECTURAL PROJECTION
5. CORRUGATED METAL

LEVY DESIGN PARTNERS
ARCHITECTURE
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10521
REN. 6-30-21
STATE OF CALIFORNIA

2432 CHESTNUT STREET
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& 005 043500500
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CONTACT: TOBY LEVY

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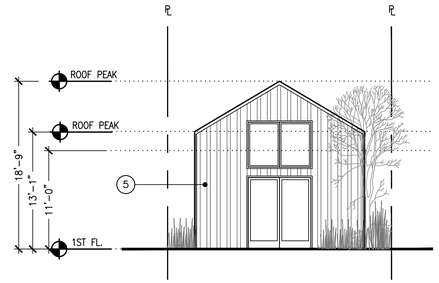
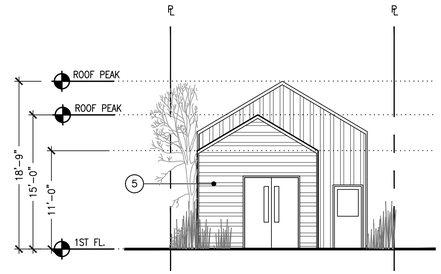
SCALE: AS NOTED

ELEVATIONS

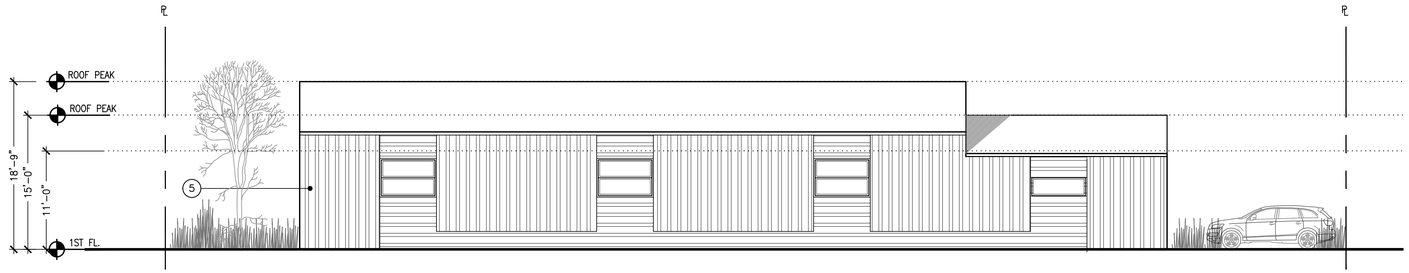
A3.2



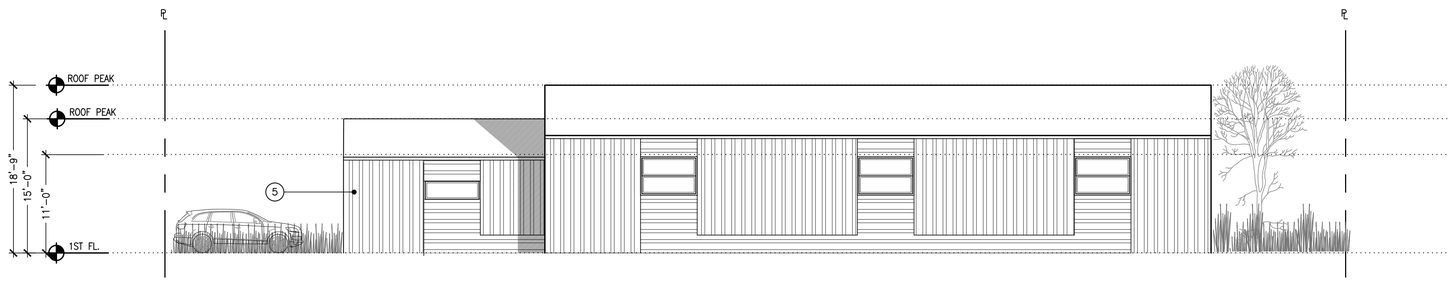
1 REAL ELEVATION (WEST ELEVATION)
1/8"=1'-0"



2 LINDEN STREET ELEVATION (EAST ELEVATION)
1/8"=1'-0"



3 NORTH ELEVATION
1/8"=1'-0"



4 SOUTH ELEVATION
1/8"=1'-0"

LEGEND

1. CEMENT PLASTER
2. HORIZONTAL FIBER CEMENT LAP SIDING
3. WOOD FENCE
4. ARCHITECTURAL PROJECTION
5. CORRUGATED METAL

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10527
REN. 6-30-21
STATE OF CALIFORNIA

2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
OAKLAND, CA
PROJECT NO. 2017-12.5

DATE	SET ISSUE
11-01-2019	PLANNING SUBMISSION
04-03-2020	PLANNING RESUBMISSION
08-21-2020	PLANNING RESUBMISSION

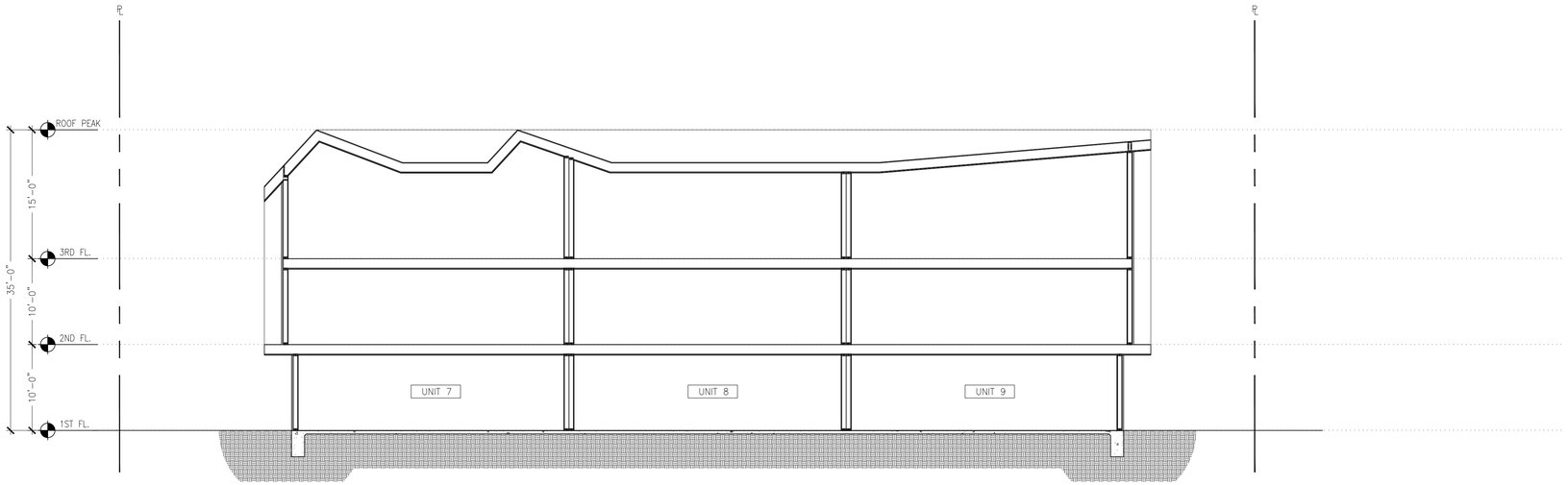
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

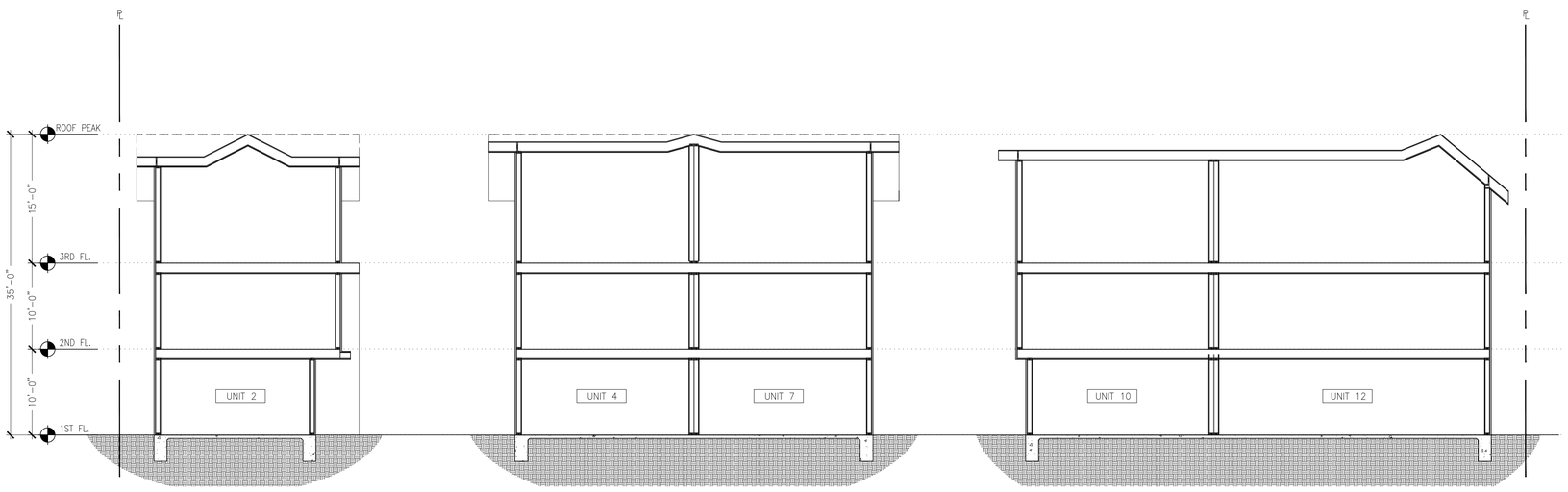
SCALE: AS NOTED

ELEVATIONS (COMMUNITY BUILDING)

A3.3



2 BUILDING CROSS SECTION
1/8"=1'-0"



1 BUILDING LONG SECTION
1/8"=1'-0"

LEVY DESIGN PARTNERS
90 South Park
San Francisco
CA 94107

2432 CHESTNUT STREET
OAKLAND, CA

LICENSED ARCHITECT
TOBY STELLA LEVY
C-10521
REN. 6-30-21
STATE OF CALIFORNIA

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005 043501801 & 005 043501700
& 005 043500500
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SCALE: AS NOTED

SECTIONS

A4.1

2432 CHESTNUT STREET RESIDENTIAL PROJECT
CEQA ANALYSIS

Prepared for:
City of Oakland
Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

Prepared By:
Lamphier–Gregory
1944 Embarcadero
Oakland, CA 94606

URBAN PLANNING
ENVIRONMENTAL ANALYSIS
YEARS 40

3rd Admin draft, January 18, 2020

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Project Characteristics

1. Project Title:	2432 Chestnut Street Residential Project PLN #19-279
2. Lead Agency Name and Address:	City of Oakland Planning & Building Department 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612
3. Contact Person and Phone Number:	Jason Madani, Planner III 510.238.4790 jmadani@oaklandca.gov
4. Project Location:	2420 and 2432 Chestnut Street, and 2423 Linden Street Oakland, CA 94607 Assessor's Parcel Numbers 5-435-17, 5-435-18-01, and 5-435-5
5. Project Sponsor's Name and Address:	Riaz Capital attn.: Ms. Lisa Vilhuer, Vice President of Land Entitlement BBA Office/ Artthaus Studios 2744 E 11th Street, Oakland, CA 94601 (682) 257-3324 lvilhauer@riazinc.com
6. Existing General Plan Designation:	Mixed Housing Type Residential
7. Existing Zoning:	RM-2 / RM-4 Height Limit: 30 feet (RM-2) / 35 feet (RM-4)
8. Requested Permits:	Regular Design Review Conditional Use Permit for: a) more than 3 units per lot in RM-2 zone; b) Community Assembly Civic Activity use in RM-2 zone (the proposed community room; c) reduced interior side setback (to 3 feet); and d) increased building wall and roof peak height (to 30 and 35 feet, respectively in RM-2 zone)

Executive Summary

Riaz Capitol, as applicant, seeks approvals from the City of Oakland to construct 12 new residential dwelling units within 3 separate new townhouse buildings, plus a separate community room (Project). The site of the proposed Project includes three separate parcels at 2420 and 2432 Chestnut Street and the third parcel at 2423 Linden Street. Two existing one-story light industrial buildings and a two-story residential building currently occupy the Project site, and would be demolished to accommodate the proposed new townhomes. The three existing parcels would be merged into a single parcel.

The Project site is located within a mixed residential, commercial and industrial area of the McClymonds neighborhood of West Oakland. Adjacent land uses include the 3-story Linden Court townhomes immediately to the north, and one- and two-story single family homes fronting 24th Street to the south and fronting Linden Street to the east. Immediately across Chestnut Street to the west is the Vincent Academy, a K through 5 charter public school. McClymonds High School occupies approximately 3 city blocks north of the Project site on the northerly side of 26th Street. Mixed commercial and older industrial land uses are predominant along Adeline Street, one block to the west.

The Project site is located within the West Oakland Specific Plan planning area. Much of the focus of the West Oakland Specific Plan addresses development and redevelopment of vacant and/or underutilized commercial and industrial properties in strategic areas of West Oakland (identified as "Opportunity Areas and Sites"). The Project site is not an identified Opportunity Site and is not within one of the West Oakland Specific Plan's Opportunity Areas. However, the West Oakland Specific Plan also recognizes that large portions of West Oakland's residential areas are in need of preservation and/or enhancement of existing residential characteristics. The Project site is within the "Residential Areas" portion of the West Oakland Specific Plan, where the overall policy direction calls for enhancement through the preservation of historic resources, facilitating maintenance of homes by property owners, and the infill of vacant parcels with similarly-scaled and compatible housing. The West Oakland Specific Plan policies for Residential Areas specifically seek to:

- establish more identifiable borders between established residential neighborhoods and the industrial and intensive commercial business areas
- prevent new land use incompatibilities that might adversely affect existing neighborhoods, and
- restore neighborhoods at the residential/ industrial interface

The Project proposes redevelopment of a former industrial property that is located within an otherwise established residential neighborhood, thereby restoring the residential neighborhood at the residential/ commercial-industrial interface.

The effects of future growth and development within West Oakland, including infill residential development within the Residential Areas, was fully considered in the cumulative growth projections factored into the West Oakland Specific Plan EIR analysis.

This California Environmental Quality Act (CEQA) Analysis evaluates the potential environmental effects of the Project. Based on this analysis, the Project is eligible for CEQA streamlining and/or tiering provisions under CEQA Guidelines §15183, which provide for streamlined review when a project is consistent with a Community or General Plan (e.g., the West Oakland Specific Plan), for which the impacts of that Plan have been analyzed in a certified program Environmental Impact Report (EIR). The Project is also eligible for CEQA streamlining and/or tiering provisions under CEQA Guidelines §15183.3 for certain qualified infill projects by limiting the topics that are subject to review at the project level, provided the effects of infill development have been addressed in a planning level decision (e.g., in the West Oakland Specific Plan EIR), or by uniformly applied development policies or standards.

This CEQA analysis uses streamlining and/or tiering provisions under CEQA Guidelines §15183 and §15183.3 to tier from prior program-level EIR analysis completed in the City of Oakland. These prior program-level EIRs include the West Oakland Specific Plan EIR, the City's General Plan Land Use and Transportation Element (LUTE) EIR, the 2010 EIR for the 2007-2014 General Plan Housing Element, and the 2014 Housing Element EIR Addendum for the 2015-2023 Housing Element Update (collectively referred to as the Housing Element EIR), all collectively referred to as the "prior Program EIRs". [1,2,3 4] These prior Program EIRs specifically analyzed the environmental impacts associated with infill residential development pursuant to these planning-level documents, including the required implementation of uniformly applied development policies or standards (i.e., Standard Conditions of Approval, or SCAs).

[1] City of Oakland, West Oakland Specific Plan EIR, 2014

[2] City of Oakland, Oakland General Plan Land Use and Transportation Element (LUTE) EIR, 1998

[3] City of Oakland, Oakland General Plan 2007-2014 Housing Element EIR, 2010

[4] City of Oakland, 2015-2023 Housing Element EIR Addendum, 2014

Purpose of this CEQA Document

The purpose of this document is to provide required CEQA review for the proposed Project. As such, this document includes:

- a description of the proposed Project
- an assessment of whether the Project qualifies for CEQA streamlining pursuant to CEQA Guidelines Section 15183, as a project that is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified
- an assessment of whether the Project qualifies for CEQA streamlining pursuant to CEQA Guidelines Section 15183.3 as qualified infill project, and
- an examination of whether there are Project-specific significant effects that are peculiar to the project or its site, and that would necessitate preparation of a subsequent or supplemental Environmental Impact Report

Applicable CEQA sections are described below, each of which separately and independently provide a basis for CEQA compliance.

Applicable CEQA Provisions

CEQA Guidelines Section 15183 - Project Consistent with a Community Plan

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 mandates that, "projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

This provision of CEQA applies only to projects that are consistent with: a) a community plan adopted as part of a general plan, b) a zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or c) a general plan of a local agency; and an EIR was certified by the lead agency for the zoning action, the community plan, or the general plan." Section 15183(a) provides that, in approving a project meeting these requirements, "a public agency shall limit its examination of environmental effects to those that the agency determines, in an initial study or other analysis:

- are peculiar to the project or the parcel on which the project would be located,
- were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan,
- are potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
- are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR."

Section 15183(c) provides that, "if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of

uniformly applied development policies or standards, . . . then an additional EIR need not be prepared for the project solely on the basis of that impact." When reviewing the environmental effects of a project pursuant to these provisions, "an effect of the project on the environment shall not be considered peculiar to the project or the parcel . . . if uniformly applied development policies or standards have been previously adopted by the city, with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR." These provisions further provide that if the City, "failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city decides to apply the standards or policies as permitted in this section.

Furthermore, Section 15183(j) provides that, "this section does not affect any requirement to analyze potentially significant off-site or cumulative impacts, if those impacts were not adequately discussed in the prior EIR. If a significant off-site or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that off-site or cumulative impact.

Subsequent sections of this CEQA Analysis document provide substantial evidence to support a conclusion that the Project qualifies for streamlined review under CEQA Guidelines §15183, and that no effects of the Project on the environment are peculiar to the project or the parcel when uniformly applied development policies or standards (i.e., City of Oakland Standard Conditions of Approval – or SCAs) are applied to the Project. A complete list of uniformly applied development standards (or City SCAs) that are applicable to the Project can be found in **Appendix A**, as cited throughout the CEQA Checklist.

CEQA Guidelines Section 15183.3 - Qualified Infill Exemption

The purpose of Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 is to streamline the environmental review process for eligible infill projects by limiting the topics subject to review at the project level, where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies. To be eligible for the streamlining procedures prescribed in this section, "an infill project must:

- be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter. For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way
- satisfy the performance standards provided in Appendix M of the CEQA Guidelines, and
- be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable community strategy or an alternative planning strategy [with certain exceptions]

Pursuant to these streamlining provisions, CEQA does not apply to the effects of an eligible infill project under two circumstances. First, if an effect was addressed as a significant effect in a prior EIR for a planning level decision, then (with some exceptions) that effect need not be analyzed again for an individual infill project, even when that effect was not reduced to a less than significant level in the prior EIR. Second, an effect need not be analyzed, even if it was not analyzed in a prior EIR or is more

significant than previously analyzed, if the lead agency makes a finding that uniformly applicable development policies or standards apply to the infill project, and would substantially mitigate that effect. Depending on the effects addressed in the prior EIR and the availability of uniformly applicable development policies or standards that apply to the eligible infill project, streamlining under this section will range from a complete exemption to an obligation to prepare a narrowed, project-specific environmental document.

Subsequent sections of this CEQA Analysis document provide substantial evidence to support a conclusion that the Project qualifies for streamlined review under CEQA Guidelines §15183.3. Specifically, **Appendix B** of this document demonstrates the Project's consistency with the Infill Performance Standards pursuant to CEQA Guidelines §15183.3 and CEQA Guidelines Appendix M criteria.

Reliance on Prior Program EIRs

The provisions of CEQA Guidelines Section 15183 and 15183.3 both require the Project to be consistent with a zoning action, a community plan, or the General Plan, and the EIR that was certified for those plans, policies or regulations. The City of Oakland has prepared several prior Program EIR that are applicable to the Project and its site, and that provided programmatic environmental review of infill development (such as the Project). These Program EIRs include the City of Oakland General Plan Land Use and Transportation Element (LUTE) EIR, the Housing Element EIR, and the West Oakland Specific Plan EIR.

Pursuant to CEQA Guidelines Section 15168, "a program EIR as an EIR that has been prepared on a series of actions that can be characterized as one large project and that are related either geographically, as logical parts in a chain of contemplated actions, in connection with . . . general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statute or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."

Further, pursuant to CEQA Guidelines Section 15168(c), "later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

- If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the program EIR as provided in Section 15152.
- If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.
- An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.

- Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

The Program EIRs relied on for this analysis include the City of Oakland General Plan Land Use and Transportation Element (LUTE) EIR, the Housing Element EIR, and the West Oakland Specific Plan EIR. These prior Program EIRs are applicable to the Project and support the streamlining and/or tiering provisions under CEQA Section 15183 and 15183.3. This CEQA Analysis for the Project, as provided the following Checklist, evaluates the specific environmental effects of the Project in light of the analysis and conclusions addressed in these prior Program EIRs.

The following describes the Program EIRs that constitute the previous CEQA documents considered in this CEQA Analysis. Each of the following documents is hereby incorporated by reference and can be obtained from the City of Oakland Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California, 94612, and on the City of Oakland Planning and Building Department website at: https://www.oaklandca.gov/resources/environmental-review-docs

Land Use and Transportation Element EIR

The City certified the EIR for its General Plan LUTE in 1998. The LUTE identifies policies to guide land use changes in the City and sets forth an action program to implement the land use policy through development controls and other strategies. The LUTE EIR is a Program EIR as defined under CEQA Guidelines §15168, §15183, and §15183.3. As such, subsequent activities under the LUTE are subject to requirements under each of these CEQA sections.

Applicable mitigation measures identified in the LUTE EIR are largely the same as those identified in the other Program EIRs prepared after the LUTE EIR, either as mitigation measures or newer City Standard Conditions of Approval (SCAs).

Environmental Effects Summary –LUTE EIR

The LUTE EIR and its Initial Study determined that development consistent with the LUTE would result in impacts that would be less than significant for the following topic: aesthetics (scenic resources, light and glare); air quality (clean air plan consistency, roadway emissions in downtown, energy use emissions, local/regional climate change); biological resources; cultural resources (historic context/settings, architectural compatibility); energy; geology and seismicity; hydrology and water quality; land use (conflicts in mixed use projects and near transit); noise (roadway noise downtown and citywide, multifamily near transportation/transit improvements); population and housing (exceeding household projections, housing displacement from industrial encroachment); public services (water demand, wastewater flows, stormwater quality, parks services); and transportation/circulation (transit demand). No impacts were identified for agricultural or forestry resources, and mineral resources.

The LUTE EIR (including its Initial Study Checklist) determined that development consistent with the LUTE would result in impacts that would be reduced to a level of less than significant with implementation of mitigation measures for the following topics: aesthetics (views, architectural compatibility and shadow only); air quality (construction dust [including PM_{10}] and emissions Downtown, odors); cultural resources (except as noted below as less than significant); hazards and hazardous materials; land use (use and density incompatibilities); noise (use and density incompatibilities, including from transit/transportation improvements); population and housing (induced growth, policy consistency/clean air plan); public services (except as noted below as significant); and transportation/circulation (intersection operations Downtown).

The LUTE EIR determined that development consistent with the LUTE would result in significant and unavoidable impacts for the following environmental topics:

- air quality (regional emissions, roadway emissions in the downtown, and inconsistency with the Clean Air Plan);
- noise (construction noise and vibration in downtown);
- public services (fire safety);
- transportation/circulation (roadway segment operations); and
- wind hazards

Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

Housing Element EIR

The City has twice amended its General Plan to adopt updates to its Housing Element. The City certified an EIR in 2010 for the 2007-2014 Housing Element, and adopted an EIR Addendum in December 2014 for the 2015-2023 Housing Element (collectively the Housing Element EIR). The 2015-2023 Housing Element identifies the City's current and projected housing needs, and sets goals, policies and programs to address those needs as specified by the state's Regional Housing Needs Allocation process. Although not identified as a Housing Opportunity Site in the 2015-2023 Housing Element, the Project would contribute to the total number of housing units in the City needed to meet its Regional Housing Needs Allocation target. Applicable mitigation measures and SCAs identified in the Housing Element EIR are considered in the analysis in this document. The Housing Element EIR is a Program EIR as defined under CEQA Guidelines §15183 and §15183.3. As such, subsequent activities under the 2015-2023 Housing Element that involve housing are subject to requirements under each of these CEQA sections.

Environmental Effects Summary –Housing Element EIR

The Housing Element EIR determined that housing developed pursuant to the Housing Element would result in less than significant impacts for the following topics: hazards and hazardous materials (emergency plans and risk via transport/disposal); hydrology and water quality (flooding/flood flows, and inundation by seiche, tsunami or mudflow); land use (except no impact regarding community division or conservation plans); population and housing (except no impact regarding growth inducement); public services and recreation (except as noted above, and no impact regarding new recreation facilities); and utilities and service systems (landfill, solid waste, and energy capacity only, and no impact regarding energy standards). No impacts were identified for agricultural or forestry resources, and mineral resources.

