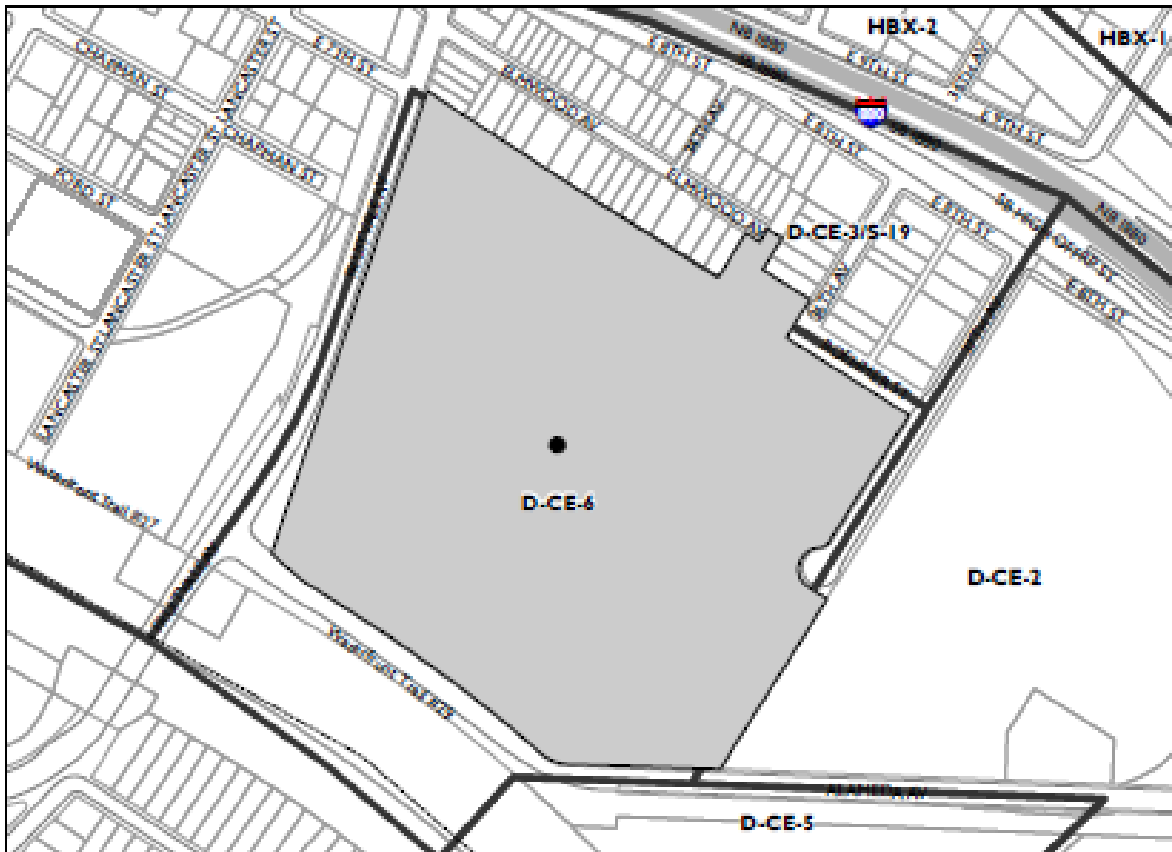


Location:	3600 Alameda Avenue
Assessor's Parcel Number:	033 -2250-011-04
Proposal:	Public Hearing on the Draft Environmental Impact Report to obtain comments on the environmental analysis for a proposal to demolish all existing structures on the approximately 23.9-acre site and construct an approximately 430,000 square foot industrial warehouse facility including approximately 30,000 square feet of accessory office. The site would include an employee parking lot on the northern side of the proposed building and truck loading docks and parking on the southern side of the building. The proposal includes extending 37 th Avenue to connect to Alameda Avenue, and a realignment of Alameda Avenue to provide expanded open space adjacent to the estuary shoreline. The proposal also includes creation of a separate parcel at the southeastern portion of the site at the intersection of 37 th & Alameda Avenues to potentially accommodate a future commercial development of a retail/restaurant building. A project variant also is studied for the possible future extension of E. 7 th Street east across Fruitvale Avenue to connect to 37 th Avenue.
Applicant:	Prologis, Janet Galvez
Phone Number:	415-733-9523
Owner:	Owens-Brockway Glass Container Inc.
Planning Permits Required:	Request for Environmental Review. Separate development applications have been filed under case file number PLN21223 and will be reviewed concurrently with the required environmental review application.
General Plan:	EPP – Heavy Industry
Zoning:	D-CE-6
Environmental Determination:	Draft Environmental Impact Report was published for a 45-day review period from July 10, 2023 to August 24, 2023.
Historic Status:	Potentially Designated Historic Property (PDHP); OCHS Rating: Cb+3
City Council District:	5
Status:	Environmental and development applications are currently under review.
Staff Recommendation:	Receive public and Planning Commission comments on the Draft Environmental Impact Report
Finality of Decision:	N/A – No decision to be made at the hearing on any applications.
For further information:	Contact case planner Peterson Z. Vollmann at (510) 238-6167 or by email: pvollmann@oaklandca.gov