The Housing Element EIR also determined that housing developed pursuant to the Housing Element would result in impacts that would be reduced to a level of less than significant with the implementation of mitigation measures and/or SCAs for the following topics: aesthetics (visual character/quality and light/glare only); air quality (except as noted below); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials (except as noted below, and no impacts regarding airport/airstrip hazards and emergency routes); hydrology and water quality (except as noted below); noise; public services (police and fire only); and utilities and service systems (except as noted below).

The Housing Element EIR found significant and unavoidable impacts for the following environmental topics:

- air quality (toxic air contaminant exposure), and
- traffic delays

Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

West Oakland Specific Plan EIR

The City certified the EIR for the West Oakland Specific Plan in 2014. The West Oakland Specific Plan identifies policies to guide future development in West Oakland by providing a comprehensive and multi-faceted strategy for development and redevelopment of vacant and/or underutilized commercial and industrial properties in strategic areas of West Oakland (Opportunity Areas). The West Oakland Specific Plan establishes a land use and development framework, identifies needed transportation and infrastructure improvements, and recommends implementation strategies needed to develop these areas. Subsequent activities under the West Oakland Specific Plan are subject to environmental review requirements pursuant to the West Oakland Specific Plan EIR. The cumulative effects of future growth and development within West Oakland, including infill residential development within West Oakland's Residential Areas, were fully considered in the cumulative growth projections factored into the West Oakland Specific Plan EIR analysis.

Environmental Effects Summary –WOSP EIR

The West Oakland Specific Plan EIR (including its Initial Study Checklist) determined that development consistent with the West Oakland Specific Plan would result in less than significant impacts related to the following environmental considerations: aesthetics (scenic resources, shadow, lighting, wind), air quality (clean air plan consistency, carbon dioxide concentrations), biological resources (wetlands, riparian, habitat conservation plan conflicts, cumulative impacts), greenhouse gas (GHG) emissions (except as noted below), land use, geology (earthquake/fault rupture, landslides), hydrology and water quality (waste discharge, groundwater, floods, dam failure, seiche/tsunami), noise (traffic, airport noise), population and housing, public services, transportation/circulation (congestion management program, travel times, safety), utilities and service systems, and mineral resources (loss). No impacts were identified for agricultural or forestry resources.

The West Oakland Specific Plan EIR (including its Initial Study Checklist) determined that development consistent with the West Oakland Specific Plan would result in potentially significant impacts that would be reduced to a less than significant level with the implementation of identified mitigation measures and/or SCAs for the following environmental topics: aesthetics (light and glare), air quality (construction dust), biological resources (special status species, movement and breeding, local policy conflicts), cultural resources, geology (seismic shaking, erosion, unstable/expansive soil), hazards and hazardous materials, hydrology and water quality (construction water quality and runoff), noise (construction and operational, vibration), and transportation/circulation (construction period).

Significant unavoidable impacts were identified for the following environmental topics in the WOSP EIR:

- air quality (odors, construction and operational criteria pollutant emissions, operational and exposure to toxic air emissions)
- GHG emissions (new stationary sources of GHG emissions, individual development projects), and
- transportation/circulation (existing plus project, cumulative plus project level of service effects at intersections).

Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

Standard Conditions of Approval

The City of Oakland established its Standard Conditions of Approval and Uniformly Applied Development Standards (SCAs) in 2008, and they have been amended and revised several times since then.[5] The City's SCAs are incorporated into projects as conditions of approval regardless of a project's environmental determination. The SCAs incorporate policies and standards from various adopted plans, policies and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection Ordinance, Stormwater Water Management and Discharge Control Ordinance, Oakland Protected Trees Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System [NPDES] permit requirements, Housing Element-related mitigation measures, California Building Code and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. The SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will substantially mitigate environmental effects.

Consistent with the requirements of CEQA, this Analysis determines whether the Project would have a significant impact was made prior to the approval of the Project and, where applicable, SCAs and/or mitigation measures in the Prior EIR has been identified to mitigate those impacts. In some instances, exactly how the measures/conditions identified will be achieved awaits completion of future studies, an approach that is legally permissible where measures/conditions are known to be feasible for the impact identified; where subsequent compliance with identified federal, state, or local regulations or requirements apply; where specific performance criteria are specified and required; and where the Project commits to developing measures that comply with the requirements and criteria identified.

SCAs that would apply to the Project are listed in Appendix A to this document, which is incorporated by reference into this CEQA Analysis. Because the SCAs are mandatory City requirements, the impact analysis for the Project assumes that they will be imposed and implemented, which the Project applicant has agreed to do, or to ensure that they are implemented as part of the Project. If this CEQA Checklist or its attachments inaccurately identifies or fails to list an applicable mitigation measure or SCA, that mitigation measure or SCA remains applicable to the Project.

[5] The most recent set of SCAs was published by the City of Oakland on November 5, 2018, as Revised December 16, 2020 to add new GHG-related SCAs

Project Description

This section describes the proposed 2432 Chestnut Street project (Project) evaluated in this CEQA Analysis, and includes a description of the project site, existing site conditions, the proposed development, and the required Project approvals.

Project Location and Surrounding Land Uses

The Project site is located within a mixed residential and industrial area of the McClymonds neighborhood of West Oakland (see **Figure 1**). Adjacent land uses include the 3-story Linden Court townhomes immediately to the north, and one- and two-story single family homes fronting 24th Street to the south and fronting Linden Street to the east. Immediately across Chestnut Street to the west is the Vincent Academy, a K through 5 charter public school. McClymonds High School occupies approximately 3 city blocks north of the Project site, on the northerly side of 26th Street. A mix of residential, commercial and older industrial land uses are predominant along Adeline Street, one block to the west.

Regional access is provided by I-980, I-580, and SR 24. Alameda–Contra Costa Transit (AC Transit) bus routes within 0.25 mile of the Project site include Routes 26 along Adeline Street, Route 88 along Market Street (4 blocks to the east) and Route NL along West Grand Avenue (1 ½ blocks to the south). The nearest bus stops for the Route 88 lines are at 24th/ Adeline and 26th/ Adeline, both less than a 700-foot walking distance to the Project site. The 19th Street BART Station lies approximately 1 mile to the southeast of the Project site, or approximately 1.3 mile walking distance along West Grand Avenue to Telegraph/Broadway.

Project Site

The Project site consists of three parcels, identified by Alameda County Assessor Parcel Number (APN) 5-435-18-1 located at 2432 Chestnut Street, APN 5-436-17 located at 2420 Chestnut Street, and APN 5-436-5 located at 2423 Liden Street (see **Figure 2**). Together, these three parcels aggregate to approximately 24,882 square feet (or 0.57 acres).

Individual Properties

2432 Chestnut Street

The largest parcel within the Project site is at 2432 Chestnut Street (identified as APN 5-435-18-1). This parcel is currently developed with two industrial buildings. The main building is an industrial, L-shaped building with a loft, located along the northwestern portion of the Project site, and with the main entrance located along the west (Chestnut Street) side of the building (see **Figure 3**). Additional doors and roll-up doors are located along the west side and east sides of the building. The building is segregated into an office area, warehouse area, auto maintenance area, and two separate lofts. Dalzell is the most recent commercial/industrial operator at this building, operating there between 1974 and 2017. Their operations included fabricating steel structures, acoustical silencers and mechanical plumbing devices. Prior to Dalzell's occupancy, historic operations included a cabinet shop, plaster storage, irrigation supply company and elevator company. An auto maintenance area is located along the northeast side of the building. This building is currently vacant. A separate warehouse with a parking canopy is also located at 2432 Chestnut Street, along the northeastern portion of the site. This warehouse building consists of a large open area with an overhead crane. The center of this parcel is an open parking area.

2420 Chestnut Street

The parcel at 2420 Chestnut Street (identified as APN 5-436-17) has a one-story residential dwelling, raised off the ground on a pier foundation (see **also Figure 3**). The house is currently unoccupied. The main entrance is located on the west (Chestnut Street) side of the building and accessible by an outdoor staircase.

This house is an intact example of a Victorian-era residence, was constructed at this West Oakland location circa 1887/1888, and as such is considered a Potential Designated Historic Property (PDHP). A more detailed description and analysis of the historic character of this building is addressed in the Historic Resources portion of the following CEQA Checklist.

2423 Linden Street

The parcel at 2423 Linden Street (identified as APN 5-436-5) is currently an undeveloped lot with asphalt covering. This narrow asphalt-covered lot provided a second entrance for the former industrial uses at the 2432 Chestnut Street parcel, serving as an alleyway connecting to Linden Street.

Overall Site Characteristics

The Project site is currently fenced at both the Chestnut Street and Linden Street entrances. On-site vegetation is limited to a grassy easement along Chestnut Street in front of the residence, as well as landscape screening along the southern wall of the residence at 2420 Chestnut. There are no street trees along the site's frontage on either Chestnut Street or along its short frontage on Linden Street.

The entire Project site is covered by impervious surfaces, either building rooftops, concrete or asphalt paving, including the rear yard of the residential parcel at 2420 Chestnut. There is no pervious surface within the site.

The entire Project site is listed on the State Water Resources Control Board GeoTracker website as an "Open Case under Assessment & Interim Remedial Action as of 4/17/2020".[6] The Alameda County Department of Environmental Health (ACDEH) is conducting regulatory oversight for the investigation and cleanup of the site to facilitate redevelopment with residential housing.[7] In April of 2020, ACDEH issued a directive letter conditionally approving implementation of proposed corrective actions and site redevelopment as presented in a Corrective Action Plan (CAP) and Corrective Action Implementation Plan (CAIP) for the site, as more fully discussed in the Hazards section of the following CEQA Checklist.

General Plan and Zoning Designations

General Plan Designation

The Oakland General Plan Land Use Diagram designates the Project site as Mixed Housing Type Residential (see **Figure 4**). The intent of the Mixed Housing Type Residential classification is to create, maintain and enhance residential areas typically located near the City's major arterials, and characterized by a mix of single-family homes, townhouses, small multi-unit buildings, and neighborhood businesses where appropriate. The West Oakland Specific Plan retained this General Plan land use designation for the site and the surrounding neighborhood.

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6 Accessed on 10-16-20 at: https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000013059

7 ACDEH - Site Cleanup Program Case No. RO003369

Zoning

Zoning of the Project is split between two zoning districts, divided within the 2432 Chestnut parcel (see also **Figure 4**). The northern portion of 2432 Chestnut parcel is zoned as Mixed Housing Type Residential-4 (RM-4), and the remainder of this parcel, as well as the 2420 Chestnut and the 2423 Liden parcel are zoned as Mixed Housing Type Residential-2 (RM-2). The intent of the RM-2 Zone is to create, maintain and enhance residential areas characterized by a mix of single-family homes, duplexes, townhouses, small multi-unit buildings, and neighborhood businesses where appropriate. The RM-4 zoning is similar, with an emphasis on residential areas typically located on or near the City's major arterials, and at higher densities than RM-2. The RM-2 zone allows 1 unit per 2,500 square feet of lot area, whereas the RM-4 zone allows 1 unit per 1,100 square feet of lot area.

Proposed Project

The Project proposes demolition and removal of all existing structures prior to redevelopment, and merging the three individual parcels to form one larger parcel.

As shown on the Project site plan (**Figure 5)**, the Project would redevelop the site with three new multi-family residential buildings and a community room. Building 1 would contain 3 dwelling units, the larger Building 2 would contain 6 dwelling units and Building 3 would contain 3 dwelling units for a total of 12 residential dwelling units. Each of the buildings would have a 20-foot setback from Chestnut Street. The residential buildings would occupy the existing parcels at 2432 and 2420 Chestnut. Each building would be 3 stories high, with a maximum height of 35-feet at the roof peak (see **Figure 6**). The narrow parcel at 2423 Liden Street would be redeveloped as 1,750 square-foot community room including a common gathering area, a community kitchen and maintenance/storage space. The Community Room would be a 1-story building with a maximum height of approximately 19-feet at the roof peak, with an accessory storage/maintenance space that would be a maximum of 15-feet high at the roof peak (see **Figure 7**).

The Project would provide 12 off-street parking spaces (1 per unit, and one of which would be ADA accessible) at the southeast portion of the site, and 6 long-term and 12 short-term bike parking spaces at the northeast portion of the site. The Project would include approximately 3,300 square feet of landscaped open space including tree planters, planter boxes and courtyards between each building. Each of the buildings would be constructed as wood-frame structures and would be sprinklered.

The Project would replace the existing sidewalks along Chestnut Street, and pedestrian access to the residences and parking area would be provided from Chestnut Street and via gated entries. There would be no direct pedestrian access from Linden Street. Residents would have access from the courtyard and parking area to the community room to be developed on the eastern parcel. Access to the community room would also be provided from Linden Street with one vehicle parking space at the storage entry. Vehicular access to the site would be provided via the full-access drive aisle from Chestnut Street to the uncovered surface parking area. The Project would also provide 3 long-term bicycle parking spaces and 1 short-term parking space.

The Project would add a mix of trees, shrubs, and ground cover along Chestnut Street, with additional landscaping in the interior courtyard/open space areas and parking area. Landscaping would also be installed along the Project perimeter with perimeter fencing, as detailed in the landscape plan (**Figure 8**). The drive aisle, pedestrian pathways, courtyard area, and parking spaces would be paved with permeable pavers. Concrete paving would be used for the parking area, accessible parking, bicycle parking, trash enclosure and pedestrian access to the community room. **Table 1** provides a summary of the proposed Project.

Table 1. Project Development Summary					
Description	**Building 1 (Residential)**	**Building 2 (Residential)**	**Building 3 (Residential)**	**Building 4 (Community Room)**	**Project Total**
Lot Area	–	–	–	–	24,882 sf (0.57acre)
Building Area	6,105 sf	12,225 sf	6,495 sf	1,715 sf	26,540 sf (FAR = 1.1)
Building Height (max)	35 feet	35 feet	35 feet	18 feet, 9”	35 feet maximum
Number of Stories	3	3	3	1	3
Dwelling Units	3	6	3	–	12
Common Open Space	–	–	–	–	3,300 sf
Vehicle Parking Spaces	–	–	–	–	12

Each dwelling unit would be similar in size, at approximately 1,700 square feet, with the exception of Unit 10, which would be approximately 2,100 square feet in size. Each unit would be three stories tall, and contain 4 bedrooms. The ground floor of each unit would include a living room, kitchen/dining area, a bathroom and a smaller common space. The second and third floor would be similar, with two bedrooms on each floor, and each bedroom with a separate bath (see floor plans in **Figure 9**).

Site Preparation

As further documented in the Hazards section of the following CEQA Checklist, the Project will be required to implement corrective actions pursuant to an ACDEH-approved Corrective Action Plan and Corrective Action Implementation Plan. These corrective actions will include excavation of soil in five on-site areas where elevated concentrations of volatile organic compounds have been detected; excavation of lead-impacted soil in areas proposed for utility trenches and landscaped areas (or consolidation and capping of former utility services on-site beneath proposed foundations and hardscape areas); removal of subsurface infrastructure in suspected source areas; and removal of a limited volume of groundwater in select excavation pits.

Other than these corrective actions, no other substantial grading or excavation is anticipated, as the new buildings are all designed as slab-on-grade foundations. During construction of these foundations, vapor mitigation engineering controls will be installed to control potential vapor intrusion to indoor air of the proposed residential structures and migration along new utility corridors.

Utilities and Stormwater Control

The Project includes other associated improvements such as storm drain and utility connections. On-site utilities would include gas, electricity, domestic water, wastewater, and storm drainage, all connected to existing mains within the public right-of-way. All on-site utilities would be designed and constructed in accordance with applicable codes and current engineering practices. The Project would also incorporate green building features such as energy-efficient lighting, and would be GreenPoint rated in compliance with the City’s Green Building Ordinance.

Stormwater runoff from the site will be managed pursuant to the Project's Preliminary Stormwater Control Plan (see further discussion in the Hydrology section of the following CEQA Checklist) to provide for source control measures to limit pollutants (i.e., stenciling all storm drain inlets with "No Dumping – Drains to Bay", covering all trash areas and outdoor equipment and materials storage areas, and efficient irrigation and sustainable landscape practices); low-impact site design measures (i.e., pervious self-treating and self-retaining areas that include pervious pavers, and directing runoff to vegetated areas); and water quality treatment filtration with flow-through planters sized to accommodate flows from impervious areas (sizing based on the Alameda Countywide Clean Water Program's C-3 Stormwater Treatment Guidance).

Construction

The Project is currently in the design phase of development and no details are available regarding the construction schedule and activities. For the purpose of this analysis, however, the following is assumed. On-site construction work is expected to span approximately 18 months and include demolition, limited excavations for the foundation, footings, and utility services; grading and surface preparation; utility connections; and building construction. The first two months of construction activities would consist of demolition, grading, and site preparation. The remainder of the construction period would consist of installing utilities, building construction, site paving, and implementing the landscape plan.

Typical equipment used during construction may include an excavator, backhoe, trencher, forklift, grade-all, and paving equipment. Staging would occur as much as possible within the Project site. Street frontages and parking lanes are restricted, but these areas will need to be used at times for deliveries and removals of materials and equipment, subject to City review and approvals.

Project Approvals

The Project requires the following discretionary actions or approvals, including without limitation:

Actions by the City of Oakland

- Parcel Map Waiver to merge the three existing lots into one lot
- Conditional Use Permit for construction of 3 or more units in the RM-2 Zone
- Conditional Use Permit to increase the maximum pitched roof height in the RM-2 zone to thirty-five (35) feet, and the maximum wall height to thirty (30) feet, and to reduce certain side-yard interior setbacks to 3 feet in the RM-2 zone
- Regular Design Review for new building construction
- Encroachment permits for work within and close to public rights-of-way (Chapter 12.08 of the Oakland Municipal Code)
- Demolition, grading, and building permits

Actions by Other Agencies

A number of other public agencies' approval and authorization will or may be required to implement the project. These agencies and their approvals include:

- East Bay Municipal Utilities District – Approval of new service requests and water meter installation.

- Regional Water Quality Control Board – Acceptance of a Notice of Intent to obtain coverage under the General Construction Activity Storm Water Permit and Notice of Termination after construction is complete.
- Bay Area Air Quality Management District (BAAQMD) – Acceptance of notice of asbestos abatement and demolition activities
- Alameda County Department of Environmental Health (ACDEH) – Approval for all required corrective and remedial actions and required environmental clearances.

Project's Consistency with Community Plan and Zoning

CEQA Guidelines §15183 allow streamlined environmental review for projects that are "consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." CEQA §15183(c) specifies that an EIR does need to be prepared for the project "if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards."

The following analysis provides substantial evidence to support a conclusion that the Project qualifies for streamlined review under CEQA Guidelines §15183 as a project consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified.

Residential Density

As demonstrated below, the proposed 12-unit Project is consistent with the density assumptions of the LUTE, the West Oakland Specific Plan and zoning.

Density per the General Plan and West Oakland Specific Plan

The General Plan's land use classification for the Project site is Mixed Housing Type Residential. This land use classification was retained for this neighborhood and for this site through the West Oakland Specific Plan process. The Mixed Housing Type Residential land use classification is intended to create, maintain and enhance residential areas typically located near the City's major arterials, and characterized by a mix of single-family homes, townhouses, small multi-unit buildings, and neighborhood businesses where appropriate. Development of single-family homes, townhouses and small multi-unit buildings is generally allowed at a maximum density of 30 principal units per gross acre, although there are pockets of lower density housing which should be preserved through appropriate zoning designations. At 30 units per gross acre, the 0.57-acre site yields a gross density of 17 principal units. The Project, at 12 units, is consistent with (lower than) the allowable density of the Mixed Housing Type Residential land use classification.

Density per RM-2 and RM-4 Zoning

The Project site is split between two different zoning districts, with 19,800 square feet in the RM-2 zone and 5,080 square feet in the RM-4 zone. The maximum residential density in the RM-2 zone is 1 unit/2,500 square feet of lot area, and the maximum residential density in the RM-4 zone is 1 unit/1,100 square feet of lot area. At these densities, the zoning for the site yields a maximum of 8 units in the RM-2 zone (19,800/2,500), and a maximum of 4 units in the RM-4 zone (5,080/1,100), or 12 units. The Project, at 12 units, is consistent with this allowable density per City zoning. A Conditional Use Permit (CUP) is required in the RM-2 zone for 3 or more units on a lot.

Policy Consistency

Consistency with Neighborhood Policies of the LUTE

The LUTE recognizes that Oakland's neighborhoods contain some of the Bay Area's most attractive architecture and most comfortable living environments, but that a number of the City's low density

neighborhoods have been subject to significant development pressures that allowed the construction of multi-story, multi-unit apartment buildings immediately adjacent to single unit, single story residences. While mixed-unit neighborhoods are generally desirable, a lack of attention to compatibility concerns has affected the character and stability of some areas of the City. LUTE policies recommend that new development be compatible with the existing or desired character of an area, and that infrastructure and street width/capacity be taken into consideration when analyzing development proposals.

The following policy consistency analysis provided in **Table 2** demonstrates that the Project would be consistent with the relevant policies of the LUTE that encourage the construction, conservation and enhancement of housing resources to meet current and future needs of the Oakland community, and policies that encourage a mix of housing costs, unit sizes, types and ownership structures.

Table 2: Evaluation of Consistency with General Plan Land Use and Transportation Element (LUTE)

Relevant Policies, Principles and Guidelines of the LUTE	Project Consistency
Policy N3.1 Facilitating Housing Construction: Facilitating the construction of housing units should be considered a high priority for the City of Oakland.	C**onsistent.** The Project would add 12 new housing units to the overall housing stock of the City.
Policy N3.2 Encouraging Infill Development: In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland.	C**onsistent.** The Project site is surrounded by residential development on each of its three sides, and represents a residential infill within an existing residential neighborhood.
Policy N3.5 Encouraging Housing Development: The City should actively encourage development of housing in designated mixed housing type and urban housing areas through regulatory and fiscal incentives, assistance in identifying parcels that are appropriate for new development, and other measures	C**onsistent.** The Project would redevelop a vacant industrial property and one existing residences to add 12 new housing units in an area designated by the General Plan as Mixed Housing Type Residential.
Policy N3.8 Required High-Quality Design: High-quality design standards should be required of all new residential construction. Design requirements and permitting procedures should be developed and implemented in a manner that is sensitive to the added costs of those requirements and procedures.	C**onsistent.** The Project would be designed and constructed pursuant to California Building Code and local City Municipal Code standards, and is subject to Design Review approval.
Policy N3.9 Orienting Residential Development: Residential developments should be encouraged to face the street and to orient their units to desirable sunlight and views, while avoiding unreasonably blocking sunlight and views for neighboring buildings, respecting the privacy needs of residents of the development and surrounding properties, providing for sufficient conveniently located on-site open space, and avoiding undue noise exposure.	C**onsistent.** As indicated in Project elevation drawings (see Figure 6), each of the residential units adjacent to Chestnut Street are oriented with their front (entry) facing onto Chestnut Street. The 35-foot building height (consistent with the adjacent Linden Court townhomes) would not block sunlight or views to an unreasonable extent. The Project includes setbacks that are consistent with existing zoning to provide privacy to adjacent residences. The Project also includes common open spaces that provide a landscaped setting.

Policy N3.10 Guiding the Development of Parking: Off-street parking for residential buildings should be adequate in amount and conveniently located and laid out, but its visual prominence should be minimized.	**Consistent.** Twelve off-street parking spaces would be provided in a paved surface parking area, located within an interior portion of the Project site. City Municipal Code requires 1 off-street parking space per residential unit, and 12 are provided.
Policy N6.1 Mixing Housing Types. Oakland presently offers a dramatic variety of household types including single habitants, roommates, two-parent and single-parent families, and an increasing number of shared housing arrangements such as cohousing. Policies support continued diversity in unit and ownership type to meet the needs of these different households. The City will generally be supportive of a mix of projects that provide a variety of housing types, unit sizes, and lot sizes which are available to households with a range of incomes.	**Consistent.** The Project's unit design of individual 4-bedroom units is intended to meet a variety of housing needs within the City, including roommate and shared housing arrangements such as co-housing. The Project adds a different housing type and units size intended to be available and accessible to households and/or individuals with a range of incomes.
Policy N7.1 Ensuring Compatible Development: New residential development in Detached Unit and Mixed Housing Type areas should be compatible with the density, scale, design and existing or desired character of surrounding development.	**Consistent.** The Project's choice of materials, design features, and scale of development would be compatible with the existing character of the adjacent Linden Court townhomes, and would not be inconsistent with the surrounding development. The Project design includes a pitched roof form that is consistent with the home designs in the surrounding residential neighborhood.
Policy N7.2 Defining Compatibility: Infrastructure availability, environmental constraints and natural features, emergency response and evacuation times, street width and function, prevailing lot size, predominant development type and height, scenic values, distance from public transit, and desired neighborhood character are among the factors that could be taken into account when developing and mapping zoning designations or determining compatibility. These factors should be balanced with the citywide need for additional housing.	**Consistent.** The Project's design would be consistent with these policy-based values that define compatibility. The Project is located on a site served by existing infrastructure, transit and community services. The Project would be consistent in scale and development types with the existing surrounding community character, and would remove an existing non-compatible industrial building. The proposed 12 residential dwelling units would be compatible with the density of the Mixed Housing Type Residential land classification.
Policy N9.7 Creating Compatible but Diverse Development: Diversity in Oakland's built environment should be as valued as the diversity in population. Regulations and permit processes should be geared toward creating compatible and attractive development, rather than "cookie cutter" development.	**Consistent.** The Project's choice of materials, design features, and scale of development would be compatible with existing character of surrounding development, but not identical. The Project is subject to Design Review approval by the City.
Policy N11.4 Alleviating Public Nuisances: The City should strive to alleviate public nuisances and unsafe and illegal activities. Code Enforcement efforts should be given as high a priority as facilitating the development process. Public nuisance regulations should be designed to allow community members to use City codes to facilitate nuisance abatement in their neighborhood.	**Consistent.** The project site would be redeveloped to accommodate new residential uses. No alcoholic beverage sales, adult entertainment, or other entertainment uses are proposed.

Consistency with Residential Area Policies of the West Oakland Specific Plan

The Project site is located within the West Oakland Specific Plan planning area. Much of the focus of the West Oakland Specific Plan addresses development and redevelopment of vacant and/or underutilized

commercial and industrial properties in strategic areas of West Oakland (known as "Opportunity Areas"). The Project site is not an identified Opportunity Site and is not within one of the West Oakland Specific Plan's Opportunity Areas. However, the West Oakland Specific Plan also recognizes that large portions of West Oakland's residential areas need preservation and/or enhancement of existing residential characteristics. The Project site is within the "Residential Areas" portion of the West Oakland Specific Plan, where the overall policy direction calls for enhancement through the preservation of historic resources, facilitating maintenance of homes by property owners, and the infill of vacant parcels with similarly scaled and compatible housing.

The intent of those portions of West Oakland identified as "Residential Areas" is to allow for a range of low- to mid-density housing opportunities on numerous smaller infill sites within established residential neighborhoods and along mixed-use roadway corridors, and recognizes that many of West Oakland's established residential neighborhoods have the potential to accommodate additional residential infill development. Although not applicable directly to the Project site, one of the West Oakland Specific Plan's implementation actions was to address the properties immediately across the street from the Project site (on the west side of Chestnut Street between 24th and 26th Streets) by amending the General Plan land use classification form Business Mix to Housing and Business Mix, and re-zoning these properties from Commercial/Industrial Mix (CIX-1/S-19) to Housing and Business Mix (HBX-2) to encourage infill residential of this area, compatible in scale and character with the surrounding neighborhood.

The following policy consistency analysis provided in **Table 3** demonstrates that the Project would be consistent with the relevant policies of the West Oakland Specific Plan's Residential Areas, relevant to the Project:

Table 3: Evaluation of Consistency with West Oakland Specific Plan

Relevant Objectives of the West Oakland Specific Plan	Project Consistency
The West Oakland Specific Plan specifically seek to establish more identifiable borders between established residential neighborhoods and the industrial and intensive commercial business areas, prevent new land use incompatibilities that might adversely affect existing neighborhoods, and restore neighborhoods at the residential/ industrial interface.	**Consistent.** The Project proposes redevelopment of a former industrial property that is located within an otherwise established residential neighborhood, thereby restoring the residential neighborhood at the residential/ commercial-industrial interface.
Low Dens. Res.-1: Encourage infill residential development within the West Oakland Residential Areas that is compatible in scale and character with the surrounding neighborhood.	**Consistent.** The Project would include development of 12 new residential units on an infill site adjacent to existing residential uses. In scale and development type, The Project's scale and development types would be consistent with existing community character.
Pedestrian-1: Promote street right-of-way design standards that make walking convenient and enjoyable.	**Consistent**. The Project site would be landscaped along the Chestnut Street frontage. Shade trees would be placed in or adjacent to sidewalks, benefiting pedestrians.
Parking-3: Ensure that all new development provides for the mitigation of potential adverse aesthetic impacts of parking.	**Consistent**. The Project would provide off-street surface parking behind the residential buildings.

Consistency with Zoning Standards

As indicated in the description of the Project site (above) zoning of the Project is split between two Mixed Housing Type Residential zones, the RM-2 and RM-4 zones. The northerly 1/3 of the 2432 Chestnut parcel (approximately 5,080 square feet) is zoned as RM-4, and the remainder of this parcel, as well as the 2420 Chestnut and the 2423 Linden parcel (approximately 19,800 square feet) are zoned as RM-2. The Project's consistency with the development standards of the respective zoning districts is discussed below.

Permitted and Conditionally Permitted Facilities and Activities

Within both the RM-2 and RM-4 districts, permanent residential use is considered a permitted activity, but multi-family dwelling of more than 3 units on a lot greater than 4,000 square feet requires a condition us permit (CUP) in the RM-2 zone, and multi-family dwelling of more than 5 units on a lot greater than 4,000 square feet requires a CUP in the RM-4 zone. The Project requires a CUP because a total of 9 units are proposed on the portion of the site zoned RM-2.

The Project's proposed Community Room is located on the 2432 Linden parcel, which is zoned RM-2. Pursuant to Section 17.10.160 of the Planning Code, the Community Room would be considered a Community Assembly Civic Activity (i.e., a private non-profit meeting hall or recreation center), permitted within the RM-2 zone with a CUP. The maintenance/storage addition to the Community Room would be considered an accessory structure, incidental to the principal Community Room facility.

Development Standards

The following consistency analysis provided in **Table 4** demonstrates that the Project would be consistent with the relevant development standards of the Oakland Municipal Code, Chapter 17: Planning Code that are relevant to the Project, pursuant to Table 17.17.03: Property Development Standards.

Table 4: Evaluation of Consistency with RM-2/RM-4 Zone Development Standards

Development Criteria	Development Standard	Project Requirement	Project Consistency
Minimum Lot Dimensions: RM-2 and RM-4	25 ft.	25 ft.	**Consistent**. The Project's frontage along Chestnut Street is 163.5 feet, and its frontage on Linden Street is 25 feet. Meeting the minimum requirement.
Minimum Lot Area RM-2 and RM-4	4,000 sf	4,000 sf	**Consistent**. As a combined 24,882-square-foot lot, the Project site meets the minimum lot area for the RM-2 and RM-4 zones.
Maximum Density with CUP: RM-2 RM-4 Total	 1 unit/2,500 sf 1 unit/1,100 sf	 8 4 12 units	**Consistent**. A maximum of 12 units are permitted on the Project site with approval of a CUP (needed for more than 3 units in RM-2 zone), and the Project proposes to develop 12 residential units.
Front Setback: RM-2 RM-4	 20 ft 15 ft	 20 ft	**Consistent.** The Project provides a 20-foot front setback along Chestnut Street and a 20-foot front setback for the Community Room along Linden.
Interior Side Setback:			**Consistent.** The Project provides 4-foot side yard

RM-2 with CUP RM-4	4 ft (no CUP) 3 ft 4 ft	4 ft 3 ft with CUP	setbacks to the north and south from the residential units, but accommodates only a 3-foot side yard setback on either side of the Community Room, thus requiring a CUP
Rear Setback: RM-2 and RM-4	15 ft	15 ft	**Consistent.** The Project provides a 15-foor rear setback from the northerly residential units and from the Community Room, and a larger than 15-foot setback (including parking area) from the southerly residential units.
Maximum Lot Coverage (for 3 or more units), RM-2 only	40%	40% for RM-2	**Consistent**. The lot coverage for the portion of the site within the RM-2 zone would be 40% (7,960 sf of building space in Buildings 1, 2 and the Community Room) /19,800 sf in RM-2 = 40%), consistent with this requirement.
Maximum Wall Height RM-2 with CUP RM-4	 25 ft 30 ft 35 ft	 30 ft. with CUP	**Consistent**. The Project's residential units have a maximum wall height of 30 feet and thus require a CUP for those residential buildings in the RM-2 zone. The Community Room has a maximum wall height of only 13 feet, and would be consistent with the 25-foot standard.
Maximum Pitch Roof Height RM-2 with CUP RM-4	 30 ft 35 ft 35 ft	 35 ft. with CUP	**Consistent**. The Project's residential units have a maximum pitched roof height of 35 feet and thus require a CUP for those residential buildings in the RM-2 zone. The Community Room has a maximum pitched roof height of just under 19 feet, and would be consistent with the 30-foot standard.
Maximum height for accessory structures (RM-2)	15 ft	15 ft	**Consistent**. The maintenance/storage addition to the Community Room would be considered an accessory structure, and has a maximum pitched roof height of 15 feet, consistent with this height standard.
Group open space (per regular unit) : RM-2 (9 units) RM-4 (3 units)	 300 ft/unit 175 ft/unit	 2,700 sf 525 sf 3,225 sf total	**Consistent.** The project would provide 3,300 sf of group open space, which is slightly more than the combined 3,225 required for the RM-2 and RM-4 zones.
Vehicle Parking:	1 space/unit	12	**Consistent**: The Project provides a total of 12 off-street parking spaces
Bicycle Parking Long-term Short-term	 1 per 4 units 1 per 20 units	 3 1	**Consistent:** The Project provides 6 long-term bike parking spaces and 12 short-term bike parking space at the northeaster portion of the site.

Conclusions

Based on the above, the Project is consistent with the residential density assumptions for this site as derived from the General Plan LUTE, the West Oakland Specific Plan, and applicable RM-2 and RM-4

zoning. The Project is also consistent with the planning policies and objectives of the LUTE and the West Oakland Specific Plan, and consistent with the applicable development standards of RM-2 and RM-4 zoning districts. Therefore, the Project qualifies as a project that is Consistent with a Community Plan or Zoning pursuant to CEQA Guidelines §15183.

Since the Project is consistent with the development assumptions for the land use classification and the site as provided under the LUTE EIR, the Housing Element EIR and the West Oakland Specific Plan EIR, the Project's potential contribution to cumulatively significant effects has already been addressed in these prior Program EIRs. CEQA Guidelines §15183 applies to the Project, which allows for streamlined environmental review. The following CEQA Checklist considers whether there are Project-specific effects peculiar to the Project or its site, and otherwise relies on the streamlining provisions of CEQA Guidelines §15183 to address cumulative effects.

The Project is eligible for consideration of CEQA streamlining pursuant to California Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines. The Project also qualifies as a Qualified Infill Project under CEQA Guidelines §15183.3(b) and CEQA Guidelines Appendix M, as demonstrated in **Appendix B**.

CEQA Determination / Findings

An evaluation of the proposed Project is provided in the following CEQA Analysis Checklist. This evaluation concludes that the Project requires no additional environmental review, and that the Project is consistent with the development density and land use characteristics established by existing zoning and General Plan policies for which an EIR was certified (i.e., the prior Program EIRs). As such, the Project would be required to comply with the applicable City of Oakland SCAs (see Appendix A for a complete list of SCAs referred to and required by this CEQA Analysis). With implementation of the applicable SCAs, the Project would not result in a substantial increase in the severity of any significant impacts that were previously identified in the prior Program EIRs, or any new significant impacts that were not previously identified in the prior Program EIRs.

In accordance with Public Resources Code §21083.3 and §21094.5, and State CEQA Guidelines §15183 and §15183.3, and as set forth in this CEQA Analysis, the Project qualifies for CEQA tiering/streamlining because the following findings can be made:

- **Consistency with Community Plan or Zoning (CEQA Guidelines §15183):** The following analysis demonstrates that the Project is consistent with the development density established by existing zoning and General Plan policies for which an EIR was certified (i.e., the Program EIRs). The Project is consistent with these prior Program EIRs (the General Plan LUTE EIR, the Housing Element EIR and the West Oakland Specific Plan EIR) and will not result in significant impacts that were not previously identified as significant project-level, cumulative or offsite effects in those EIRs.

The Project is permitted in the zoning district where the Project site is located (RM-2 and RM-4) and is consistent with the bulk, density and land use standards envisioned in the General Plan LUTE, West Oakland Specific Plan and the Municipal Code. The analysis presents substantial evidence that there would be no significant impacts peculiar to the Project or its site, and that the Project's potentially significant effects have already been addressed as such in the Program EIRs, or will be substantially mitigated by the imposition of SCAs, as further described in Appendix A. No further environmental documents are required in accordance with CEQA Guidelines §15183.

- **Qualified Infill Exemption (CEQA Guidelines §15183.3):** The following analysis also demonstrates that the Project is located in an urban area on a site that has been previously developed; satisfies the performance standards provided in CEQA Guidelines Appendix M; and is consistent with the General Plan land use designation, density, building intensity and applicable policies. As such, this environmental review is limited to an assessment of whether the Project may cause any project-specific effects, and relies on uniformly applicable development policies or standards to substantially mitigate cumulative effects.

Each of the above findings provides a separate and independent basis for CEQA compliance.

Edward Manasse, Acting Deputy Director
Bureau of Planning, Environmental Review Officer

Date

CEQA Checklist

The analysis in this CEQA Checklist provides a summary of the potential environmental impacts that may result from approval and implementation of the Project. It evaluates those potential environmental impacts in relation to the impacts evaluated in the prior Program EIRs (i.e., the LUTE EIR, the Housing Element EIR, and West Oakland Specific Plan EIR).

This CEQA Checklist incorporates by reference the discussion and analysis of all potential environmental impact topics as presented in the certified prior Program EIRs. Only those environmental topics that could have a potential project-level environmental impact are included. The significance criteria have been consolidated and abbreviated in this CEQA Checklist for administrative purposes. This CEQA Checklist provides a determination of whether the Project would result in:

- an equal or less severe impact than previously identified in the prior Program EIRs, or
- a new impacts, or a substantial increase in the severity of a significant impact as identified in the prior Program EIRs

If the severity of a potential impacts of the Project would be the same as or less than the severity of the impact as described in the prior Program EIRs, the checkbox for "Equal or Less Severity of Impact" is checked. If the checkbox is marked as "New or Substantial Increase in Severity", that would indicate that the Project's impacts that are either:

- peculiar to the Project or the Project site (pursuant to CEQA Guidelines §15183(b)(1))
- not identified in the prior Program EIRs (per CEQA Guidelines §15183(b)(2)), including off-site and cumulative impacts (per CEQA Guidelines §15183(b)(3)), or
- due to substantial new information that was not known at the time the prior Program EIRs were certified (per CEQA Guidelines §15183(b)(4))

In such a circumstance, a new EIR would be required for the Project. None of these conditions are found for the Project, as demonstrated throughout the following CEQA Checklist.

The Checklist uses the acronym SU for significant and unavoidable impacts, and LTS for less than significant impacts, and LTS w/SCAs or MMs for impacts that would be reduced to LTS with implementation of identified SCAs and/or mitigation measures. Topics for which no impact was identified in the prior Program EIRs remain potentially applicable to the Project. The Project is required to comply with applicable mitigation measures identified in the prior Program EIRs and with applicable City of Oakland SCAs. The Project sponsor has agreed to incorporate and/or implement the required mitigation measures and SCAs as part of the Project. This CEQA Checklist includes references to the applicable mitigation measures and SCAs. A dash (–) is used in the Checklist to indicate that the prior Program EIR did not identify any MMs or SCAs for the respective environmental impact. The abbreviation N/A is used when an MM was identified in the prior Program EIRs, but it does not apply to the Project.

Aesthetics, Shadow, and Wind

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings	Equal or Less Severe	New or Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Scenic Vistas or Resources	LTS	■	□	–	LTS
Visual Character or Quality	LTS	■	□	SCA AES-1: Trash and Blight Removal SCA AES-2: Graffiti Control SCA AES-3: Landscape Plan	LTS
Light or Glare	LTS w/SCA	■	□	SCA AES-4: Lighting	LTS
Shadows	LTS	■	□	–	LTS
Wind	LTS	■	□	–	LTS

Prior EIR Findings

Land Use and Transportation Element EIR

Scenic vistas, scenic resources, visual character, and light and glare, and shadow were analyzed in the LUTE EIR, and found that impacts associated with new development pursuant to the General Plan pertaining to these topics would be less than significant. The LUTE EIR did identify a significant and unavoidable impact regarding wind hazards at certain locations in the Downtown Showcase District. The LUTE EIR identified mitigation measures that are functionally equivalent to current SCAs to reduce this impact, but determined that wind hazard impacts in the Downtown would remain significant and unavoidable. The Project is not in the Downtown Showcase District, and the LUTE EIR's recommended mitigation measure does not apply.

Housing Element EIR Findings

Scenic vistas, scenic resources, visual character, light and glare, and shadow impacts were analyzed in the Housing Element EIR, which found that the effects to these topics would be less than significant. The Housing Element EIR cited applicable SCAs related to landscaping requirements for housing developments that would ensure visual quality impacts would not be significant, including requirements for a landscape plan for new housing construction, landscape requirements for street frontages and downslope lots, and landscape completion and maintenance obligations.

West Oakland Specific Plan EIR Findings

The West Oakland Specific Plan EIR found that impacts related to scenic vistas, scenic resources, visual character, light and glare, and shadow would be less than significant with the implementation of SCAs. Specifically, the WOSP EIR concluded:

- No scenic vistas or view corridors would be substantially obstructed, degraded or adversely affected by new development in accordance with the West Oakland Specific Plan.
- Development and public realm improvements in accordance with the West Oakland Specific Plan would not substantially damage scenic resources including trees or historic buildings, but rather would improve the quality of views of the Planning Area from the I-580 scenic highway.
- Infill development and redevelopment would repair the existing inconsistent urban fabric where such inconsistencies exist, resulting in a more unified and coherent development character. The West Oakland Specific Plan's proposed land use patterns and development types, including its focus on change within Opportunity Areas while preserving established residential neighborhoods, would provide sensitive transitions to existing development, reinforce the character of residential and non-residential areas, and harmonize existing incompatibilities. Gateway and streetscape improvements, and development of new activity nodes would improve visual quality and reinforce community identity.
- Development facilitated by the West Oakland Specific Plan would create new sources of light and glare, but this light and glare would be consistent with typical light and glare conditions in the area and would not be significant. Pursuant to SCAs requiring a Lighting Plan, new lights would be required to meet the lighting power allowances as required by Building Energy Efficiency Standards.
- Modeling of shadow impacts conducted for the West Oakland Specific Plan EIR found that new development pursuant to that Plan would shadow only a limited portion of five West Oakland parks, and only for a limited duration. No shadows would be cast on other parks, open spaces or school grounds in the Planning Area. With evaluation of shadows as part of the City's standard design and environmental review of individual development applications, development allowed by the West Oakland Specific Plan would not cast substantial shadows on solar collectors or passive solar heating, or onto historic resources with light-sensitive features.
- The West Oakland Specific Plan Planning Area does not lie within the area identified by the City as requiring modeling for evaluation of wind impacts.

Project Analysis

The Project site is located in an urbanized area with no significant scenic vistas or designated or eligible scenic highways in the vicinity. Development of the Project would demolish the existing office/warehouse building to develop new residences. The three new residential buildings would be of similar scale and bulk, and would include pitched roofs consistent with the existing residential buildings in the area (see prior Figure 6). This infill development would help unify the visual character of development in the area and would provide an overall positive improvement to the existing visual character of the area. The Project would be contemporary in design and include amenities such as streetscape landscaping, open space landscaping and lighting. The Project would create new sources of light and glare, but these new sources would not be substantial and would be similar to existing light and glare conditions in the vicinity.

Consistent with the findings of the West Oakland Specific Plan EIR, the Project's potential impacts on scenic vistas, scenic resources, visual character, and light and glare would be less than significant with implementation of the following City of Oakland SCAs required of the Project to discourage blight, graffiti defacement, and ensure continued compliance with applicable landscaping and lighting requirements:

- **SCA AES-1: Trash and Blight Removal** (applies to all projects)
- **SCA AES-2: Graffiti Control** (applies to all projects)
- **SCA AES-3: Landscape Plan** (applies to the establishment of one or more new residential units, excluding secondary units), and
- **SCA AES-4: Lighting** (applies to all projects containing new exterior lighting)

Development of the Project would not result in shadows on any public or quasi-public park, lawn, garden or open space, as there are none adjacent to the Project site. The 35-foot tall buildings would cast shadows on the adjacent area, including shadows cast into the adjacent Area of Secondary Historic Importance to the south and east. However, these shadows would not be cast on historic resources with light sensitive features and would not materially impair the potential historic significance of these properties. Consistent with the findings of the West Oakland Specific Plan EIR, the Project's potential shadow impacts would be less than significant.

At 35 feet tall, the Project would not be subject to the requirement of a wind analysis. There would be no impact related to wind.

Conclusions – Aesthetics

Based on an examination of the analysis, findings, and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impacts identified in these Prior EIRs, nor would it result in new significant impacts related to aesthetics or visual resources that were not previously identified. The Prior EIRs did not identify any mitigation measures related to aesthetics or visual resources that would apply to the Project, and none would be needed. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to aesthetics would apply to the Project, as would any additional Project-specific conditions of approval resulting from the City's Design Review process.

Air Quality

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings	Equal or Less Severe	New or Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Criteria Air Pollutant Emissions - Construction	LTS w/SCAs	■	□	SCA AIR-1 Dust Controls – Construction Related SCA AIR-2 Criteria Air Pollutant Controls – Construction-Related	LTS w/SCAs
Criteria Air Pollutant Emissions - Operational	SU (cumulative)	■	□	--	LTS
Toxic Air Contaminants - Construction	LTS w/SCAs SU (cumulative)	■	□	SCA AIR-1 Dust Controls – Construction Related SCA AIR-2 Criteria Air Pollutant Controls – Construction-Related SCA AIR-3: Asbestos in Structures	LTS w/SCAs
Toxic Air Contaminants - Operational	SU (cumulative)	■	□	--	LTS

Prior EIR Findings

Land Use and Transportation Element EIR

The LUTE EIR identified Transportation Control Measures as recommended by the Bay Area Air Quality Management District (BAAQMD) as mitigation to address mobile sources of criteria pollutants for large development projects located in Downtown and in the Coliseum Showcase District. Implementation of the LUTE was determined to be inconsistent with population and vehicle miles traveled (VMT) assumptions used in regional air quality planning, and the LUTE EIR identified unavoidable cumulative effects related to increased criteria pollutants from increased regional traffic emissions.

Housing Element EIR

The Housing Element EIR found that impacts from new housing development related to criteria air pollutants would be less than significant. Potential impacts related to emissions of diesel particulate matter (DPM) from mobile and stationary sources were identified in the Housing Element EIR, which required implementation of SCAs to reduce DPM, as well as installation of air filtration systems or other equivalent measures to reduce indoor exposure to DPM to acceptable levels. The Housing Element EIR

identified significant and unavoidable impacts associated with cumulative health risks resulting from TAC emissions from local stationary sources, and recommended that project-specific health risk assessments be conducted, with implementation of identified health risk reduction measures.

West Oakland Specific Plan EIR

The West Oakland Specific Plan EIR found the following specific impacts related to air quality:

- Development facilitated by the West Oakland Specific Plan would not fundamentally conflict with the then-applicable 2010 Bay Area Clean Air Plan because the rate of increase in vehicle miles travelled and vehicle trips generated by the Specific Plan would be less than the projected rate of population increase, and because the Specific Plan demonstrated reasonable efforts to implement control measures contained in the Clean Air Plan.
- During construction, individual development projects pursuant to the West Oakland Specific Plan will generate fugitive dust from demolition, grading, hauling and construction activities. These impacts can be reduced to less than significant levels with implementation of SCAs pertaining to construction-related air pollution controls for dust and equipment emissions.
- During construction, individual development projects pursuant to the West Oakland Specific Plan will generate criteria pollutants from construction equipment exhaust. For most individual development projects, construction emissions will be effectively reduced to a level of less than significant with implementation of required SCAs. However, larger individual construction projects could generate emissions of criteria air pollutants that would exceed the City's thresholds of significance, and impacts from these larger projects could be significant and unavoidable.
- During construction, larger development projects pursuant to the Specific Plan could generate construction-related toxic air contaminant (TAC) emissions from fuel-combusting construction equipment and mobile sources that could exceed thresholds for cancer risk, chronic health index, acute health index or annual average $PM_{2.5}$ concentration levels. These construction-related TAC emissions from large construction projects would be reduced to a less than significant level with implementation of required City of Oakland Standard Conditions of Approval.
- New development pursuant to the West Oakland Specific Plan will generate operational emissions of criteria pollutants as a result of increased motor vehicle traffic and area source emissions. Traffic emissions combined with anticipated area source emissions would generate levels of criteria air pollutants that would exceed the City's project-level thresholds of significance. Although SCAs requiring parking and traffic management plans were identified, this impact remained significant and unavoidable.
- New development pursuant to the West Oakland Specific Plan would not exposure sensitive uses and would not generate emissions leading to significant concentrations of carbon monoxide that would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation.
- Development pursuant to the West Oakland Specific Plan would include new light industrial, custom manufacturing and other similar land uses, as well as the introduction of new diesel generators that could emit toxic emissions. The EIR identified SCAs related for exposure to air pollution (toxic air contaminants), BAAQMD regulations, Mitigation Measure AIR-9: Risk Reduction Plans, Mitigation Measure Air-9B regarding loading docks locations and Mitigation Measure Air-9C regarding truck fleet emission standards. Even with all available SCAs and mitigation measures, this impact remained significant and unavoidable.

- Certain future development projects could result in new sensitive receptors being exposed to existing levels of toxic air contaminants (TACs) or concentrations of $PM_{2.5}$ that could result in increased cancer risk or other health hazards. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA, but the West Oakland Specific Plan EIR provided this analysis (i.e., siting new receptors near existing TAC sources) to provide information to the public and decision-makers, and recommended SCAs pertaining to exposure to air pollution (toxic air contaminants) and Mitigation Measure Air-10 requiring future discretionary development projects that would place new sensitive receptors in areas subject to cancer risks and exposure to diesel PM concentrations that exceed applicable thresholds to incorporate best management practices (BMPs) for air quality.
- Development in accordance with the West Oakland Specific Plan could expose a substantial number of new people to existing and new objectionable odors (i.e., siting new sensitive receptors near existing sources of odors).

Project Analysis

Construction-Period Criteria Pollutant Emission

Construction activities for the Project would result in emission of fugitive dust and criteria pollutants, including PM_{10} and $PM_{2.5}$, on a temporary and intermittent basis. Construction-related emissions of the Project are not peculiar because the Project would use standard construction equipment such as loaders, backhoes, and haul trucks, similar to other projects under construction in Oakland, and the site's proximity to sensitive receptors is typical of other project sites in this urbanized area. The BAAQMD has published screening criteria for air quality emissions, and projects that do not exceed the screening criteria are presumed to have less than significant air quality effects. The construction-period criteria pollutant screening size for low-rise apartment projects is 240 dwelling units. The Project, at 12 dwelling units, does not exceed the applicable construction screening size for criteria pollutants and thus would not exceed the applicable thresholds and would be less than significant.

To validate this conclusion, an estimate of the emissions that would result from construction activity associated with the Project have been derived from the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The model output from CalEEMod, along with construction inputs, are included in **Appendix C**. The CalEEMod emission calculator computes annual emissions from construction projects based on the project type, size and acreage, and provides emission estimates for both on-site and off-site construction activities. On-site emissions are primarily from construction equipment. As shown in **Table 5**, the Project's construction-period emissions would not exceed the applicable significance thresholds for construction period criteria pollutant emissions, and this impact would be less than significant.

Table 5 - Construction-Period Criteria Pollutant Emissions				
Scenario	**ROG**	**NO_x**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**
Total construction emissions (tons/year)	0.24 tons	0.48 tons	0.03 tons	0.02 tons
Average daily emissions (pounds)[1]	3.8 lbs./day	7.7 lbs./day	0.4 lbs./day	0.4 lbs./day
Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	No	No	No	No

1. 1. Assumes 125 workdays
2. Source: Lamphier-Gregory 2020, CalEEMod results included in **Appendix C**

Consistent with the findings of the West Oakland Specific Plan EIR, the Project's impacts related to construction-period criteria pollutant would be further reduced with implementation of the following City of Oakland SCAs:

- **SCA AIR-1: Dust Controls – Construction Related** (applies to all projects involving construction activities)
- **SCA AIR-2: Criteria Air Pollutant Controls – Construction Related** (applies to all projects involving construction activities)
- Compliance with the requirements found under the City Municipal Code (Section 15.36.100; Dust Control Measures) would also be required.

Operational Period Criteria Pollutant Emissions

The Project will generate operational emissions of criteria pollutants as a result of increased motor vehicle traffic and area source emissions. The applicable screening size threshold for operational emissions of criteria pollutants for low-rise apartment projects is 451 dwelling units. The Project, at 12 dwelling units, would not exceed the applicable operational screening size for criteria pollutants and thus would not exceed the City thresholds.

To validate this conclusion, the CalEEMod emissions estimator was used to estimate operational air emissions, assuming full build-out of the Project. These operational emissions would be generated primarily from traffic generated by future residents and other area-based sources of operational emissions. As shown in **Table 6**, the Project's operational emissions would not exceed the applicable significance thresholds for criteria pollutant emissions, and this impact would be less than significant.

Table 6 – Operational Period Criteria Pollutant Emissions				
Scenario	**ROG**	**NO_x**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**
Project Operational Emissions (tons/year)	0.18 tons	0.16 tons	0.008 tons	0.007 tons
Average daily emissions (pounds/day)[1]	1.0 lbs./day	0.9 lbs./day	0.04 lbs./day	0.04 lbs./day
Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	No	No	No	No

1. 1. Assumes 365 day operations
2. Source: Lamphier-Gregory 2020, CalEEMod results included in **Appendix C**

Construction-period TAC Emissions

For the purpose of assessing a project's impact on exposure of adjacent sensitive receptors to risks and hazards, the threshold of significance is exceeded when the project-specific cancer risk exceeds 10 in 1 million, the non-cancer risk exceeds a Hazard Index of 1.0, or $PM_{2.5}$ concentrations exceed 0.3 micrograms per cubic meter. Examples of sensitive receptors are places where people live, play, or convalesce and include schools, hospitals, residential areas, and recreation facilities.

Construction activities associated with the project would generate construction-related TAC emissions, specifically diesel particulate matter (DPM), from on-road haul trucks and off-road equipment exhaust emissions, resulting in increased cancer risk or non-cancer health concerns for nearby sensitive receptors. Due to the variable nature of construction activity, the generation of TAC emissions would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Construction-related TAC emissions would not be peculiar because the Project would use standard construction equipment such as loaders, backhoes and haul trucks, similar to other projects of the same size under construction in Oakland, and the site's proximity to sensitive receptors is typical of other project sites in this urbanized area. Modeling to quantify health risks attributed to construction activities was not originally intended for active emissions periods spanning less than 7 years, and is not recommended by any agency for use for less than a 2-year period of focused construction. The Project's construction activity would not involve a 2-year period of focused construction and would not be significant.

Required implementation of SCA AIR-1 Dust Controls – Construction Related and SCA AIR-2: Criteria Air Pollutant Controls – Construction Related will further reduce construction-period TAC emissions to sensitive receptors from temporary construction emissions of DPM. Consistent with the findings of the West Oakland Specific Plan EIR, the Project's less-than-significant impacts related to TAC emission would be further reduced with implementation of the following City of Oakland SCA:

- **SCA AIR-3: Asbestos in Structures** (applies to all projects involving demolition of structures)

Because the Project does not involve construction activities for greater than 100 dwelling units, or for greater than 50 dwelling units in an area defined as needing either "Best Practices" or "Further Study" (which are typically within 1,000 feet of a freeway or along major thoroughfares), the Project is not subject to City SCAs pertaining to Diesel Particulate Matter Controls-Construction Related.

Operational TAC Emissions

As a small residential project, the Project will not be a substantial source of operational TAC emissions, and the Project would not have the potential to act as a substantial source of health risk to others. Potential impacts attributed to operational TAC emissions would be less than significant.

Conclusions – Air Quality

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impacts identified in these Prior EIRs, nor would it result in new significant impacts related to air quality that were not previously identified. The Prior EIRs did not identify any mitigation measures related to air quality that would apply to the Project, and none would be needed. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to air quality would apply to the Project.

Biological Resources

Impact Topics	WOSP EIR Findings	Project: Relationship to WOSP EIR Findings: Equal or Less Severity	Project: Relationship to WOSP EIR Findings: New or Substantial Increase in Severity	Project: Applicable SCAs or Mitigation Measures	Project: Level of Significance
Special-Status Species, Wildlife Corridors, Riparian/ Sensitive Habitat, Wetlands	LTS	■	□	–	LTS
Tree and Creek Protection	LTS w/SCAs	■	□	–	LTS

Prior EIR Findings

The LUTE EIR determined that impacts on biological resources would be less than significant. The Housing Element EIR also identified less than significant impacts on biological resources.

WOSP EIR Findings

The West Oakland Specific Plan EIR concluded that future development pursuant to the West Oakland Specific Plan would not have a direct substantial adverse effect on any species identified as a candidate, sensitive, or special status species; would not have a substantial adverse effect on any riparian habitat or other sensitive natural community; would not have a substantial adverse effect on federally protected wetlands; and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The West Oakland Specific Plan EIR did find that indirect impacts (primarily related to water quality) could occur to candidate, sensitive, or special status species; riparian habitat or other sensitive natural community; protected wetlands; and migratory fish or wildlife species, but that these indirect impacts could be reduced to less than significant levels with implementation of water quality-based SCAs.

The West Oakland Specific Plan EIR did conclude that tree removal, building demolition and other construction activities can cause disturbance, noise or loss of habitat for resident or migratory birds and mammals (including bat roosts), and required implementation of SCA pertaining to tree removal during breeding season and bird collision reduction. The West Oakland Specific Plan EIR also concluded that future development pursuant to or consistent with the West Oakland Specific Plan may require the removal of trees that are protected by the City of Oakland Tree Protection Ordinance. Required implementation of SCAs pertaining to tree removal permits, tree replacement plantings and tree protection during construction would reduce these impacts to less than significant.

Project Analysis

The approximately 24,882 square-foot Project site is located in an urban setting on a fully developed site containing two light industrial buildings, a residential building and paved surface parking. As such, the Project site provides no natural habitat for special status species, wildlife corridors, or riparian or sensitive habitat. There are no wetlands or sensitive natural communities associated with the site, and

the Project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

There are no existing trees on the site or within the street frontage right-of-way, and there are open sections of any creek near the site. Neither the Creek Protection Ordinance nor the Tree Ordinance apply to the Project, including the Tree Protection Ordinance. Implementation of the project would have a less than significant impact on biological resources.

The Project would install new landscaping that would include a mix of trees, shrubs, and ground cover along Chestnut Street, with additional landscaping in the interior courtyard and the Project site perimeter (see prior Figure 8).

Conclusions – Biological Resources

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impacts identified in these Prior EIRs, nor would it result in new significant impacts related to biological resources that were not previously identified. The Prior EIRs did not identify any mitigation measures related to biological resources that would apply to the Project, and none would be needed. No SCAs pertaining to biological resources apply to the Project.

Cultural Resources

Impact Topics	WOSP EIR Findings with Implementation of Mitigation Measures (if required)	Project: Relationship to WOSP EIR Findings: Equal or Less Severity	Project: Relationship to WOSP EIR Findings: Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Historical Resources	LTS w/SCAs	■	□	SCA CUL-1: Property Relocation	LTS w/SCAs
Archaeological, Paleontological, and Tribal Resources and Human Remains	LTS w/SCAs	■	□	SCA CUL-2: Archaeological and Paleontological Resources – Discovery During Construction SCA CUL-3: Human Remains – Discovery During Construction	LTS w/SCAs

Prior EIR Findings

The LUTE EIR concluded that many of the City's historic resources are located Downtown and along transit corridors, where higher density uses are proposed and redevelopment is encouraged. This was determined to potentially have direct impacts on historic resources by increasing the pressure to remove or demolish older buildings, including some historic structures. This impact was determined to be less than significant due to compliance with policies of the Historic Preservation Element, the policies in the Land Use and Transportation Element, and measures identified in that EIR (including amending zoning regulations to incorporate preservation regulations and incentives, and developing design guidelines for Landmarks and Preservation Districts. The Housing Element EIR determined that the 2015-2023 Housing Element would not cause a substantial adverse change in the significance of a historic resource, and that any potential construction of residential units which may be affected by adoption of the Housing Element is neither more, nor less likely to create historic impacts. Future development would need to comply with the Oakland General Plan, the zoning ordinance and City SCAs, and would undergo project-specific CEQA review, which reduce potential impacts to a less than significant level. Therefore, impacts to historic resources associated with the Housing Element were found to be less than significant.

The LUTE EIR found that excavation of development sites consistent with the LUTE could unearth archaeological resources, some of which could have scientific or cultural importance. The LUTE EIR identified mitigation measures to reduce the potentially significant impacts on archaeological resources, paleontological resources and human remains to less than significant. These mitigation measures are now incorporated into the applicable City SCAs. Similarly, the Housing Element EIR found potentially significant impacts on existing or undiscovered cultural resources would be reduced to a level of less than significant with implementation of City SCAs related to property relocation, vibrations and adjacent historic structures, archaeological resources, human remains, and paleontological resources.

WOSP EIR Findings

The WOSP EIR determined that the Specific Plan does not propose demolition of any historic properties to allow for new development and requires that any changes to historic properties adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Implementation of the

Specific Plan was not found to cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5, but SCAs pertaining to vibrations adjacent to historic structures was required. The WOSP also concluded that compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition) would likely not be feasible for most of the Local Register properties located within the West Oakland Opportunity Areas given their size, design and materials, and the importance of their location and setting). No additional mitigation measures were identified. The WOSP also found that development in accordance with the Specific Plan could cause a substantial adverse change in the significance of an archaeological resource or destroy a unique paleontological resource or site or unique geologic feature. SCAs pertaining to the discovery and treatment of discovered archaeological resources, sensitive sites, human remains, and paleontological resources were identified as reducing these potential impacts to less than significant.

Project Analysis

Historical Resources

Information presented in the following section of this CEQA Checklist is derived from the following primary source:

- Watson Heritage Consulting, *Historic Resource Evaluation of 2420 Chestnut Street*, October 27, 2020 (**Appendix D**)

Of the three existing buildings on the Project site, the two industrial warehouse buildings on 2432 Chestnut do not meet any criteria as potentially historic structures, and are not further considered.

According to City historic records, the house at 2420 Chestnut Street was constructed circa 1887-1888, and first appears on Sanborn Fire Insurance Company maps in 1902, and again in 1912, 1945 and 1952. A comparison of historic Sanborn maps to a current aerial photograph shows that the building's footprint has remained largely unchanged since at least 1902. The property is rated by the City of Oakland Cultural Heritage Survey as Dc3 (D = minor importance, representative example, 3 = not in a historic district, and c = contingency rating to highlight potential value as a restoration opportunity). The Dc3 rating puts the property into the category of a Potential Designated Historic Property (PDHP). The Historic Resource Evaluation provides a re-assessment of this building for its potential to be considered a historic resource.

Description of 2420 Chestnut

The residential building at 2420 Chestnut Street is a one-story over basement residence with a roughly rectangular footprint. The walls are wood clapboard siding attached horizontally. The roof is hipped with a small, front-facing gable over the front porch. The roof is covered with composition shingles. A porch spans the width of the symmetrical facade. The main entrance door is flanked by pairs of wood-framed, one-over-one, double-hung windows. Windows on secondary facades visible from the public right-of-way appear to be wood-framed, one-over-one, double-hung windows. Ornamentation includes scroll-sawn brackets at the corners of porch columns and decorative molding at the cornice line. Alterations visible at the exterior include:

- The building is raised on piers with the addition of access stairs
- An addition is observed at southwest corner (per a comparison of Sanborn maps to 2020 Google aerial
- Addition of tall, metal fence around property perimeter

California Register Eligibility Evaluation

The California Register of Historical Resources (CRHR) is an inventory of significant architectural, archaeological and historical resources in the State of California. Resources can be listed in the CRHR through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the CRHR. Properties can also be nominated to the CRHR by local governments, private organizations or citizens. The evaluative criteria used by the CRHR for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places (NRHP). According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more criteria. These criteria and their associated conclusions are assessed below:

- *Is the building associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage?* The residence at 2420 Chestnut Street does not appear to be associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- *Is the building associated with the lives of persons important in our past?* As presented in Appendix D, the residence at 2420 Chestnut Street does not appear to be associated with the lives of persons important in our past.
- *Does the building embody the distinctive characteristics of a type, period, region or method of construction, or represent the work of an important creative individual, or possesses high artistic values?* The original building permit for this property is not available, and historical background research for this report did not reveal the building's architect or builder. Based on available data and a virtual property survey, this building is a highly intact example of a Victorian-era residence in West Oakland, but the property does not rise to the level of significance required for individual eligibility under CRHR Criterion 3.
- *Has the site yielded, or may be likely to yield archaeological information important in history or prehistory?* An archaeological investigation has not been conducted at the site, but there are no know records of important discoveries of archaeological resources in the vicinity.

Based on this assessment, the property at 2420 Chestnut Street does not appear to be individually eligible for the CRHR under any of the four significance criteria and is not considered an historic resource under CEQA, and no impacts to historic resources would occur.

Applicable Polices of the Historic Resource Element of the General Plan

The building at 2420 Chestnut Street is rated by the City as a Dc3 building, and considered a Potential Designated Historic Property (PDHP) as a restoration opportunity. Pursuant to Policy 3.7 of the Historic Preservation Element of the Oakland General Plan, the project applicant is required to comply with the following SCA:

- **SCA CUL-1: Property Relocation** (applies to all projects that involve demolition of a Potential Designated Historic Property (PDHP) or a CEQA Historic Resource

Pursuant to this SCA, the Project applicant must make a good faith effort to relocate the historic resource to a site acceptable to the City. A good faith effort includes, at a minimum, advertising the availability of the building; maintaining a log of all the good faith efforts; maintaining the signs and advertising in place for a minimum of 90 days; and making the building available at no or nominal cost until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement. Whereas the Project property is not considered an historic

resource under CEQA and no impacts to historic resources would occur, implementation of SCA CUL-1 is required for the Project pursuant to General Plan policy, irrespective of CEQA impacts.

Archaeological Resources

The Project site is in urbanized portion of Oakland, has been previously developed, and is surrounded by other urban development. The inadvertent discovery of archaeological resources and human remains during ground-disturbing activities could occur. Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to unknown archaeological resources that may be discovered during construction of the Project would be reduced to less than significant levels with implementation of the following City of Oakland SCA:

- **SCA CUL-2: Archaeological and Paleontological Resources–Discovery During Construction** (applies to all projects involving construction), and
- **SCA CUL-3: Human Remains–Discovery During Construction** (applies to all projects involving construction)

Implementation of SCA CUL-2 and -3 during construction would be required for the Project, to reduce the risk of damage to currently unknown archaeological resources to a level of less than significant.

Conclusions – Cultural Resources

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impacts to cultural resources as identified in these Prior EIRs, nor would it result in new significant impacts related to cultural resources that were not previously identified. The Prior EIRs did not identify any mitigation measures related to geology that would apply to the Project, and none would be needed. Adherence to existing General plan policy requirements and City SCAs will be required for the Project. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to cultural resources would apply to the Project and would reduce cultural resource impacts to levels of less than significant.

Geology, Soils, and Geologic Hazards

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings	Equal or Less Severity	Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Seismic Hazards and Unstable Soil	LTS w/SCAs	■	□	SCA GEO-1: Construction-Related Permits SCA GEO-2: Seismic Hazards Zone	LTS w/SCAs
Soil Erosion	LTS w/SCAs	■	□	SCA HYDRO-1: Erosion and Sedimentation Control Measures for Construction	LTS w/SCAs

Prior EIR Findings

The LUTE EIR determined that impacts related to geology, soils, and geohazards would be less than significant. The Housing Element EIR concluded that impacts related to geology, soils and geological hazards would be less than significant with required implementation of SCAs requiring best management practices, mandating site-specific studies and requiring setbacks, and compliance with State and local regulations pertaining to structural design and construction of future development within the City.

WOSP EIR Findings

The West Oakland Specific Plan EIR concluded the following about geologic hazards throughout West Oakland:

- There are no Alquist-Priolo Earthquake Fault Zones and no known earthquake fault traces within the Planning Area. Development in accordance with the Specific Plan would not expose people or structures to substantial adverse effects, including the risk of loss, injury or death, as a result of the surface rupture of a known earthquake fault.
- A combination of strong earthquake ground shaking, underlying geological material consisting of sand, alluvial and fluvial deposits and artificial fill, and shallow depth to groundwater result in a high potential for liquefaction throughout most of the Planning Area. The California Geological Survey identifies a majority of West Oakland as being located within a Seismic Hazard Zone due to high liquefaction potential. However, with required implementation of SCAs, the impact of the Specific Plan related to seismic ground shaking and seismic-related ground failure due to liquefaction would be reduced to less than significant.
- Nearly all of the Planning Area is flat and far from hillsides, and is not subject to risk from landslides.
- Future grading and excavation activities necessary for new construction throughout the Planning Area have the potential to expose underlying soils. Once exposed, these soils could be subject to erosion and sedimentation from stormwater runoff. City SCAs that are mandatory requirements of each individual future project within the Planning Area would require a site-

specific erosion and sedimentation control plan, reducing erosion and the loss of topsoil to less than significant.

- Future development in accordance with the Specific Plan in areas underlain by unstable geologic conditions or soils, or expansive soils could expose people or structures to substantial adverse effects. City's SCAs mandate that individual project within the Planning Area prepare site-specific soils reports that identify geologic and soils-related hazards and necessary corrective measures, and that implementation of these measures would reduce soils hazards to less than significant.

The West Oakland Specific Plan EIR concluded that implementation of City SCAs would reduce all potential impacts related to geologic hazards to less than significant levels.

Project Analysis

A preliminary geotechnical study was performed for the Project site to evaluate subsurface conditions and to develop preliminary conclusions and recommendations regarding the geotechnical aspects of the Project:

- Rockridge Geotechnical, *Preliminary Geotechnical Study for Proposed Townhouse Buildings at 2432 Chestnut Street*, March 22, 2019 (**Appendix E**)

Much of the following information is derived from the geotechnical study, which relied on available geotechnical data of the surrounding area. A subsurface investigation was not performed for this study.

Earthquake Faults, Ground Shaking and Seismic-related Ground Failure, and Landslides

The seismicity of the site is governed by the activity of the Hayward Fault, although ground shaking from future earthquakes on other faults, including the San Andreas, San Gregorio, and Calaveras faults will also be felt at the site. Strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults. The site is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. The risk of fault offset at the site from a known active fault is very low. The remote possibility exists for future faulting in areas where no faults previously existed, but the risk of surface faulting and consequent secondary ground failure from previously unknown faults is very low.

The site is relatively flat and would not be subject to instability resulting from a landslide. There would be no impact related to landslide hazards.

Seismically induced compaction of sand above the groundwater table caused by earthquake vibrations may result in differential settlement. Soils above the groundwater at the site are predominantly clay, which is not susceptible to cyclic densification due to its cohesion. It is anticipated that loose fill at the site will be reworked/recompacted during construction of Project, and that the potential for ground surface settlement resulting from cyclic densification is very low. Liquefaction is a phenomenon in which saturated soil temporarily loses strength from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. The site is located within

a zone of liquefaction potential.[8] However, nearby borings conducted by others appears to indicate the soil underlying the vicinity is predominantly cohesive material which is not susceptible to liquefaction.[9] Thin lenses of medium dense clayey sand underlying the site are susceptible to pore pressure build-up during a major earthquake, but these lenses appear to be thin and discontinuous. Rockridge Geotechnical judges that pore pressure build-up will not result in noticeable ground surface settlement at the site (i.e. on the order of 1/4 inch or less), and the overall risk of liquefaction or liquefaction-induced ground failure is low.

Consistent with the findings of the West Oakland Specific Plan EIR, geological hazards associated with the Project pertaining to ground shaking and seismic-related ground failure would be reduced to less than significant levels with implementation of the following City of Oakland SCAs:

SCA GEO-1: Construction-Related Permits (applies to all projects requiring a construction-related permit)

SCA GEO-2: Seismic Hazards Zone - Landslide/Liquefaction (applies to all new structures located in a Seismic Hazards Zone per the State Seismic Hazards Mapping Act pertaining to seismically-induced liquefaction and landslides)

Although a preliminary geotechnical report for the site has been prepared to address general suitability of the site for new development, that report indicates that further site-specific geotechnical investigation should be performed to further evaluate subsurface conditions and provide final conclusions and recommendations regarding the geotechnical aspects of the Project, consistent with SCA GEO-2.

Expansive Soils

The Rockridge preliminary geotechnical report finds that expansive near-surface soil is subject to volume changes during seasonal fluctuations in moisture content. These volume changes can cause movement and cracking of foundations, slabs and pavements. They anticipate the near-surface clay is moderately to highly expansive, and that proposed improvements (i.e. foundations, floor slabs, and pavements) should be designed and constructed to mitigate the effects of the expansive soil. In general, the Rockridge report concludes that the effects of expansive soil can be mitigated by moisture-conditioning the expansive soil, providing non-expansive fill below interior and exterior slabs, and either supporting foundations below the zone of severe moisture change or by providing a stiff, shallow foundation that can limit deformation of the superstructure as the underlying soil shrinks and swells. The Rockridge report assumes that undocumented fill beneath the proposed buildings will be over-excavated and recompacted during site grading and building pad subgrade preparation. If the proposed buildings will be constructed at-grade, they preliminarily conclude that the proposed buildings may be supported on individual spread footings at interior column locations and continuous, deepened perimeter footings. The perimeter footings should be deepened to act as barriers to reduce the potential for moisture change beneath the slab-on-grade floors.

As with the assessment of geotechnical hazards, the Rockridge report's recommendations for soils conditions is preliminary and indicates that further site-specific geotechnical investigation (pursuant to **SCA GEO-2: Seismic Hazards Zone - Landslide/Liquefaction**) should be performed to further evaluate

[8] California Geological Survey (CGS), State of California Seismic Hazard Zones, Oakland West Quadrangle, Official Map, dated February 14, 2003

[9] and CPTs by T&R (2000 and 2001)

subsurface conditions and provide final conclusions and recommendations. With further implementation of SCA GEO-2, hazards associated with expansive soils conditions would be reduced to less than significant levels.

Erosion or Loss of Topsoil

Grading and site preparation activities necessary for construction of the Project has the potential to expose underlying soils to wind and water erosion and the loss of topsoil. Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to erosion during construction of the Project would be reduced to less than significant levels with implementation of the following City of Oakland SCA:

- **SCA HYDRO-1: Erosion and Sedimentation Control Measures for Construction** (applies to all projects involving construction activities that require a grading permit)

Implementation of SCA HYDRO-1: Erosion and Sedimentation Control Measures for Construction would be required for the project to reduce the risk of soil erosion to a level of less than significant.

Other Geology and Soils Hazards

There are no known wells, pits, swamps, mounds, tank vaults, or unmarked sewer lines located below the surface of the site that would be disturbed by project development, and there is no evidence to suggest that the site had been previously used as a landfill. The site would continue to be served by existing municipal sewage systems. There would be no impact related to this topic.

Conclusions – Geology and Soils

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant geological impacts identified in these Prior EIRs, nor would it result in new significant impacts related to geology and geologic hazards that were not previously identified. The Prior EIRs did not identify any mitigation measures related to geology that would apply to the Project, and none would be needed. Adherence to existing regulatory requirements and City SCAs will be required for the Project. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to geology would apply to the Project and would reduce geologic impacts to less than significant levels.

Greenhouse Gases and Climate Change

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings	Equal or Less Severity	Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
GHG Emissions	Potentially SU	■	□	GHG-1: Project Compliance with the ECAP Consistency Checklist GHG-2: Greenhouse Gas (GHG) Reduction Plan	LTS w/ SCAs
Consistency with Applicable GHG Plans	LTS	■	□	GHG-1 and GHG-2	LTS w/SCAs

Prior EIR Findings

Greenhouse gas (GHG) emissions and climate change were not expressly addressed in the LUTE EIR. The Housing Element EIR identified less than significant GHG impacts, and no mitigation measures were necessary.

West Oakland Specific Plan EIR

The West Oakland Specific Plan EIR concluded that development facilitated by the Specific Plan would allow for the construction and operation of land uses that would produce greenhouse gas emissions. The level of emissions was expected to exceed the project-level threshold of 1,100 metric tons carbon dioxide equivalent ($MTCO_2e$) per year, but would not exceed the project-level efficiency threshold for year 2020 of 4.6 $MTCO_2e$ of annual emissions per service population nor would it exceed the Plan-level threshold for year 2020 of 6.6 $MTCOC_2e$ annually per service population. Development facilitated by the Specific Plan was thus not expected to generate greenhouse gas emissions at levels that would result, in the aggregate, in significant or cumulatively considerable GHG emissions.

The West Oakland Specific Plan EIR also concluded that the Specific Plan did not conflict with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions. The West Oakland Specific Plan would not be in conflict with current plans or policies the policies adopted for the purpose of reducing GHG emissions as it would not exceed the numeric thresholds at either the Plan or Project level.

The West Oakland Specific Plan EIR noted that future development pursuant to the WOSP would be required to comply with applicable requirements of the City's Energy and Climate Action Plan, and that new industrial and commercial growth facilitated by the Specific Plan could introduce new stationary sources of greenhouse gases that, on an individual basis, could exceed project-level GHG thresholds. Until such projects are proposed and evaluated, the efficacy of any measures in reducing GHG emissions below relevant thresholds cannot be determined with certainly, and this impact was conservatively considered significant and unavoidable.

2030 Equitable Climate Action Plan

The City of Oakland's 2030 Equitable Climate Action Plan (ECAP, July 2020) calls for ambitious reductions in carbon emissions intended to achieve a 36 percent reduction in total GHG emission as compared to 2005 baseline emission by year by 2020, a 56 percent reduction by year 2030, and an 83 percent reduction in GHG emission as compared to 2005 emissions by year 2050. To achieve these ambitious targets, GHG emission reductions are needed throughout all sectors, but with a particular emphasis on new development and the transportation sectors. As stated in the ECAP, "by implementing all Actions in this ECAP, Oakland can reduce GHG emissions at least 60% by 2030, and 84% by 2050. Most critically, the Actions in this ECAP will form the foundation for actions required in future years to meet the deepest emissions reductions. Without successful implementation of this ECAP, it will not be possible to achieve future commitments." Important among the ECAP Actions is the Transportation and Land Use Action-2, which call for better aligning the City's permit and project approval process with ECAP priorities:

> **"ECAP Action TLU-2:** Amend Standard Conditions of Approval (SCAs), as well as mitigation measures and other permit conditions to align with the City's GHG reduction priorities stated in this ECAP. Explore, through the Planning Commission, adoption of a threshold of significance for GHG impacts to align with this ECAP. In applying conditions on permits and project approvals, ensure that all cost-effective strategies to reduce GHG emissions from buildings and transportation are required or otherwise included in project designs, including infrastructure improvements like bicycle corridor enhancements, wider sidewalks, crossing improvements, public transit improvements, street trees and urban greening, and green stormwater infrastructure. Where onsite project GHG reductions are not cost-effective, prioritize local projects benefiting frontline communities."

The City's recently adopted new thresholds of significance for GHG impacts that better align with ECAP, effective as of December 16, 2020. Therefore, the following Project Analysis relies on a comparison with the new GHG checklist approach, consistent with the 2020 ECAP Action TLU-2, which assesses the Project's compliance with identified strategies aimed at reducing GHG emissions from new development projects and associated transportation. These strategies require projects to include design measures and infrastructure systems that systematically achieve cost-effective GHG emission reductions.

Project Analysis

Construction and operation of the Project would contribute additional sources of GHG emissions, primarily through consumption of fuel for transportation and energy usage on an ongoing basis.

Stationary Sources

The Project is not anticipated to include any stationary sources of GHGs that would generate emissions approaching the stationary source threshold of 10,000 MTCO2e per year. Any new stationary sources will be subject to BAAQMD's requirement for New Source Review, and BAAQMD may impose conditions that would lead to emissions reductions from any new stationary sources that may be proposed.

Mobile Sources

Per CEQA Guidelines Section 15183.5(c), environmental documents for certain residential and mixed-use projects and transit priority projects (as defined in Section 21155 of the Public Resources Code) need not analyze global warming impacts resulting from cars and light duty trucks if the projects are consistent with the general use designation, density, building intensity and applicable policies specified for the

project area in an applicable Sustainable Communities Strategy or alternative planning strategy. If a project meets the definition of a transit priority project, its mobile source emissions need not be included in the assessment of GHG impacts. The Project site is within the West Oakland Priority Development Area as defined by Plan Bay Area 2040, and is therefore consistent with the region's Sustainable Communities Strategy. As documented in the Transportation section of this CEQA Checklist, the Project is also located within one-half mile of a major transit stop and a high quality transit corridor, and its impacts on VMT are less than significant. Therefore, mobile source emissions attributed to the Project need not be included in the assessment of GHG impacts.

Thresholds of Significance [10]

Pursuant to the Thresholds of Significance as adopted by the City of Oakland in December 2020, the Project would have a significant impact on the environment if it would:

1. For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO2e annually.
2. For a project involving a land use development, fail to demonstrate consistency with the 2030 Equitable Climate Action Plan (ECAP) adopted by the City Council on July 28, 2020. Consistency with the 2030 ECAP can be shown by either:

   (a) committing to all of the GHG emissions reductions strategies described on the ECAP Consistency Checklist,[11] or

   (b) complying with the GHG Reduction Standard Condition of Approval that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emission reductions than would be achieved by meeting the ECAP Consistency Checklist.

ECAP Consistency Checklist

The City has developed an ECAP Consistency Checklist that includes a series of design measures and infrastructure systems that, if implemented, would systematically achieve cost-effective GHG emission reductions intended to meet ECAP emission reduction targets. Projects that are fully consistent with all of the Checklist strategies are presumed to result in less than significant GHG emissions, and align with the ECAP reduction targets. The following **Table 8** compares the Project to each of the ECAP Consistency Checklist strategies.

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[10] The City's Thresholds of Significance pertaining to greenhouse gas (GHG) emissions and global climate change are intended to achieve deeper emissions reductions than the more lenient thresholds adopted by the Bay Area Air Quality Management District (BAAQMD) in June 2010. Pursuant to CEQA, lead agencies must apply appropriate thresholds based on substantial evidence in the record. The City's Thresholds rely upon the technical and scientific basis for the City's 2030 Equitable Climate Action Plan (ECAP), which provide substantial evidence that adherence to the 2030 ECAP action items will achieve GHG emissions reduction targets of 56% below 2005 levels by 2030 and 83% below 2005 levels by 2050. Use of the City's thresholds is consistent with and authorized by CEQA Guidelines section 15064. The City's thresholds have not been challenged and remain in effect.

[11] The ECAP Consistency Checklist includes all of the project-level GHG emissions reduction strategies that are either regulatory requirements or are necessary at a project level to meet the adopted city-wide GHG emissions reduction targets of 56% reduction from 2005 levels by 2030 and 83% reduction by 2050. As new strategies are adopted to align with the 2030 ECAP, the Checklist will be up-dated and new projects will be expected to achieve the revised strategies or comply with GHG Reduction Standard Condition of Approval.

Table 8: ECAP Consistency Checklist		
Yes	**No**	
■		Is the Project substantially consistent with the City's over-all goals for land use and urban form, and/or does the Project take advantage of allowable density and/or FAR standards of the City's General Plan?

As fully documented in the section of this CEQA Analysis titled: 'Project's Consistency with Community Plan and Zoning', the proposed 12-unit Project is consistent with the density assumptions of the LUTE, the West Oakland Specific Plan and applicable zoning standards. The Project is consistent with relevant policies of the LUTE that encourage the construction, conservation and enhancement of housing resources to meet current and future needs of the Oakland community, and policies that encourage a mix of housing costs, unit sizes, types and ownership structures. The Project is also consistent with West Oakland Specific Plan policies that seek to establish more identifiable borders between established residential neighborhoods and the industrial and intensive commercial business areas, prevent new land use incompatibilities that might adversely affect existing neighborhoods, and restore neighborhoods at the residential/ industrial interface.

Yes	**No**	
N/A		For projects that are subject to a Transportation Demand Management Program, would the project include transit passes for employees and/or residents?

According to the City of Oakland's Transportation Impact Review Guidelines (TIRG, April 2017), projects that generate 50 or more vehicle trips during a single peak hour are required to prepare a Transportation Demand Management (TDM) Plan. The TIS prepared for this CEQA Analysis ((Fehr & Peers, Appendix K), determined that the Project would generate approximately 70 daily, 5 AM peak hour, and 6 PM peak hour net new automobile trips. The Project would not generate 50 or more vehicle trips during either of the peak hours, so no TDM Plan is required of the Project.

Yes	**No**	
■		For projects that are not subject to a Transportation Demand Management Program, would the project incorporate one or more of the optional Transportation Demand Management measures that reduce dependency on single-occupancy vehicles? (Examples include but are not limited to transit passes or subsidies to employees and/or residents; carpooling; vanpooling; or shuttle programs; on-site car-share program; guaranteed ride home programs and other measures as identified in the City's Transportation Impact Review Guidelines)

The City's Transportation Impact Review Guidelines also identify that providing bicycle parking in excess of City requirements is a viable and acceptable TDM measure. Per the zoning requirements applicable to the site (RM-2 / RM-4) the required bike parking is 1 long-term space for every 4 units, and 1 short-term space for every 20 units (2 minimum). With 12 units, that requirement equates to 3 long-term and 2 short-term bike parking spaces. The Project design includes 12 short-term and 6 long-term bike parking spaces, thereby exceeding the City requirements by 9 short-term and 4 long-term bike parking spaces.

Yes	**No**	
■		For development projects located in "Transit Accessible Areas" as defined in the Planning Code, would the Project provide less than half the maximum allowable parking, or the minimum allowable parking, or take advantage of available parking reductions?

Pursuant to OMC Section 17.116.060, the minimum off-street parking requirement for permanent residential activities in the applicable zoning districts is 1 off-street parking space per unit. The Project is a 12-unit residential development and provides the minimum of 12 off-street parking spaces.

Yes	No	
N/A		For projects including structured parking, would the structured parking be designed for future adaptation to other uses? Examples include, but are not limited to the use of speed ramps instead of sloped floors.

The Project does not include structured parking.

Yes	No	
■		Does the project comply with the Plug-In Electric Vehicle (PEV) Charging Infrastructure requirements (Chapter 15.04 of the Oakland Municipal Code), if applicable?

Pursuant to SCA TRANS-3: Plug-In Electric Vehicle (PEV) Charging Infrastructure, the applicant is required to submit for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans must indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.

Yes	No	
■		Would the project reduce or prevent the direct displacement of residents and essential businesses? (For residential projects, would the project comply with SB 330, if applicable? For projects that demolish an existing commercial space, would the project include comparable square footage of neighborhood serving commercial floor space?

The existing residence at 2420 Chestnut Street is vacant, and demolition of this residence would not directly displace any persons. The Dalzell business that once occupied the industrial buildings ay 2432 Chestnut closed its operations at the site since 2017, and the Project would not displace and existing commercial/industrial use.

Yes	No	
■		Would the project prioritize sidewalk and curb space consistent with the City's adopted Bike and Pedestrian Plans? (The project should not prevent the City's Bike and Pedestrian Plans from being implemented. For example, do not install a garage entrance where a planned bike path would be, unless otherwise infeasible due to Planning Code requirements, limited frontage or other constraints.)

The City's adopted Bicycle Master Plan does not show either Chestnut Street or Linden Street as part of the existing or proposed bicycle network. The Project's two driveway entrances (one at an existing curb cut on Chestnut and other at an existing curb cut on Linden, would not conflict with an existing or planned bike path. The Project would improve the existing sidewalk along Chestnut Street as part of the required 20-foot setback.

Yes	No	
	■	Does the project rely on all electric energy (i.e., no natural gas connections/hook-ups)?

The Project proposes to use natural gas energy for tankless hot water heating systems within the residential units. The Project **does not comply** with this GHG reduction strategy (see Project discussion, below)

Yes	No	
■		Does the project comply with the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code), if applicable?

The City of Oakland's Green Building Ordinance compliance standards for multi-family residences (as of January 2020) require a completed Green Point Rating (GPR) Checklist; all pre-requisite measures except J5.1: Building Performance Exceeds Title 24 Part 6 and any cool roof requirements; a minimum of 23 points from the GPR Checklist (3 Community, 6 Air Quality/Health, 6 Resources and 8 Water); all CALGreen mandatory measures for new residential construction; and a GPR compliance verification. As shown on the Project's application materials, the Project has had a GPR Checklist completed by a verified GPR

rater. That Checklist indicates that the Project would comply with all CALGreen mandatory measures and would achieve a total of 33 points, thereby exceeding the 23 required points. The Project would achieve 4 Community points, 6 Air Quality/Health points, 7 Resources points, and 8.5 Water points (each meeting or exceeding the individual category requirements), as well 7.5 Energy points. [12]

Yes	No	
	N/A	For retrofits of City-owned or City-controlled buildings: Would the project be all electric, eliminate gas infrastructure from the building, and integrate energy storage wherever technically feasible and appropriate?

The Project site is not City-owned or controlled.

Yes	No	
■		Would the project reduce demolition waste from construction and renovation and facilitate material reuse in compliance with the Construction Demolition Ordinance ((Chapter 15.34 of the Oakland Municipal Code

Pursuant to SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling, the project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP.

Yes	No	
■		Would the project replace a greater number of trees than will be removed in compliance with the Tree Preservation Ordinance (Chapter 12.36 of the Oakland Municipal Code) and Planning Code if applicable and feasible given competing site constraints?

The Project site is completely covered with impervious surfaces (rooftops, asphalt or concrete) and there are no trees on the site or within the public right-of-way frontages of the site. The Project's landscape Plan proposes to add 5 street trees along the Chestnut Street frontage and 1 street tree along the narrow Linden Street frontage. The Project's landscape plan also shows a total of 18 additional trees to be planted on-site.

Yes	No	
■		Does the project comply with the Creek Protection, Storm Water Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code), as applicable?

There are no rivers, creeks or streams located on, or in the vicinity of the Project site and no Creek permits would be required. The Project would remove all existing structures and pavement that currently covers the entire 24,882 square-foot site, and would replace those surfaces with new impervious surfaces (rooftops and paving). The Project includes a Preliminary Stormwater Control Plan that provides for source control measures to limit pollutants (i.e., stenciling all storm drain inlets with "No Dumping – Drains to Bay", covering all trash areas and outdoor equipment and materials storage areas, and efficient irrigation and sustainable landscape practices); low-impact site design measures (i.e., pervious self-treating and self-retaining areas, and directing runoff to vegetated areas); and low-impacts water quality treatment filtration with flow-through planters sized to accommodate flows from impervious areas (sizing based on the Alameda Countywide Clean Water Program's C-3 Stormwater Treatment Guidance). With implementation of an approved Stormwater Control Plan, the Project will comply with the Creek Protection, Storm Water Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code).

[12] Build it Green Checklist, 2432 Chestnut Street, GPR Rater: Paul Cprrea, #!3117, Project Plan submittal August 2020

As indicated in the ECAP Consistency Checklist above, the Project complies with all applicable ECAP Checklist items, with the exception of using natural gas.

All-Electric Construction Ordinance

In furtherance of the 2030 ECAP and its carbon neutrality target by year 2045, the Oakland City Council adopted OMC Chapter 15.37, "All-Electric Construction In Newly Constructed Buildings" on December 15, 2020. These new regulations require all newly constructed buildings to meet the definition of an All-Electric Building, and contain an all-electric design. As defined in the ordinance, "Newly Constructed Buildings" shall mean any building that: (1) has obtained a valid land use entitlement from the City on or after the effective date of the ordinance and has never before been used or occupied for any purpose, or (2) has obtained a valid land use entitlement from the City before the effective date of this ordinance, but has failed to file for a development-related permit within one (1) year from the effective date of this Chapter and has never before been used or occupied for any purpose. As such, the Project is subject to the provisions of the all-electric provisions of this ordinance.

Pursuant to Section 15.37.050: Infeasibility Waiver, if an applicant for a newly constructed building believes that circumstances exist that makes it infeasible to meet the requirements of this Chapter, the applicant may request an exemption at the time of building permit application submittal. In applying for such an exemption, the burden is on the applicant to show infeasibility. If the Project applicant believes such circumstances exist, they must indicate the maximum threshold of compliance they believe is feasible for the Project and the circumstances that make it infeasible to fully comply with this Chapter. Circumstances that constitute infeasibility include, but are not limited to conflicts with other City regulations (such as those requiring historic preservation), a lack of commercially available materials and technologies to comply with the requirements, or if the requirements of this ordinance would effectuate an unconstitutional taking of property or otherwise have an unconstitutional application to the property.

The Project applicant has indicated that they intended to apply for this Infeasibility Waiver at the time of building permit application.

Compliance with CEQA Thresholds

As indicated in the CEQA Thresholds listed above, the Project would have a significant GHG emissions impact if it cannot demonstrate consistency with the 2030 ECAP by either committing to all of the GHG emissions reductions strategies (including all-electric), or if it does not comply with the GHG Reduction SCA that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Consistency Checklist. These thresholds are further implemented by the following City of Oakland SCA:

- **SCA GHG-1: Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist Requirement** – requiring implementation of all the measures in the ECAP Consistency Checklist

or -

- **SCA GHG-2: Greenhouse Gas (GHG) Reduction Plan** – requiring a GHG Reduction Plan for City review and approval that achieves the goal of increasing energy efficiency and reducing GHG emissions to at least the amount that would be achieved by committing to all of the emission reduction strategies identified on the ECAP Consistency Checklist

Implementation of SCA GHG-1 or GHG-2 would be required for the Project to reduce GHG emissions to levels considered less than significant (i.e., reducing GHG emissions as compared to 2005 emissions by at least 60% by year 2030, and 84% by year 2050).

The Project does not commit to all of the ECAP GHG emissions reductions strategies (i.e., it does not propose to be an all-electric building), and the Project applicant has indicated their intention to apply for an Infeasibility Waiver to the requirements of OMC Chapter 15.37: All-Electric Construction In Newly Constructed Buildings. Therefore, the Project applicant proposes to comply with the GHG Reduction SCA by implementing a Project-level GHG Reduction Plan that achieves the same or greater emission reductions than would be achieved by meeting the all-electric criteria of the ECAP Consistency Checklist. GHG reduction measures considered as potential offsets include measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council. The types of allowable GHG reduction measures include physical design features, operational features, and/or the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits").

Greenhouse Gas Reduction Plan Requirements

The Project intends to use natural gas to power its proposed tankless hot water heaters. Tankless hot water heating systems are manufactured as both natural gas and electrical, but natural gas systems are more prevalent in the market. Both electrical and natural gas systems are highly energy efficient. The system proposed by the Project has a Uniform Efficiency Rating (UEF) of 0.96, indicating only a 4% energy loss in the conversion to hot water, and electrical systems are similarly UEF rated. However, natural gas system generate more GHG emissions per equivalent energy use than does electricity from PG&E's current portfolio of energy sources transmitted through the electrical grid. For example, the 24 small tankless hot water heaters are calculated to require a total of 4,200 therms of natural gas energy per year to supply hot water for the residences, resulting in approximately 22.5 MTCO2e emission per year. An electric tankless hot water system relying on an equivalent energy demand (or approximately 123,090 kWh of electrical energy) would result in approximately 16.33 MTCO2e per year. The difference of approximately 6.21 MTCO2e per year is the additional GHG emissions attributed to using the same amount of energy, but from natural gas rather than electric energy sources. Pursuant to current ECAP consistency requirements and SCAs, the Project is therefore required to offset these 6.21 MTCO2e of GHG emissions with an equivalent or greater reduction from other emission sources.

Proposed GHG Emission Offsets

The greatest source of Project-generated GHG emissions is attributed to mobile sources, or vehicles that are owned/used by Project residents. Mobile source emission of 81.75 MTCO2e/year have been calculated as being attributed to the 12 vehicles (or 12 parking spaces) provided by the Project, or approximately 6.81 MTCO2e per vehicle per year (see **Appendix C**). The Project's proposed GHG Reduction Plan targets the following specific reductions in mobile source emissions as the best opportunity to offset emissions from its proposed natural gas hot water systems, and to further reduce GHG emissions from the Project to satisfy the ECAP's consistency requirements and SCAs (see **Appendix F**):

- PEV-Only Parking: According to CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures*, when vehicles are powered by grid electricity rather than fossil fuel, direct GHG emissions from fuel combustion are replaced with indirect GHG emissions associated with the electricity used to

power the vehicles. CAPCOA also presents a method for calculating the resulting GHG emission reductions (i.e., 1- [electric vehicle emission / baseline gasoline-powered vehicle emissions).[13] Using this methodology (as presented in Appendix F), the GHG emission reductions attributed to an electric vehicle are calculated as approximately 37.3% of that attributed to a gasoline-powered vehicle, based on the average driving characteristics of a person living within the Traffic Analysis Zone where the Project is located. A 37.3 percent reduction in GHG emissions from one Project vehicle is equivalent to a 2.54 MTCO2e/year reduction in mobile source GHG emissions, and a 37.3 percent reduction of GHG emissions from 2 Project vehicles is equivalent to a 5.09 MTCO2e/year reduction in mobile source GHG emissions. Therefore, replacing 2 gasoline powered vehicles with 2 electric vehicles could achieve approximately 82 percent of the Project's required GHG emission offsets.

City SCAs already applicable to the Project (SCA TRANS-3: Plug-In Electric Vehicle Charging Infrastructure) requires the Project applicant to provide inaccessible conduit capable of serving 1 PEV-capable parking space, and an electric panel capacity sufficient to supply 3 parking spaces (per Section 15.04.3.11.110 of the Oakland Municipal Code). To further incentivize the use of PEV at the Project site and thereby achieve the estimated GHG emission reductions, the Project applicant intends to install a dual PEV charging station serving 2 of the on-site parking spaces, and to restrict these parking spaces to electric vehicles, only.

- Unbundled Parking: As an additional mobile source GHG emissions offset, the Project applicant intends that all on-site parking spaces provided by the Project will be leased separately from the rental of the dwelling units, so that tenants have the option of renting a parking space at an additional cost, and would experience a cost savings if they opt not to rent parking. According to the City of San Francisco's TDM Program Standards - Appendix A, unbundling the parking from the costs of rent can achieve an approximate 1% reduction in the Project's total estimated VMT, or a commensurate 1% reduction on mobile source GHG emissions, equivalent to a 0.82 MTCO2e/year GHG emissions offset.[14]
- Bike Repair Station: As a further mobile source GHG emissions offset, the Project applicant intends to include a bicycle repair station consisting of a designated, secure area within the Project's Community Room (or elsewhere at a location easily accessible to Project residences), where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition to encourage bicycling. According to the City of San Francisco's TDM Program Standards - Appendix A, such a bike repair station can achieve an approximate 1% reduction in the Project's total estimated VMT, or a commensurate 1% reduction on mobile source GHG emissions, equivalent to a 0.82 MTCO2e/year GHG emissions offset.[15]

As demonstrated in **Table 9** (as summarized form Appendix F), the Project's additional increment of GHG emissions attributed to use of natural gas for the tankless hot water heaters can be fully offset by the Project's proposed mobile source GHG reduction measures.

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[13] CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, Transportation Strategy 3.7.3 Utilize Electric or Hybrid Vehicles, page 309, August 2010

[14] City of San Francisco. TDM Measures, Appendix A – TDM Program Standards, updated June 2018, Option PKG-1, Unbundle Parking,

[15] Ibid, Option Active-5A, Bicycle Repair Station

Table 9: Summary of Proposed GHG Reduction Plan Emission Offsets

GHG Emissions – Non-Compliant with ECAP Checklist Criteria	**MTCO2e/year**
Natural gas tankless water heater	22.55
comparable electric tankless water heater	- 16.33
Net Difference (GHG emissions in excess of Checklist criteria)	**6.21**
Proposed GHG Reduction Plan, Emission Offsets	
1 dual PEV charging station serving 2 designated electric vehicle parking spaces	5.09
Car-share parking space	0.82
Bike Repair Station	0.82
Total GHG Emission Offsets (greater than additional increment of GHG emissions attributed to use of natural gas)	**6.72**

By implementing the Project's proposed GHG Emission Reduction Plan, the Project will achieve the same or greater emission reductions than would be achieved by meeting all of the criteria of the ECAP Consistency Checklist (i.e., all-electric building), and the Project's GHG emissions would be less than significant.

Conflict with GHG Reduction Plan Policies or Regulations

If the Project applicant does seek an Infeasibility Waiver pursuant to Section 15.37.050 of the OMC at the time of building permit approval, and if this waiver is not approved, the Project will be required to design and construct the building as an all-electric. Under this scenario, the Project would, by regulatory requirements, comply with all provisions of the ECAP Checklist and the City's regulations (the All-Electric Construction In Newly Constructed Buildings ordinance) as adopted to reduce GHG emissions, and its impacts would be less than significant.

If the Project applicant does seek an Infeasibility Waiver pursuant to Section 15.37.050 of the OMC at the time of building permit approval, and if this waiver is approved, the Project will be required to implement the proposed GHG Emissions Reduction Plan to offset emissions attributed to the use of natural gas for hot water heating, thereby complying with SCA GHG-2 and reducing GHG emissions by an equivalent or greater reduction that otherwise achieved with full compliance with all provisions of the ECAP Checklist. By implementing this offset GHG Emission Reduction Plan, the Project retains consistency with the 2030 ECAP and is consist with applicable citywide GHG reduction goals, and the Project's GHG emissions impact would also be less than significant.

Conclusions – Greenhouse Gas Emissions

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impacts identified in these Prior EIRs, nor would it result in new significant impacts related to GHG emissions that were not previously identified.

Hazards and Hazardous Materials

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings	Equal or Less Severity	Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Hazardous Materials during Construction	LTS w/ SCAs	■	□	SCA HAZ-1: Hazardous Materials Related to Construction SCA HAZ-2: Hazardous Building Materials and Site Contamination SCA AIR-3: Asbestos in Structures	LTS w/ SCAs
Use, Exposure, Storage, & Disposal of Hazardous Materials	LTS w/SCAs	■		SCA HAZ-3: Hazardous Materials Business Plan	LTS
Exposure to Hazardous Materials in the Subsurface, Cortese List	LTS w/ SCAs	■	□	SCA HAZ-2: Hazardous Building Materials and Site Contamination	LTS
Airports, Emergency Response or Evacuation, Wildfire Hazards	LTS w/ SCAs	■	□	SCA TRANS-1: Construction Activity in the Public Right-of-Way	LTS w/ SCAs

Prior EIR Findings

Land Use and Transportation Element EIR

The LUTE EIR found that effects regarding risk of upset in proximity to schools, and conflicts with emergency response/evacuation plans, would be less than significant. To reduce potentially significant effects from the exposure of workers and the public to hazardous substance, the LUTE EIR identified mitigation requiring the preparation and implementation of site-specific health and safety plans. This mitigation measure is now incorporated into the City Standard Conditions of Approval (now SCA HAZ-2: Hazardous Building Materials and Site Contamination).

Housing Element EIR

The Housing Element EIR concluded that effects regarding the risk of upset of hazards and hazardous materials in proximity to schools, and conflicts with emergency response/evacuation plans, would be less than significant. The Housing Element EIR also concluded that impacts associated with hazardous materials transport, use, and disposal would be less than significant with compliance with the Municipal Code.

Impacts related to hazardous building materials and contaminated soils and/or groundwater were found to be reduced to less than significant levels with compliance with the City of Oakland SCAs. These SCAs require preparation of Phase I and Phase II Environmental Site Assessments and implementation of recommended remediation measures; applicable regulatory agency oversight including site review by the City Fire Services Division; assessment of lead-based paint, asbestos and polychlorinated biphenyl occurrence; implementation of site-specific health and safety plans, hazardous building materials remediation, best management practices for soil and groundwater hazards, and verification of regulatory agency clearance of all required remediation requirements.

To reduce impacts associated with wildland fires to a level of less than significant, the Housing Element EIR required SCA related to implementation of vegetation management plans and compliance with Municipal Code requirements.

West Oakland Specific Plan EIR

The West Oakland Specific Plan EIR found that the West Oakland Planning Area contains numerous sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Continued occupancy and use, or future redevelopment of these hazardous materials sites in accordance with the Specific Plan, could create a significant hazard to the public or the environment. However, with required implementation of City of Oakland SCAs and required compliance with local, state and federal regulations for treatment, remediation or disposal of contaminated soil or groundwater, these impacts were found reduced to a level of less than significant.

The West Oakland Specific Plan EIR concluded that development pursuant to the Specific Plan could create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Specific Plan could also facilitate the addition of new businesses that emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of a school. However, with required implementation of City of Oakland SCAs and compliance with all other applicable federal, state and local laws, regulations, standards and oversight currently in place, these impacts were found reduced to a level of less than significant.

The West Oakland Specific Plan EIR found that asbestos and lead based paint is present within older structures in the Planning Area and could be released into the environment during demolition or construction activities, resulting in soil contamination or posing a health risk to construction workers or future occupants. With required implementation of City of Oakland SCAs and compliance with all other applicable federal, state and local laws, regulations, standards and oversight currently in place, these impacts were found reduced to a level of less than significant.

Finally, the West Oakland Specific Plan EIR concluded that the West Oakland Planning Area is not located within an airport Area of Influence or within two miles of a public airport or public use airport, or near a private airstrip, and that West Oakland is an urbanized area not within a High or Very High Fire Hazard Severity Zone. These impacts were considered to be less than significant.

Project Analysis

Information presented in the following section of this CEQA Checklist is derived from the following primary sources:

- RMD Environmental Solutions, Corrective Action Plan, August 5, 2019 (**Appendix G**)

- RMD Environmental Solutions, Data Gap Investigation Report and Addendum to Corrective Action Plan (Addendum), March 26, 2020 (**Appendix H**)

Exposure to Hazardous Materials in the Subsurface, Cortese List

The Project site is listed on the State Water Resources Control Board's (SWRCB) GeoTracker website as a Cleanup Program Site (Case # RO0003369) with a cleanup status of "Open - Assessment & Interim Remedial Action as of 4/17/2020".[16] Because of this listing, the Project is not eligible for certain CEQA exemptions (e.g., is not eligible as a Class 32 Infill Exemption pursuant to CEQA Guidelines Section 15332). The Project remains eligible for CEQA streamlining provisions of Section 15183 as a project consistent with a Community Plan, and Section 15183.3 as a Qualified Infill Project, provided that this environmental effect was analyzed in the prior Program EIRs and that uniformly applied development standards will substantially mitigate environmental effects.

- As indicated above, the West Oakland Specific Plan EIR found that West Oakland contains numerous sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and therefore this condition is not unique or peculiar to this site.
- The West Oakland Specific Plan EIR also found that future redevelopment of these sites (potentially including the Project site) could create a significant hazard to the public or the environment, but that this impact would be reduced to less than significant with required implementation of City of Oakland SCAs and required compliance with local, state and federal regulations for treatment, remediation or disposal of contaminated soil or groundwater.

Consistent with the findings of the West Oakland Specific Plan EIR, the Project's impacts related to existing site contamination conditions require implementation of the following City of Oakland SCAs:

- **SCA General-1: Regulatory Permits and Authorizations from Other Agencies** (applies to all projects requiring a permit or authorization from any regional, state or federal resource or permitting agency)
- **SCA HAZ-1: Hazardous Building Materials and Site Contamination** (applies to all projects involving redevelopment or change of use of a historically industrial or commercial site, a contaminated site as identified in City records, a site listed on the State Cortese List, and where site remediation activities are required based on an Environmental Site Assessment)

Pursuant to these SCAs, the Project applicant is required to submit evidence to the City demonstrating approval of permits and authorizations, as well as evidence demonstrating compliance with regulatory permits and authorizations from Alameda County Department of Environmental Health (ACDEH) or the SWRCB, as applicable. More detailed information on this topic follows, including the results of site investigations and regulatory actions associated with this Project.

Site Investigations and Known Site Contamination Issues

In January 2019, a Cleanup Program Case (RO0003347; GeoTracker Global ID T10000012542) was opened and a number of site investigations have been conducted at the Project site to identify recognized environmental conditions and site contamination issues. These investigations have included a Phase I Environmental Site Assessment (Basic Environmental, December 14, 2018); a Limited Investigation Report for B1 through B8, (P&D Environmental, January 2019), a Site Conceptual Model

[16] SWRCB Geotracker website at: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000013059 , accessed 9/30-2020

(Roux Associates, Inc., February 2019), a Data Gaps Work Plan (Roux Associates, Inc., February 2019), a Limited Investigation Report for B9 through B11, SG1-SG6, and UST Pit Observation (P&D Environmental, April 2019), and additional subsurface activities pursuant to the Corrective Action Plan (RMD Environmental, Section 4 and Attachment B, August 2019).

These investigations reveal that the Project site had been developed as a gasoline service station, and historical records indicated three underground storage tanks (USTs) had been present during operation of the gasoline service station. Due to the age of the existing buildings, the potential for asbestos-containing materials and lead-based paints was identified. A summary of additional, known environmental conditions in the soil and groundwater at the Project site is provided below.[17]

- Lead exists at the site in the shallow fill layer and has been detected at concentrations that exceed residential, commercial, and construction worker human health risk-based screening levels.
- Cobalt exists at the site above screening levels, localized to two soil samples and at depths at or below 4.5 feet below ground surface.
- Elevated concentrations of petroleum-related and VOC compounds have been detected in the site's soil. Based on the results of previous investigations, petroleum-related and/or VOC-impacted soil may be encountered in near-surface soil during earthwork activities.
- Groundwater has been encountered at depths of approximately 9 to 10 feet below ground surface, and petroleum hydrocarbons, associated VOCs (benzene, ethylbenzene, toluene, and total xylenes), and halogenated VOCs (including PCE, TCE, and cis-1,2-DCE) have been detected the groundwater.
- Soil vapor is impacted with petroleum hydrocarbon as gasoline (TPH-g) and various VOCs (benzene, PCE, and chloroform) in excess of respective residential Tier 1 San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) Environmental Screening Levels (ESLs).
- Due to historic uses at the site, redevelopment activities may reveal unexpected conditions such as previously unidentified areas of contamination or underground structures such as USTs, vaults, hoists, sumps, maintenance pits, pipelines, etc.

Corrective Actions

Pursuant to City SCA HAZ-1, the Project applicant has commissioned reports prepared by qualified environmental assessment professionals that include recommendations for remedial (or corrective) action, as appropriate, for hazardous materials. These reports include a Corrective Action Plan (CAP) dated August 5, 2019 (Appendix G); a Data Gap Investigation Report and Addendum to Corrective Action Plan (Addendum) dated March 26, 2020; and a Corrective Action Design and Implementation Plan (CAIP) dated March 26, 2020 (Appendix H), each of which have been submitted for review to ACDEH.

A Fact Sheet was mailed to community members summarizing the project (see **Appendix I**) and providing notification of a 30-day public comment period for the CAP, with the public comment period ending October 18, 2019. Based on discussion with ACDEH, no public comments were received.[18]

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[17] RMD Environmental Solutions, *Construction Soil and Groundwater Management Plan*, *Appendix B to the Corrective Action Design and Implementation Plan*, March 26, 2020

[18] RMD Environmental Solutions, *Data Gap Investigation Report and Addendum to Corrective Action Plan* (Addendum), March 26, 2020

ACDEH has indicated their understanding that the Project applicant is proceeding to obtain necessary approvals from the City of Oakland for the proposed Project, and will implement the corrective actions presented in the CAIP during Project redevelopment activities. These corrective actions, as presented in the CAP and further detailed in the CAIP (see Appendices G and H), include the following:

- Excavation of soil in five on-site areas where elevated concentrations of volatile organic compounds have been detected in soil, soil vapor or groundwater, and off-site disposal at a permitted disposal facility
- Excavation of lead-impacted soil in proposed utility trenches and landscaped areas, and off-site disposal at a permitted disposal facility, or consolidation and capping on-site beneath proposed foundations and hardscape areas
- Removal of subsurface infrastructure in suspected source areas including an oil and water separator and associated piping, and a portion of the sewer lateral beneath the on-site warehouse
- Removal of a limited volume of groundwater in select excavation pits, and discharge to the sanitary sewer or off-site disposal at a permitted facility
- Installation of vapor mitigation engineering controls, to control potential vapor intrusion to indoor air of the proposed residential structures and migration along new utility corridors
- Collection of an additional round of groundwater samples from the on-site monitoring wells to evaluate whether implementation of the Monitored Natural Attenuation (MNA) Program proposed in the CAP will be required to monitor the effectiveness of natural biological, chemical and physical processes to reduce VOCs in soil vapor and groundwater over time, after corrective actions are completed.

Regulatory Actions

Pursuant to City SCA HAZ-1, the Project applicant has obtained ACDEH concurrence that implementation of these proposed corrective actions will minimize risk to on- and off-site receptors from exposure to residual subsurface contamination at the site (see **Appendix J**).[19] ACDEH has approved implementation of the proposed corrective actions and redevelopment of the site as presented in the CAIP, provided that ACDEH's conditions of approval, as provided in Attachment 1: List of Deliverables & Compliance Dates, and Attachment 2: Technical Comments and Deliverable Requirements as attached to their April 17, 2020 letter of Conditional Approval of the Corrective Action Plan and Corrective Action Design and Implementation Plan, are met.

Per their April 17, 2020 letter, ACDEH concurs that implementation of the proposed corrective actions presented in the CAIP will minimize risk to on- and off-site receptors from exposure to residual subsurface contamination at the site. Additional submittals required under the CAIP include:

- Soil Excavation Corrective Action Implementation Report documenting completion of the activities proposed
- Health and Safety Plan

[19] Alameda County Department of Environmental Health Local Oversight Program for Hazardous Materials Releases (ACHDEH), *Conditional Approval of the Corrective Action Plan and Corrective Action Design and Implementation Plan for Site Cleanup Program Case No. RO0003369 and GeoTracker Global ID T10000013059, Dalzell Corporation Property Development located at 2432 Chestnut Street, Oakland, CA 94607, Assessor's Parcel Numbers: 5-435-18-1, 5-436-5, and 5-436-17*, April 17,2020

- Vapor Intrusion Mitigation System CAIP
- Remedial Action Implementation Report, including documentation of disposal or consolidation and capping of shallow metals-impacted soil and a Record Report of Construction for Hardscape Cap, and
- Long Term Site Management Plan

Upon completion of the above submittals and milestones, it is anticipated that ACDEH will provide the responsible party with a No Further Action Letter or similar, allowing residential land use in accordance with the Long Term Site Management Plan. Adherence to these regulatory requirements would reduce the environmental effects associated with existing on-site contamination to levels of less than significant, consistent with the conclusions of the prior Program EIRs.

Use, Exposure, Storage, & Disposal of Hazardous Materials

Construction activities associated with the Project would involve the routine transport, use and disposal of hazardous materials. These activities could result in the accidental release of hazardous materials (including asbestos and lead-based paint) and may involve the handling, transport or use of small quantities of hazardous materials. Construction activities involving the use of hazardous materials is required to comply with all applicable regulations.

The Project also involves demolition of existing structures. Because of the age of these structures, there is the potential for hazardous materials to be in building components, including lead-based paint, asbestos in insulation, flooring, walls or ceilings, and polychlorinated biphenyls (PCBs) in electrical equipment. If these materials are not properly managed during renovation activities, the Project could result in adverse human health or environmental risks resulting from the inadvertent or accidental release of hazardous materials into the air or soil surrounding the structure.

Consistent with the findings of the West Oakland Specific Plan EIR, the Project's impacts related to hazardous materials used during construction and encountering existing hazardous materials during demolition require implementation of the following City of Oakland SCAs:

- **SCA HAZ-1: Hazardous Building Materials and Site Contamination** – see above,
- **SCA HAZ-2: Hazards Materials Related to Construction** (applies to all projects involving construction activities, and
- **SCA AIR-4: Asbestos in Structures** (applies to all projects involving demolition of structures or renovation of structures known to contain or that may contain asbestos)

The Project would also be required to conform to Title 49 of the Code of Federal Regulations, US Department of Transportation, State of California, and local laws, ordinances and procedures pertaining to the use storage and disposal of hazardous materials.

Implementation of these SCA requirements to minimize the risk of hazardous materials exposure to the public during construction requires the Project applicant to submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials, lead-based paint, PCBs, and any other building materials or stored materials classified as hazardous materials by state or federal law. The applicant would also be required to submit specifications for the stabilization or removal of identified hazardous material.

Construction of the Project will be required to follow all applicable laws and regulations related to transportation, use, storage and disposal of all hazardous materials, and to safeguard workers and the

general public (including the Oakland Military Institute, a middle and high school located within one-quarter mile of the Project site).

With implementation of SCAs HAZ-1, HAZ-2, and AIR-4 during or in advance of construction, impacts related to hazardous material use or the encounter of hazardous materials during construction and operation would be reduced to less than significant, consistent with the conclusions of the prior Program EIRs.

Airports, Emergency Response or Evacuation, Wildfire Hazards

The Project site is not within an Airport Land Use Plan Area, nor is it within two miles of a public airport, public use airport, or a private airstrip, and it would not result in any airport or aircraft-related safety hazards. The Project would not change the surrounding streets or roadways, or limit emergency access or evacuation plans. The Project would not result in changes to the main evacuation arteries identified in the Oakland General Plan Safety Element. The Project site is not within a Fire Hazard Severity Zone or subject to significant wildfire hazard. The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Consistent with the findings of the West Oakland Specific Plan EIR, the Project's potential temporary impacts related to the obstruction or interference with emergency access or emergency evacuation require implementation of the following City of Oakland SCAs:

- **SCA TRANS-1: Construction Activity in the Public Right-of-Way** (applies to all temporary construction-related obstruction in the public right-of-way)

This SCA requires obtaining an obstruction permit and preparation of a traffic control plan for work within a City right-of-way. With implementation of SCA TRANS-1, the Project would not fundamentally impair implementation of or physically interfere with emergency access, an adopted emergency response plan or emergency evacuation plans, and impacts would remain less than significant, consistent with the conclusions of the prior Program EIRs.

Conclusions – Hazards and Hazardous Materials

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impacts identified in these Prior EIRs, nor would it result in new significant impacts related to hazards or hazardous materials that were not previously identified. The Prior EIRs did not identify any additional mitigation measures other than the identified SCA related to hazards and hazardous materials that would apply to the Project, and none would be needed. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to hazards and hazardous materials apply to the Project.

Hydrology and Water Quality

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings	Equal or Less Severity	New or Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Water Quality & Drainage	LTS w/ SCAs	■	□	SCA HYDRO-1: Erosion and Sedimentation Control Measures for Construction SCA HYDRO-2: Site Design Measures to Reduce Stormwater Runoff SCA HYDRO-3: Source Control Measures to Limit Stormwater Pollution	LTS w/ SCAs
Use of Groundwater	LTS	■	□	–	LTS
Flooding & Substantial Risk from Flooding	LTS	■	□	–	NI

Prior EIR Findings

Land Use and Transportation Element EIR

The LUTE EIR found impacts related to hydrology and water quality would be less than significant, primarily given required adherence to existing regulatory requirements. The LUTE EIR acknowledged that areas considered under that EIR could potentially occur within a 100-year flood boundary. Adherence to existing regulatory requirements that are incorporated in the City's SCAs would address potentially significant effects regarding flooding.

Housing Element EIR Findings

The Housing Element EIR found less than significant impacts related to hydrology and water quality, primarily given required adherence to existing regulatory requirements, many of which are incorporated in the City's SCAs. The Housing Element EIR also found less than significant impacts related to flooding and risks from flooding.

WOSP EIR Findings

The WOSP EIR found that implementation of City of Oakland SCAs would reduce potentially significant impacts to water quality from construction and from operational runoff to less than significant. Other hydrology and water quality impacts related to waste discharge, groundwater, floods, dam failure, and seiche/tsunami were found to be less than significant.

- Future development in accordance with the Specific Plan would not be subject to waste discharge requirements and would not violate any water quality standards or waste discharge requirements.
- Future redevelopment of existing developed properties and future development of vacant properties in West Oakland pursuant to or consistent with the Specific Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.
- Grading and excavations associated with future development pursuant to or consistent with the Specific Plan could expose underlying soils to erosion or siltation, leading to downstream sedimentation in stormwater runoff. However, with required implementation of City of Oakland Standard Conditions of Approval, impacts related to siltation would be reduced to less than significant levels.
- Operational activities such as increased vehicular use, landscaping maintenance and industrial operations could potentially introduce pollutants into stormwater runoff, resulting in degradation of downstream water quality. New development pursuant to the Specific Plan could create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems, create or contribute substantial runoff which would be an additional source of polluted runoff, or otherwise substantially degrade water quality. These potential impacts would be reduced to a level of less than significant through implementation of City of Oakland Standard Conditions of Approval.
- The Specific Plan does not propose any changes to the existing drainage pattern within the Planning Area. All drainage and stormwater runoff is conveyed via underground pipes and conduits to pumping plants, which discharge runoff into the Bay. There are no surface water features or open drainage systems which would be altered, or where an increase in captured runoff may adversely affect the capacity of such features.
- No portion of the Planning Area is located within a 100-year or 500-year flood hazard area, as mapped on the National Flood Insurance Program Flood Insurance Rate Maps. Development in accordance with the Specific Plan would not place housing within a 100-year flood hazard area.

Project Analysis

The Project site is not within a 100-year floodplain or a dam failure inundation area.[20] The site is located east of Mandela Parkway, outside the City's mapped tsunami run-up zone. The site is not close enough to the San Francisco Bay to be affected by a seiche. The site is flat and is not subject to risk from landslides or mudflow. There are no rivers, creeks or streams located on or in the vicinity of the Project site. Development of the Project would not substantially alter existing drainage patterns or increase the rate or amount of flow to a creek, river or stream in a manner that would result in substantial on- or off-site flooding. The Project would not introduce features that would significantly modify natural flows or water capacity, deposit substantial amounts of new material into a creek, or cause substantial bank erosion or instability. Consequently, the Project would not pose a substantial danger to public or private property, nor would it threaten public health or safety pertaining to hydrology issues.

[20] Federal Emergency Management Agency. Flood Insurance Rate Map Panel 06001C0058H, December 21, 2018.

Sedimentation During Construction

Site preparation, grading and soil removal activities identified in the ACDHEH-approved corrective action plan for toxic soil contaminants have the potential to expose underlying soils to wind and water erosion. Eroded soils captured in stormwater runoff can lead to excessive sedimentation of downstream waters. Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to erosion during construction of the Project would be reduced to less than significant levels with implementation of the following City of Oakland SCA:

- **SCA HYDRO-1: Erosion and Sedimentation Control Measures for Construction** (applies to all projects involving construction activities, except projects requiring a grading permit)

Pursuant to SCA HYDRO-1, the Project (at less than 1-acre in size) is required to prepare and implement an Erosion and Sedimentation Control Plan that includes all necessary measures to be taken to prevent excessive stormwater runoff or carrying of pollutants off-site in stormwater runoff. The Erosion and Sediment Control Plan must include construction-period erosion control measures such as waterproofed slope coverings, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Implementation of these measures would ensure that potentially significant water quality impacts during construction remain less than significant.

Post-Construction Stormwater Treatment

Operation of the Project would not generate any uses that would directly result in substantial degradation of water quality. However, the Project's new residential uses could introduce new sources of pollutants such as automotive fluids, pesticides, fertilizers and herbicides used in landscaped areas, trash and excess irrigation water, and air pollutants deposited on roof tops and other impervious surfaces. These pollutants could enter the storm drainage system and eventually contribute to surface water quality degradation.

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to post-construction stormwater quality would be reduced to less than significant levels with implementation of the following City of Oakland SCA:

- **SCA HYDRO-2: NPDES C.3 Stormwater Requirements for Regulated Projects** (applies to all projects considered Regulated Projects under the NPDES C.3 requirements, including projects that create or replace 10,000 square feet or more of new or existing impervious surface area)

The Project would remove all existing structures and pavement that currently covers the entire 24,882 square-foot site, and would replace those surfaces with new impervious surfaces (rooftops and paving). The Project includes a Preliminary Stormwater Control Plan (see **Figure 10**) that provides for source control measures to limit pollutants (i.e., stenciling all storm drain inlets with "No Dumping – Drains to Bay", covering all trash areas and outdoor equipment and materials storage areas, and efficient irrigation and sustainable landscape practices); low-impact site design measures (i.e., pervious self-treating and self-retaining areas, and directing runoff to vegetated areas); and low-impacts water quality treatment filtration with flow-through planters sized to accommodate flows from impervious areas (sizing based on the Alameda Countywide Clean Water Program's C-3 Stormwater Treatment Guidance).

Since the Project site is relatively flat and largely covered with impervious surfaces, and would remain so under the Project, the Project would not substantially alter drainage patterns or increase the volume of runoff from the site. Implementation of SCA HYDRO-2 would reduce the impacts related to post-construction polluted stormwater runoff to a level of less than significant.

Conclusions – Hydrology and Water Quality

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant hydrology impacts identified in these Prior EIRs, nor would it result in new significant impacts related to hydrology or water quality that were not previously identified. The Prior EIRs did not identify any additional mitigation measures other than the identified SCA related to hydrology and water quality that would apply to the Project, and none would be needed. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to hydrology apply to the Project.

Land Use, Plans, and Policies

Impact Topics	WOSP EIR Findings	Project			
		Relationship to WOSP EIR Findings			
		Equal or Less Severity	Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Division of an Existing Community	LTS	■	□	–	NI
Conflict with Land Uses / Land Use Plans	LTS	■	□	–	LTS

Prior EIR Findings

The LUTE EIR found impacts related to land use, plans, and policies would be less than significant, and no mitigation measures were warranted. The Housing Element EIR also concluded that impacts related to land use, plans and policies would be less than significant, and no mitigation measures were warranted.

West Oakland Specific Plan EIR Findings

The West Oakland Specific Plan EIR found that the Specific Plan would not disrupt or divide the physical arrangement of the West Oakland community or any surrounding community, but rather would improve certain existing conditions that currently divide the community, and would result in a gradual improvement in compatibility between residential and other types of land uses. It also concluded that the Specific Plan would not fundamentally conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and that there was no Habitat Conservation Plan, Natural Community Conservation Plan or other adopted habitat conservation plan applicable to the Planning Area such that the Specific Plan would not conflict with such plans.

Project Analysis

Redevelopment of the Project site with residential uses would not introduce features that would impair mobility within the community or between the community and outlying areas. The Project represents a residential urban infill development of an underutilized (mostly commercial) property in a primarily residential neighborhood, and would not physically divide the established community.

The Project site's General Plan land use classification is Mixed Housing Type Residential. The majority of the Project site, including the parcel at 2420 Chestnut, the parcel at 2423 Linden and the southerly two-thirds of the parcel at 2432 Chestnut is zoned RM-2, The northerly one-third of the parcel at 2432 Chestnut is zoned as RM-4, similar to the adjacent newer, 3-story townhomes at Linden Court. more dense residential development to the north at in the northern portion. As previously demonstrated in this document (section titled Project's Consistency With Community Plan or Zoning), the Project would be consistent with the density and development standards of these existing zoning districts. The Project would be consistent with the land use plans and policies for the site, and the impacts related to land use would be less than significant.

Conclusions – Land Use

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant land use impacts identified in these Prior EIRs, nor would it result in new significant impacts related to land use that were not previously identified. The Prior EIRs did not identify any additional mitigation measures or SCAs related to land use that would apply to the Project, and none would be needed.

Noise

Impact Topics	WOSP EIR Findings	Project: Relationship to WOSP EIR Findings: Equal or Less Severity	Project: Relationship to WOSP EIR Findings: Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Construction Noise and Vibration	LTS w/ SCAs	■	□	SCA NOI-1: Construction Days/Hours) SCA NOI-2: Construction Noise) SCA NOI-3: Extreme Construction Noise SCA NOI-4: Construction Noise Complaints	LTS w/ SCAs
Operational Noise and Vibration	LTS w/ SCAs	■	□	SCA NOI-5: Operational Noise	LTS w/ SCAs
Noise Exposure / Compatibility	LTS w/ SCAs	■	□	SCA NOS-6: Exposure to Community Noise	LTS w/SCAs

Prior Program EIR Findings

Land Use and Transportation Element EIR

The LUTE EIR identified mitigation measures to address potential noise conflicts between different land uses, none of which would apply to the Project. These measures included requirements for the City to establish design requirements for large-scale commercial development to provide a buffer from residential uses, and to rezone mixed residential and non-residential neighborhoods, as well as other strategies and policies to reduce land use conflicts pertaining to operational commercial and industrial noise. The LUTE EIR found that construction noise and vibrations within the downtown would be significant and unavoidable, even after the incorporation of mitigation measures.

Housing Element EIR Findings

The Housing Element EIR identified potentially significant impacts related to construction noise and operational noise. With implementation of SCAs requiring restrictions on noise-generating activities, reductions in noise levels from construction activities, notification of construction activities and complaint procedures, retention of a structural engineer to determine potentially damaging vibration thresholds, and inclusion of project design measures to reduce interior noise and groundborne vibration to acceptable levels within the buildings, these impacts were found to be reduced to a level of less than significant. Traffic and airport noise impacts were determined to be less than significant.

West Oakland Specific Plan EIR Findings

The West Oakland Specific Plan EIR concluded that construction activities pursuant to the Specific Plan would temporarily increase noise levels in the vicinity of individual construction sites and may generate operational ground-borne vibration at levels that would be perceptible beyond the property boundaries of those construction sites, but concluded that implementation of SCAs applicable to construction noise would reduce these impacts to less than significant levels. It also concluded that on-going operational noise generated by stationary sources could generate noise in violation of the City of Oakland Noise Ordinance, but that SCAs and Oakland Planning and Municipal Code requirements would limit operational noise levels such that these impacts would be less than significant.

Although not legally required to be analyzed or mitigated under CEQA, the West Oakland Specific Plan did analyze potential effects of the environment on the project (i.e. siting new receptors near existing noise sources), in order to provide relevant information to the public and decision-makers. That analysis concluded that occupants of new residential and other noise-sensitive development facilitated by the Specific Plan (particularly new development near freeways and large-traffic volume arterial roadways) could be exposed to ambient community noise levels inconsistent with the Land Use Compatibility Guidelines of the Oakland General Plan, and potentially inconsistent with interior California Noise Insulation Standards.

The West Oakland Specific Plan EIR determined that West Oakland is more than two miles outside of the Oakland International Airport's 65 dBA CNEL noise contour for airport operations and aircraft overflight, and that airport-related noise impacts would be less than significant. It also concluded that new development pursuant to the Specific Plan would not generate traffic noise resulting in a 5 dBA permanent increase in ambient noise levels in the vicinity.

Project Analysis

The Project site is located in an area of mixed residential and commercial uses, with sensitive residential noise receptors located immediately adjacent to the site on the north, south and west.

Construction Noise

The Project's construction activities would generate noise during demolition, site preparation, foundation work and framing. These construction activities could generate substantial construction noise, but on a short-term and temporary basis. There is nothing unique or peculiar about the Project's construction activities that would substantially increase the level of construction noise impacts over typical construction noise as identified in the prior Program EIRs, or result in new significant construction noise impacts that were not previously identified in these prior Program EIRs. The Project's construction would not include extreme noise generating construction activities such as pier drilling, pile driving and other activities generating greater than 90dB over an extended period of time.

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to construction period noise would be reduced to less than significant levels with implementation of the following City of Oakland SCAs:

- **SCA NOISE-1: Construction Days/Hours** (applies to all projects involving construction)
- **SCA NOISE-2: Construction Noise** (applies to all projects involving construction)
- **SCA NOISE-3: Extreme Construction Noise** (applies to all projects involving construction, and a Construction Noise Management Plan may be required prior to project approval for extreme

noise generating construction activities such as pier drilling, pile driving and other activities generating greater than 90dB)

- **SCA NOISE-4: Construction Noise Complaints**

These SCAs are comprehensive in their content and for practical purposes represent all feasible measures available to reduce construction noise. With implementation of SCAs NOISE1 through -3 during construction, impacts related to excessive construction noise would be reduced to less than significant, consistent with the conclusions of the prior Program EIRs.

Operational Noise

As a smaller-sized residential infill development, the Project would not be a new source of major community noise. Operation of the Project would generate noise from new sources such as heating, ventilation and air conditioning equipment, and noise from a minor increment of increased traffic would also be generated. However, there is nothing unique or peculiar about the Project's operational activities that would generate a substantially increase in operational noise, or that represent a new significant operational noise impact not previously identified in the prior Program EIRs.

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to construction period noise would be reduced to less than significant levels with implementation of the following City of Oakland SCA:

- **SCA NOISE-5: Operational Noise** (applies to all projects)

With implementation of SCA Noise-5, the Project would not generate operational noise in violation of the City of Oakland Noise Ordinance and would be required to comply with City of Oakland operational noise standards, including noise standards for rooftop mechanical equipment (e.g., heating, ventilating, air conditioning, and refrigeration equipment), including incorporation of noise reduction measures as may be required at the time of building permits. Impacts from operational noise would be less than significant.

Conclusions – Noise

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant noise impact as identified in the Prior EIRs, nor would it result in new significant noise impacts that were not previously identified. The Prior EIRs did not identify any additional mitigation measures other than the identified SCA related to noise that would apply to the Project, and none would be needed. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to noise apply to the Project.

Population and Housing

Impact Topics	WOSP EIR Findings with Implementation of Mitigation Measures (if required)	Project: Relationship to WOSP EIR Findings: Equal or Less Severity	Project: Relationship to WOSP EIR Findings: Substantial Increase in Severity	Project: Applicable SCAs or Mitigation Measures	Project: Level of Significance
Population Growth	LTS	■	□	SCA PH-1: Affordable Housing Impact Fee	LTS
Displacement of Housing and People	LTS	■	□	–	LTS

Prior Program EIR Findings

The LUTE EIR found less than significant impacts related to population, housing, and potentially significant impacts related to increased employment exceeding regional projections. The LUTE EIR identified mitigation requiring the City to develop a database of vacant and underutilized parcels to address unanticipated employment growth (compared to regional ABAG projections); no other mitigation was warranted. The Housing Element EIR found less than significant impacts related to population, housing and employment, and no mitigation measures were warranted.

WOSP EIR Findings

Development pursuant to the West Oakland Specific Plan is projected to add up to 7,312 housing units and 37,493 residents to West Oakland between 2005 and 2035, representing approximately 2 percent of the total projected population growth for the City of Oakland during the same period. The West Oakland Specific Plan EIR concluded that Specific Plan build-out projections are consistent with ABAG projections for household and employment growth. Population and employment growth facilitated or induced by the Specific Plan would not represent growth for which adequate planning has not occurred, and the growth inducement impacts of the Specific Plan were found to be less than significant. The West Oakland Specific Plan EIR also concluded that overall, the loss of certain housing units and associated direct displacement of people as a result of redevelopment facilitated by the Specific Plan would be offset by the number of new units proposed by the Specific Plan, by new units identified under the 2015-2023 Housing Element, and by existing housing in Oakland.

Project Analysis

Development of the Project would result in the removal of one existing single-family residence and two light industrial buildings, to develop twelve 4-bedroom dwelling units. The displacement of existing residents, employees, or business that would result from implementation of the Project would be minimal. Development of the Project would increase the number of residents West Oakland; however, this increase would not be considered substantial, and would not induce additional population growth. The increase in new housing has been analyzed in the prior Program EIRs and accounted for in the

buildout projections of the 2015-2023 Housing Element and West Oakland Specific Plan, and are also consistent with ABAG projections of household growth within the City.

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to population growth and displacement of affordable housing would be less than significant, but would still require implementation of the following City of Oakland SCA:

- **SCA HSNG-1: Affordable Housing Impact Fee** (applies to all projects subject to the Affordable Housing Impact Fee Ordinance per OMC chap. 15.72)

This SCA would require the applicant to comply with the City's Affordable Housing Impact Fee Ordinance (Chapter 15.72 of the Oakland Municipal Code). With implementation of SCA HSNG-1, impacts related to population growth and housing would be further reduced, consistent with the conclusions of the prior Program EIRs.

Conclusions – Population and Housing

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant population or housing impact as identified in the Prior EIRs, nor would it result in new significant population or housing impacts that were not previously identified. The Prior EIRs did not identify any additional mitigation measures other than the identified SCA that would apply to the Project, and none would be needed. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to affordable housing fees applies to the Project.

Public Services, Parks, and Recreation Facilities

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings with Implementation of Mitigation Measures (if required)	Equal or Less Severity	Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Public Services	LTS w/ SCAs	■	□	SCA PS-1: Capital Improvements Impact Fee	LTS
Parks and Recreation	LTS	■	□	–	LTS

Prior Program EIR Findings

Land Use and Transportation Element EIR

The LUTE EIR identified a significant and unavoidable impact for fire safety, with mitigation measures recommending construction of a new fire station the North Oakland Hills area. The LUTE EIR identified additional significant impacts related to public services, with mitigation measures (functionally equivalent to current SCAs) for funding to reduce potential effects to less than significant. Mitigation measures identified in the LUTE EIR related to police and fire protection, schools and libraries are specific policies or strategies to be implemented by the City (not individual projects), such as considering the availability of police and fire protection services, park and recreation services, schools and library services during review of major land use or policy decisions, and measures to be considered by the Oakland Unified School District, such as reassigning students among district schools to account for changing population and new development.

Housing Element EIR Findings

The Housing Element EIR found less than significant impacts related to schools, libraries and parks. Potentially significant impacts on police and fire facilities and services were reduced to a level of less than significant with implementation of SCAs requiring Fire Services Division Approval to ensure that the site design and fire safety features of the project adequately address fire hazards, spark arrestors on construction equipment to further reduce the risk of construction-period fires, as well as the mitigation measures identified in the LUTE.

West Oakland Specific Plan EIR Findings

The West Oakland Specific Plan EIR found less than significant impacts related to police protection, schools, and other public services. Potentially significant impacts on police and fire facilities and services were reduced to a level of less than significant with implementation of SCAs requiring all projects to implement site design and fire safety features that adequately address potential fire hazards. The EIR also considered that implementation of the Specific Plan may reduce crime by incorporating crime prevention design principles and up-to-date security features and technology in new development. The OUSD collects school impact fees from residential and non-residential development and, pursuant to

California Government Code Sections 65995, 65996(a) and 65996(b), payment of these fees is deemed to be full and complete mitigation. New development pursuant to the Specific Plan was not expected to increase the use of existing parks and recreational facilities such that substantial physical deterioration of such facilities may occur or be accelerated.

Project Analysis

Public Services

The Project would not significantly increase demand for police, fire or other public services, but its incremental increase in demand for these services but would be subject to the City's policies, regulations, and standards (including appropriate standards for emergency access roads, emergency water supply, and fire preparedness, capacity, and response). With implementation of the City's standard development review and permitting procedures, and building and fire code requirements, the Project's impacts related to fire protection would be less than significant.

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to public services would be less than significant, but would still require implementation of the following City of Oakland SCA:

- **SCA PUBSERV-1: Capital Improvements Impact Fee** (applies to all projects subject to the Capital Improvements Impact Fee Ordinance per OMC chap. 15.74)

This SCA would require the applicant to pay applicable fees to offset the respective costs of these public services, consistent with the Oakland Municipal Code. With implementation of SCA PS-1, impacts related to public services would be further reduced, consistent with the conclusions of the prior Program EIRs.

Schools

The Project would not create a significant increase in student population. As authorized by California Government Code Sections 65995, 65996(a), and 65996(b), OUSD collects school impact fees when building permits are issued. The Project would be required to pay these school impact fees as applicable, representing its fair-share mitigation for school impacts. Consistent with the conclusions of the West Oakland Specific Plan EIR, the increase in school services are fully off-set by the imposition of school impact fees, and the impact of the Project would be less than significant.

Parks and Recreation

Although development of the Project would incrementally increase demand for public open space and recreation facilities in the vicinity, it would not result in an increase in park or recreation space demand that would require construction of new facilities, nor would it deteriorate existing facilities in a way that would have a significant impact on the environment.

Conclusions – Public Services and Recreation

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impact on public services as identified in the Prior EIRs, nor would it result in new significant impacts on public services that were not previously identified. The Prior EIRs did not identify any additional mitigation measures other than the identified SCA that would apply to the Project, and none would be needed. The SCAs identified above

and listed in Appendix A at the end of this CEQA Checklist pertaining to capital improvement fees applies to the Project.

Transportation and Circulation

		Project			
		Relationship to WOSP EIR Findings			
Impact Topics	WOSP EIR Findings	Equal or Less Severity	Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Conflict with Circulation Plans	LTS w/ SCAs	■	□	SCA TRANS-1: Construction Activity in the Public Right-of-Way SCA TRANS-2: Bicycle Parking SCA TRANS-3: Plug-in Electric Vehicle Charging Infrastructure	LTS
Substantial Additional VMT [a]	LTS-SU	■	□	–	LTS
Induce Traffic	LTS	■	□	–	NI

[a] The City of Oakland has replaced Level of Service impact analysis with VMT-based analysis. WOSP EIR findings were for potential Level of Service impacts.

Prior Program EIR Findings

Land Use and Transportation Element EIR

The LUTE EIR identified significant and unavoidable traffic impacts related to operational levels of service (LOS) at intersections and/or roadway segments throughout the City. The LUTE EIR identified a potential impacts along the San Pablo Avenue from I-580 to Grand Avenue, which were already operating at an unacceptable LOS. This unacceptable level of service was occurring prior to adoption of the LUTE.

Housing Element EIR Findings

The Housing Element EIR also found significant and unavoidable LOS-related traffic impacts at numerous intersections and roadway segments throughout Oakland. Specifically, the Housing Element EIR identified a potential cumulative impact at the roadway segment of Grand Avenue between Harrison Street and I-580 and recommended mitigation measures to reduce this potentially significant impact, including required traffic impact studies and project-specific mitigation improvements dependent on the results of those individual project traffic studies. Even with implementation of those mitigation measures, these impacts were found to remain significant and unavoidable.

Other transportation and circulation impacts identified in the Housing Element EIR were found to be reduced to less than significant with adherence to the City SCAs.

West Oakland Specific Plan EIR Findings

Under existing plus Project and year 2035 cumulative scenarios, the West Oakland Specific Plan EIR found numerous intersections and roadway segments that would exceed peak hour LOS thresholds

throughout West Oakland and the surrounding community. Mitigation measures that provided increased vehicle capacity and operating efficiencies were identified where feasible, but numerous intersections and roadway segment impacts remained significant and unavoidable. The LOS thresholds analyzed in the West Oakland Specific Plan EIR are no longer applicable, now replaced by thresholds pertaining to vehicle miles travelled, or VMT (see further discussion below).

The West Oakland Specific Plan found that implementation of the Specific Plan (including new development consistent with the Plan) would not result in significant transportation impacts related to the following:

- Travel times for AC Transit buses along West Grand Avenue would increase, but the travel time increase would be offset by support of the transit systems and safety and convenience of pedestrian, bicycle, and transit users.
- The Specific Plan would not directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses.
- The Specific Plan would not directly or indirectly result in a permanent substantial decrease in pedestrian safety.
- The Specific Plan would not directly or indirectly result in a permanent substantial decrease in bus rider safety.

Project Analysis

Information presented in the following section of this CEQA Checklist is derived from the following primary sources:

- Fehr & Peers, Inc., *Transportation Impact Study* (TIS) (**Appendix K**).

A summary of the TIS findings is included below.

Applicable Thresholds

According to the City of Oakland's *Transportation Impact Review Guidelines* (TIRG, April 14, 2017), a project would have a significant effect on the environment if it would:

- Conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths (except for automobile level of service or other measures of vehicle delay); or
- Cause substantial additional VMT per capita, per service population, or other appropriate efficiency measure. For residential projects, a project would cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent; or
- Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.

Trip Generation

The TIS found that the Project would generate about 5 new peak hour automobile trips during the morning peak hour, and 6 new automobile trips during the evening peak hour on a typical weekday. The daily trip generation for the Project is estimated at 70 vehicle trips.

Vehicle Miles Traveled (VMT)

According to the City of Oakland's TIRG, Section 5.4: VMT Screening Criteria, the following screening criteria may be used to identify types, characteristics and/or locations of land use projects that would not exceed VMT thresholds of significance. If a project or components of the project meet any of these screening criteria, then it is presumed VMT impacts would be less than significant for the project or component of the project, and a detailed VMT analysis is not required. There are three key screening criteria for land use development projects: small size, project location in a low-VMT area, and project location near transit stations. A project only needs to meet one of the three screening criteria to "screen out":

- Small Projects: Absent substantial evidence indicating that a project would generate a potentially significant level of vehicle miles traveled (VMT), projects that generate fewer than 100 vehicle trips per day generally may be assumed to cause a less than significant transportation impact.
- Low-VMT Areas: Residential, locally-serving retail and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, low parking ratios, transit accessibility) will tend to exhibit similarly low VMT. Therefore, maps or tables illustrating areas that exhibit below-threshold VMT can be used to screen out residential, office and retail projects which may not require a detailed VMT analysis.
- Projects Near Transit Stations: The TIRG also allows for the presumption that residential, retail and office projects, as well as mixed-use projects that are a mix of these uses, proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will result in a less than significant transportation impact.

The TIS prepared for the Project provides for an analysis of these screening criteria, as summarized below.

Small Project

Based on the trip generation assumptions (above) the Project would generate 70 daily vehicle trips, fewer than 100 vehicle trips per day, and therefore meets the Small Project screening criterion.

Low-VMT Area

The Project site is located in Transportation Analysis Zone (TAZ) 989 per the Metropolitan Transportation Commission (MTC) Travel Model. As shown in **Table 10**, the average daily VMT per capita for residential uses in TAZ 989 is 7.5 VMT for year 2020, and 6.2 VMT for year 2040, both of which are below the respective regional averages for years 2020 and 2040 minus 15%.

Table 10: Daily Vehicle Miles Traveled Summary

Land Use	Bay Area				TAZ 989	
	2020		2040			
	Regional Average	Regional Average minus 15%	Regional Average	Regional Average minus 15%	2020	2040
Residential	15.0	12.8	13.8	11.7	7.5	6.2

Source: Fehr and Peers Transportation Assessment included as Appendix K

The Project meets the Low-VMT Area criteria and would have a less than significant impact on VMT.

Near Transit Stations

The Project site is located approximately 1.2 miles walking distance from the 19th Street Oakland BART station, within 0.5 mile of frequent bus service along San Pablo Avenue (72/72M/ 72R, with combined 6-minute peak headways), 0.6 miles of Martin Luther King Jr. Way (Route 18, with 15-minute peak headway), and about 0.2 miles from frequent bus service along Grand Avenue (Route NL with 15-minute peak headways) and Market Street (Route 88, with 15-minute peak headways). The Project site is within 0.5 mile of the Major Transit Stops created by the intersection of AC Transit Routes 88 and 72/72M/72R at the Market Street/San Pablo Avenue intersection, and Routes 88 and NL at the Market Street/Grand Avenue intersection. The Project would satisfy the Near Transit Station criteria because it would also meet all of the following conditions:

- The Project has a FAR of 1.1, which is greater than 0.75
- The Project includes 12 on-site parking spaces, which meets (but does not exceed) the City of Oakland Municipal Code Section 117.116.090 requirements
- The Project is within the West Oakland Priority Development Area as defined by *Plan Bay Area 2040* and is therefore consistent with the region's Sustainable Communities Strategy

The Project meets the Near Transit Station criteria and, as indicated above, also meets the Low VMT Area and Small Project criteria (only needing to meet one of the three screening criteria) and would have a less than significant impact on VMT.

Conflict with a Plan, Ordinance or Policy

The Project would encourage the use of non-automobile transportation modes by providing conventional residential uses in a dense, walkable urban environment that is well-served by both local and regional transit. No changes to the bus routes operating in the vicinity are proposed, and the Project would not modify access between the Project site and transit facilities. The Project is consistent with the City's 2017 Pedestrian Master Plan and 2007 Bicycle Master Plan. The Project would not make any modifications to existing pedestrian or bicycle facilities in the surrounding areas, and would not adversely affect installation of future facilities.

Additionally, the Project is consistent with the assumptions used in the West Oakland Specific Plan EIR. Since the Project, combined with other developments currently proposed or under construction in the West Oakland Specific Plan Area would generate fewer automobile trips than assumed in the West Oakland Specific Plan EIR, the Project would not result in additional impacts on traffic operations at those intersections analyzed in the West Oakland Specific Plan EIR.

Construction activities associated with the project could potentially temporarily disrupt transportation, bicycle, and pedestrian movement, as well as reduce parking availability in the project area.

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to consistency with transportation plans and policies would be reduced to less than significant levels with implementation of the following City of Oakland SCA:

- **SCA TRANS-1: Construction Activity in the Public Right-of-Way**
- **SCA TRANS-2: Bicycle Parking** (applies to all projects that require bicycle parking per chapter 17.117 of the Oakland Planning Code, such as new residential units in multi-family dwellings)
- **SCA TRANS-3: Plug-in Electrical Vehicle Charging Infrastructure** (applies to all new construction projects with 11 or more on-site parking spaces)

- **SCA TRANS-4: Transportation Impact Fee** (applies to all projects subject to the Transportation Impact Fee Ordinance per OMC Chapter 15.74)

With implementation of SCA TRANS-1 through -5, the Project would not conflict with transportation-related plan, polices of regulations of the City of Oakland, including those plans or polices related to alternative transportation (transit, bicycles and pedestrian movement). Transportation-related impacts would be less than significant.

Additional Automobile Travel

Development of the Project would slightly increase vehicular traffic in the vicinity, but the increase in Project-generated traffic would be fully accommodated by existing roadways. The Project would not increase physical capacity of any roadway and no roadway modifications or additions are planned as part of the Project. The impact would be less than significant.

Conclusions – Transportation

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant transportation impact as identified in the Prior EIRs, nor would it result in new significant transportation impacts that were not previously identified. The Prior EIRs did not identify any additional mitigation measures other than the identified SCA related to transportation that would apply to the Project, and none would be needed. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to transportation apply to the Project.

Utilities and Service Systems

Impact Topics	WOSP EIR Findings with Implementation of Mitigation Measures (if required)	Project			
		Relationship to WOSP EIR Findings			
		Equal or Less Severity	Substantial Increase in Severity	Applicable SCAs or Mitigation Measures	Level of Significance
Wastewater and Stormwater Facilities	LTS	■	□	–	LTS
Water Supplies	LTS	■	□	–	LTS
Solid Waste Services	LTS	■	□	–	LTS
Energy	LTS	■	□	–	LTS

Prior Program EIR Findings

Land Use and Transportation Element EIR

The LUTE EIR identified significant effects related to water, wastewater and stormwater facilities, solid waste and energy. It identified mitigation measures (now incorporated into the applicable City SCAs) that reduced these effects to less than significant levels. The mitigation recommended review of major new development proposals to determine projected water, wastewater and storm drainage loads compared with available water, sewer and storm drain capacity. Where appropriate, these measures also recommended appropriate capital improvements and funding sources be assured prior to project approval.

Housing Element EIR Findings

The Housing Element EIR identified significant effects related to wastewater treatment and capacity, as well as stormwater facilities. These potential impacts were determined to be reduced to less than significant with implementation of SCAs requiring the replacement or rehabilitation of existing sewer systems to reduce inflow and infiltration, new wastewater system designs to prevent infiltration and inflow to the maximum extent feasible, site design measures for post-construction stormwater management, and implementation of a post-construction stormwater management plans. Impacts related to solid waste and energy were found to be less than significant.

West Oakland Specific Plan EIR Findings

The West Oakland Specific Plan EIR concluded that future development in accordance with the Specific Plan would consist primarily of redevelopment of previously developed properties, so there would be limited change in impervious surface area and stormwater runoff. Development facilitated by the Specific Plan would not result in an increase in stormwater runoff with implementation of applicable SCAs.

The Water Supply Assessment prepared by EBMUD for the West Oakland Specific Plan EIR concluded that EBMUD has sufficient water supplies to meet current water demand and future water demand through 2035, including the increased water demand associated with the Specific Plan, during normal, single dry, and multiple dry years. Construction of any needed water system improvements would typically occur within existing public rights-of-way, and construction period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the City's standard construction mitigation practices.

The West Oakland Specific Plan EIR concluded that, with construction of needed sewer system improvements pursuant to City SCAs (including payment of improvements and hook-up fees), the wastewater collection and treatment system would have adequate capacity to serve future development in accordance with the Specific Plan.

The West Oakland Specific Plan EIR concluded that the Altamont Landfill and Vasco Road Landfill have sufficient permitted capacity to accommodate the solid waste disposal needs of future development pursuant to the Specific Plan, and that with required implementation of SCAs related to waste reduction and recycling, the Specific Plan would not violate applicable federal, state, and local statutes and regulations related to solid waste.

Finally, the West Oakland Specific Plan EIR concluded that Pacific Gas & Electric Company (PG&E) has capacity to handle projected energy demands within its current system, and that with SCAs, development under the Specific Plan would not cause a violation of regulations relating to energy standards nor result in a determination by PG&E that it does not have adequate capacity to serve.

Project Analysis

Utilities

The Project involves demolition of the two existing light industrial buildings and one residential building, and construction of a 12 new units of residential development. The Project site is currently served by all utilities. All on-site utility extension needed for the Project would be designed in accordance with applicable codes and current engineering practices. Consistent with the conclusions of the West Oakland Specific Plan EIR, the Project would not generate substantial additional wastewater or require a substantial increase in the supply of potable water. Construction and operation of the Project would not require additional utility service or require new stormwater drainage facilities. The Project site would also be served by a landfill that has capacity to serves the area. The Project's impact on utilities and service systems would be less than significant.

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to utilities and service systems would be further reduced with implementation of the following City of Oakland SCAs:

- **SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling** (applies to all construction projects)
- **SCA UTIL-2: Underground Utilities** (applies to all construction projects)
- **SCA UTIL-3: Recycling Collection and Storage Space** (applies to new residential development of five or more units)
- **SCA UTIL-4: Water Efficient Landscape Ordinance** (applies to all new construction projects with an aggregate landscape area equal to or greater than 500 sq.ft.)

Energy

The Project would have a significant impact related to energy use if it would violate applicable federal, state or local statutes and regulations relating to energy standards, or if increased energy consumption resulting from the Project would trigger the need for expanded off-site energy facilities that would have significant environmental impacts.

The PG&E infrastructure for electricity and natural gas would be extended onto the Project site as part of the Project. Off-site improvements to energy infrastructure would not be required to support the Project. The Project would result in the consumption of fuel, both during construction and during ongoing operations. However, because the Project's impacts related to VMT would be less than significant, the increased fuel demands of the Project would be similarly less than significant

Consistent with the findings of the West Oakland Specific Plan EIR, impacts related to energy would be further reduced with implementation of the following City of Oakland SCA:

- **SCA UTIL-5: Green Building Requirements** (applies to new construction of a multi-family dwelling of 3+ units)

As shown on the Project's application materials, the Project has a Green Point Rating that complies with all CALGreen mandatory measures, and would achieve a total of 33 points, thereby exceeding the 23 required points to meet current City Green Building requirements. Specifically, the Project would achieve 4 Community points, 6 Air Quality/Health points, 7 Resources points, and 8.5 Water points (each meeting or exceeding the individual category requirements), as well 7.5 Energy points. With implementation of these measures, the Project would meet and exceed all applicable standards of the City Green Building requirements for incorporating energy-conserving design and construction. This Project is anticipated to have similar, less than significant energy requirements as other modern residential developments in the vicinity. Although the Project would incrementally increase energy consumption, it would comply with all applicable regulations and energy standards and would not result in a significant impact related to the provision of energy services.

Conclusions – Utilities and Service Systems

Based on an examination of the analysis, findings and conclusions of the Prior EIRs, implementation of the Project would not substantially increase the severity of any significant impact on utilities or service systems as identified in the Prior EIRs, nor would it result in new significant impacts to utilities or service systems that were not previously identified. The Prior EIRs did not identify any additional mitigation measures other than the SCAs identified above. The SCAs identified above and listed in Appendix A at the end of this CEQA Checklist pertaining to utilities or service systems apply to the Project.

Acronyms and Terms

ABAG	Association of Bay Area Governments
AC Transit	Alameda–Contra Costa Transit District
ACDEH	Alameda County Department of Environmental Health
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area rapid Transit
CEQA	California Environmental Quality Act
City	City of Oakland
dBA	A-weighted decibel
EIR	Environmental Impact Report
GHG	greenhouse gas
I-580	Interstate 580
LUST	leaking underground storage tank
LUTE	Land Use and Transportation Element
$MTCO_2e$	metric tons carbon dioxide equivalent
NPDES	National Pollution Discharge Elimination System
$PM_{2.5}$	particulate matter, 2.5 micrometers or less
PM_{10}	particulate matter, 10 micrometers or less
SCA	Standard Condition of Approval
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	transportation analysis zone
VMT	vehicle miles traveled

1 *CHESTNUT STREET ELEVATION (WEST ELEVATION)*
1/8"=1'-0"

LEGEND

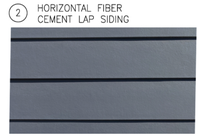
1A CEMENT PLASTER – COLOR #1
Swan Dive
KM4891

1B CEMENT PLASTER – COLOR #2
Balsamic Reduction
KM4904

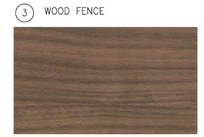
1C CEMENT PLASTER – COLOR #3
Catch The Wave
KM5054

1D CEMENT PLASTER – ART PIECE MURAL (SAMPLE)

2 HORIZONTAL FIBER CEMENT LAP SIDING



3 WOOD FENCE



4 ARCHITECTURAL PROJECTION

6 CONCRETE

7 ASPHALT SHINGLE

LEVY DESIGN PARTNERS ARCHITECTURE
90 South Park
San Francisco
CA 94107

2432 *CHESTNUT STREET*
OAKLAND, CA

2432 CHESTNUT STREET
BLOCK/PARCEL/LOT:
005 043501801 & 005 043501700
& 005 043500500
OAKLAND, CA
PROJECT NO. 2017-12.5

DATE	SET ISSUE
11-01-2019	PLANNING SUBMISSION
04-03-2020	PLANNING RESUBMISSION
08-21-2020	PLANNING RESUBMISSION

CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

ELEVATIONS

A3.1

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Postmark Here

03/24/2021

Sent To
HOUSING AUTHORITY OF THE CITY OF
OAKLAND
1619 HARRISON ST
OAKLAND CA 94612
PLN19279

Street and Apt. No.

City, State, ZIP+4

PS Form 3800

7019 2970 0000 9910 7193

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- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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03/24/2021

Sent To
CHAN CHRISTINA & MCENTEE MATTHEW
1010 24TH ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

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7019 2970 0000 9910 7186

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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03/24/2021

Sent To
TODD KAREN
1078 24TH ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

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7020 1290 0000 4835 2216

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Postmark Here

03/24/2021

Sent To
ITSEKSON ALEXANDER & IRINA TRS
570 EL DORADO AVE
OAKLAND CA 94611
PLN19279

Street and Apt. No.

City, State, ZIP+4

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1290 0000 4835 2209

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Napa, CA 94558

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Sent To
SOLARI NEIL & NICOLE
5 OLD COACH RD
NAPA CA 94558
PLN19279

Street and Apt. No.

City, State, ZIP+4

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03/24/2021

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Sent To
KENNAN MICHAEL D
2434 ADELINE ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

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Fairfield, CA 94534

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Certified Mail Fee $3.60 — $0.00 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Sent To
NEW DEAL PARTNERS LLC
3228 BALMORAL CT
FAIRFIELD CA 94534
PLN19279

Street and Apt. No.

City, State, ZIP+4

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03/24/2021

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7020 1290 0000 4835 2148

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Certified Mail Fee $3.60 — $0.00 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Sent To
LEI LIANA
1117 LINDEN ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

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7020 1290 0000 4835 2162

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San Leandro, CA 94577

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Certified Mail Fee $3.60 — $0.00 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Sent To
PARK TAEIN
2333 W AVE 133RD
SAN LEANDRO CA 94577
PLN19279

Street and Apt. No.

City, State, ZIP+4

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PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1290 0000 4835 2131

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El Sobrante, CA 94803

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Sent To
ROMERO CONCHITA F TR
136 WOODSTOCK CT
EL SOBRANTE CA 94803
PLN19279

Street and Apt. No.

City, State, ZIP+4

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7020 1290 0000 4835 2124

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Oakland, CA 94607

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Certified Mail Fee $3.60 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Postmark Here

03/24/2021

Sent To
CHON STANLEY Y & SUNAE K
Street and Apt. No.
2435 LINDEN ST
City, State, ZIP+4
OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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Sent To
BROOKS CAT
Street and Apt. No.
2506 LINDEN ST
City, State, ZIP+4
OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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03/24/2021

Sent To
FELICIANO SELENA TR
Street and Apt. No.
1054 24TH ST
City, State, ZIP+4
OAKLAND CA 94607
PLN19279

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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Sent To
SHARIFF KHALED A
Street and Apt. No.
1100 24TH ST
City, State, ZIP+4
OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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Sent To
SEELAM SUNAINA & MURPHY CONRAD X TRS
Street and Apt. No.
1035 24TH ST
City, State, ZIP+4
OAKLAND CA 94607
PLN19279

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7019 2970 0000 9910 7308

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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03/24/2021

Sent To
ROSSI ADDUA & ROUSKEY CRAIG J
Street and Apt. No.
1037 24TH ST
City, State, ZIP+4
OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 2970 0000 9910 7292

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Certified Mail Fee $3.60
$0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $0.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
Total Postag $4.15
Sent To
Street and Ap
City, State, Z

0019 12

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03/24/2021

CARR,DEREK C & CAMUS STEPHANIE L
2425 FILBERT ST
OAKLAND CA 94607
PLN19279

PS Form 380 See Reverse for Instructions

7020 1290 0000 4835 2353

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Oakland, CA 94623

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Certified Mail Fee $3.60
$0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $0.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
Total Postage a $4.15
Sent To
Street and Apt.
City, State, ZIP+

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03/24/2021

ALLIANCE WEST OAKLAND
DEVELOPMENT INC
P O BOX 24121
OAKLAND CA 94623
PLN19279

PS Form 3800,

7020 1290 0000 4835 2360

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Certified Mail Fee $3.60
$0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $0.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
Total Postag $4.15
Sent To
Street and Ap
City, State, Z

0019 12

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03/24/2021

JANET BERNADETTE
2121 PERALTA ST 135
OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 2970 0000 9910 7179

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$0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $0.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
Total Postage $4.15
Sent To
Street and Apt.
City, State, ZIP

0019 12

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03/24/2021

SIEGEL,HERBERT
1034 24TH ST
OAKLAND CA 94607
PLN19279

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7020 1290 0000 4835 2193

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Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $0.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
Total Post $4.15
Sent To
Street and
City, State,

0019 12

Postmark Here

03/24/2021

HOPKINS,GEORGE G
790 16TH ST C
OAKLAND CA 94612
PLN19279

PS Form 3 See Reverse for Instructions

7020 1290 0000 4835 2377

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Oakley, CA 94561

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Certified Mail Fee $3.60
$0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $0.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
Total Postage $4.15
Sent To
Street and Apt.
City, State, ZIP

0019 12

Postmark Here

03/24/2021

RASOOLY,MICHAEL
3583 MAIN ST
OAKLEY CA 94561
PLN19279

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7020 1290 0000 4835 2384

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Certified Mail Fee $3.60 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage $4.15

Postmark Here

03/24/2021

Sent To: DUNN TERRI
Street and Apt.: 2121 PERALTA ST 135
City, State, ZIP: OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1290 0000 4835 2315

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Certified Mail Fee $3.60 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage $4.15

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03/24/2021

Sent To: WANG JINGJING H & TIMOTHY D ETAL
Street and Apt.: 2424 LINDEN ST
City, State, ZIP: OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1290 0000 4835 2223

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San Francisco, CA 94112

OFFICIAL USE

Certified Mail Fee $3.60 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage $4.15

Postmark Here

03/24/2021

Sent To: LO JOSEPHINE S TR
Street and Apt.: 1733 CAYUGA AVE
City, State, ZIP: SAN FRANCISCO CA 94112
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1290 0000 4835 2407

U.S. Postal Service™
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Berkeley, CA 94702

OFFICIAL USE

Certified Mail Fee $3.60 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage $4.15

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03/24/2021

Sent To: DAVIS JEFFREY H
Street and Apt.: 1401 UNIVERSITY AVE
City, State, ZIP+: BERKELEY CA 94702
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1290 0000 4835 2308

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Oakland, CA 94607

OFFICIAL USE

Certified Mail Fee $3.60 — 0019 12

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage $4.15

Postmark Here

03/24/2021

Sent To: NGO LEE C & LAO JEE K ETAL
Street and Apt.: 1061 24TH ST
City, State, ZIP: OAKLAND CA 94607
PLN19279

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1290 0000 4835 2391

7019 2970 0000 9910 7254

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Fremont, CA 94536

OFFICIAL USE

Certified Mail Fee	$3.60
Extra Services & Fees (check box, add fee as appropriate)	
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.55
Total Postage and	$4.15
Sent To	LEE RONG D & RONG F
Street and Apt. No	4378 GIBRALTAR DR
City, State, ZIP+4	FREMONT CA 94536
	PLN19279

0016
21

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03/24/2021

PS Form 3800, A

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Certified Mail Fee	$3.60
Extra Services & Fees (check box, add fee as appropriate)	
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.55
Total Postage and	$4.15
Sent To	SHINE RONALD G
Street and Apt. No	2517 FILBERT ST
City, State, ZIP+4	OAKLAND CA 94607
	PLN19279

0016
21

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03/24/2021

PS Form 3800, A

7019 2970 0000 9910 7261

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For delivery information, visit our website at *www.usps.com®*.

Oakland, CA 94611

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Certified Mail Fee	$3.60
Extra Services & Fees (check box, add fee as appropriate)	
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.55
Total Postage	$4.15
Sent To	KALMAR CLIFFORD
Street and Ap	233 SCENIC AVE
City, State, Zi	PIEDMONT CA 94611
	PLN19279

0016
21

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PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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Alameda, CA 94501

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Certified Mail Fee	$3.60
Extra Services & Fees (check box, add fee as appropriate)	
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.55
Total Postage	$4.15
Sent To	HSU PETER & ARNETT KATANA TR
Street and Apt.	2717 SAN JOSE AVE
City, State, ZIP	ALAMEDA CA 94501
	PLN19279

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Castro Valley, CA 94552

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- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55
Total Postage and Fees $4.15
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LOUIE PETER B & WING K TRS
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CASTRO VALLEY CA 94552
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- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55
Total Postage and Fees $4.15
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PALOMBA DAVID
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OAKLAND CA 94607
PLN19279

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55
Total Postage and Fees
Sent To
Street and Apt. No.
City, State, ZIP+4

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HOUSING AUTHORITY OF THE CITY OF OAKLAND
CHESTNUT LINDEN ASSO
600 CALIFORNIA ST 900
SAN FRANCISCO CA 94108
PLN19279

PS Form 3800,

7019 2970 0000 9910 7209

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Certified Mail Fee $3.60
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55
Total Postage
Sent To
Street and Apt.
City, State, ZIP

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HARPER FANNIE L & POLK PAUL G
2320 LINDEN ST
OAKLAND CA 94607
PLN19279

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- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55
Total Postage and Fees $4.15
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HANG HUAN S & JING Y ETAL
1083 24TH ST
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Certified Mail Fee $3.60

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- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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REO HOMES 3 LLC
PO BOX 24483
OAKLAND CA 94623
PLN19279

Street and Apt. No.

City, State, ZIP+4

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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SCIORTINO RICHARD
2528 ADELINE ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

Sent To
KUNG WONG S & XIE QIONG Y
2431 FILBERT ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

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Certified Mail Fee $3.60
$ $0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $ $0.00
☐ Return Receipt (electronic) $ $0.00
☐ Certified Mail Restricted Delivery $ $0.00
☐ Adult Signature Required $ $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
$
Total Postage a
$
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LEWEN C TR
1027 24TH ST
OAKLAND CA 94607
PLN19279

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Certified Mail Fee $3.60
$ $0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $ $0.00
☐ Return Receipt (electronic) $ $0.00
☐ Certified Mail Restricted Delivery $ $0.00
☐ Adult Signature Required $ $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
$
Total Postage an
$
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SILVA HELEN F TR
DARLEEN SILVA
2427 LINDEN ST
OAKLAND CA 94607
PLN19279

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Certified Mail Fee $3.60
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Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $ $0.00
☐ Return Receipt (electronic) $ $0.00
☐ Certified Mail Restricted Delivery $ $0.00
☐ Adult Signature Required $ $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
$
Total Postage and Fees $4.15
$
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ENGLISH DENNIS J
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Berkeley, CA 94703

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Certified Mail Fee $3.60
$ $0.00
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $ $0.00
☐ Return Receipt (electronic) $ $0.00
☐ Certified Mail Restricted Delivery $ $0.00
☐ Adult Signature Required $ $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.55
$
Total Postage and Fees $4.15
$
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City, State, ZIP+4

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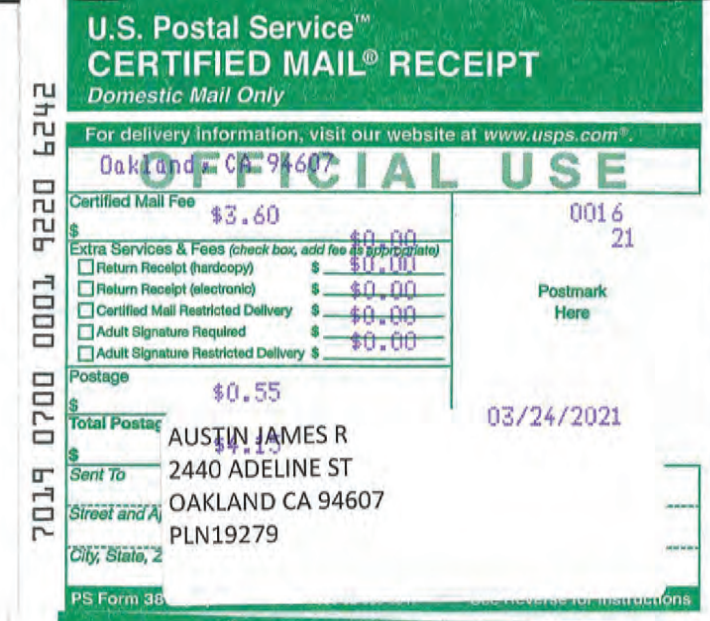
ADELINE LOFTS ASSOCIATES
1835 ALCATRAZ AVE
BERKELEY CA 94703
PLN19279

PS Form 3800

7019 0700 0001 9220 6259



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- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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AUSTIN JAMES R
2440 ADELINE ST
OAKLAND CA 94607
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Street and Apt. No.

City, State, ZIP+4

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- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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Sent To
HARRIS GEORGE L & EDITH M TRS
2434 LINDEN ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

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- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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Sent To
DAVIS HILARY C
P.O. BOX 24938
OAKLAND CA 94623
PLN19279

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City, State, ZIP+4

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Emeryville, CA 94662

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- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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Sent To
DALZELL CORPORATION
PO BOX 8284
EMERYVILLE CA 94662
PLN19279

Street and Apt. No.

City, State, ZIP+4

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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.55

Total Postage and Fees $4.15

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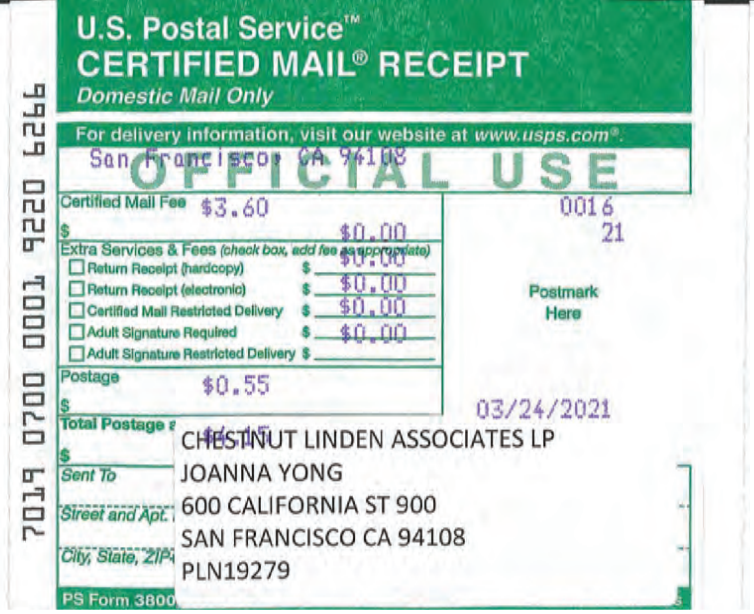
Sent To
DELUNA MERLE & OCONNELL JOSEPH D III
1026 24TH ST
OAKLAND CA 94607
PLN19279

Street and Apt. No.

City, State, ZIP+4

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 0700 0001 9220 6297



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San Francisco CA 94108

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- ☐ Return Receipt (hardcopy) $0.00
- ☐ Return Receipt (electronic) $0.00
- ☐ Certified Mail Restricted Delivery $0.00
- ☐ Adult Signature Required $0.00
- ☐ Adult Signature Restricted Delivery $

Postage $0.55

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Total Postage & Fees $4.15

Sent To
CHESTNUT LINDEN ASSOCIATES LP
JOANNA YONG

Street and Apt. No.
600 CALIFORNIA ST 900

City, State, ZIP+4
SAN FRANCISCO CA 94108
PLN19279

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