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN21223-ER01
Applicant: Jason Bernstein / Prologis
Address: 3600 Alameda Ave
Zone: D-CE-6

SUMMARY

The purpose of this report and of the August 2, 2023 public hearing is to provide information and to solicit comments on the adequacy of specific environmentally-related information, issues and analysis contained in the Draft Environmental Impact Report (Draft EIR) for the Project (see Project Description on page 4 of this report). The hearing is not intended for receipt of comments on the merits of the Project and no decisions will be made on the Draft EIR or on the proposed project at the hearing. Specifically, comments on the Draft EIR should focus on the adequacy of the Draft EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the Draft EIR's purpose to provide useful and accurate information about such factors.

The Draft EIR concludes that the Project would not result in any significant and unavoidable impacts.

BACKGROUND

In November 2021, Duke Realty Limited Partnership (since acquired by Prologis) filed a request for environmental review to begin review and consideration of a proposal to redevelop the former Owens-Brockway glass plant property at 3600 Alameda Avenue.

The City is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and has the responsibility to prepare the Environmental Impact Report (EIR) for the Project. Staff published a Notice of Preparation (NOP) of an EIR on April 4, 2022. A scoping session was held before the Oakland Planning Commission on April 20, 2022.

The Notice of Availability for the Draft EIR was prepared and released on July 10, 2023 beginning a 45-day public comment period. The public comment period ends on August 24, 2023.

Comments on the Draft EIR may be made at the August 2, 2023 hearing or in writing to the Department of Planning & Building, Bureau of Planning, to the attention of Peterson Vollmann, Planner IV, City of Oakland, Department of Planning and Building, Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612; or preferably by e-mail at pvollmann@oaklandca.gov. Written comments must be received prior to the comment period deadline (4:00 p.m. on August 24, 2023). After all comments are received, a Final EIR/Response to Comments document will be prepared and the Planning Commission will consider certification of the Final EIR at a later meeting.

SITE DESCRIPTION

The project site is an approximately 23.9-acre lot located at 3600 Alameda Avenue generally between Fruitvale Avenue to the west and 37th Avenue to the east in Oakland. The site is bordered by Alameda Avenue and the Oakland Estuary to the south, Fruitvale Avenue and

commercial/industrial uses to the west, a Home Depot with associated surface parking to the east, and a mixed-use residential neighborhood and I-880 to the north. The project site is currently occupied by Plant 20 of the Oakland Owens-Brockway, formerly Owens-Illinois Pacific Coast Company, a container glass and cardboard packaging material manufacturing facility, which ceased operations and has been vacant since 2015. The site contains multiple vacant manufacturing structures totaling approximately 1.24 million square feet. The project site is predominantly flat and is mostly covered by existing structures and paving with little existing vegetation.

The project site is included in the list of Hazardous Waste and Substances sites in the Department of Toxic Substances Control (DTSC) EnviroStor database. The applicant has entered into a Voluntary Remedial Action Agreement with Alameda County Department of Environmental Health (ACDEH). In addition, the site is subject to the Toxics and Substance Control Act (TSCA) with oversight by the US Environmental Protection Agency (EPA).

The site was reviewed by Oakland Cultural Heritage Survey (OCHS) and was identified as a Potentially Designated Historic Property (PDHP), and was given a survey rating of Cb, which represents a property of secondary importance (“C”), with a contingency rating (“b”) that the property could be of Major Importance if restored. A “B” rating would also qualify the property as a Local Register Property and thus a historic resource under CEQA. Given the contingency rating, staff required the preparation of a Historic Resource Evaluation (HRE), which was prepared by Page & Turnbull, and peer reviewed by the City’s CEQA consultant and OCHS staff for acceptance.

The HRE evaluated the property for eligibility for listing in the California Register and for designation as a historical resource at the local level. In summary, while the property was found to be significant as a district for its design as an industrial facility, comprising 11 contributing buildings built between 1936 and 1938, the buildings lack sufficient integrity of setting, design, materials, workmanship, feeling, and association to be eligible for listing in the California Register. Further, the property does not retain the level of integrity necessary for designation as a City of Oakland Landmark. The HRE also advised that the current OCHS rating of Cb was appropriate. The subject property is therefore not a historical resource for the purposes of CEQA.

PROJECT DESCRIPTION

The Project would construct an approximately 430,000 square foot industrial facility that would be able to accommodate a variety of uses that may consist of manufacturing, research and development, warehousing, or industrial uses.¹ The new facility would include up to 30,000 square feet of accessory office space, 25,000 of which would be split between the northwest corner of the building at the main entrance, the central-northern portion of the building, and the

¹ The analysis presented in the Draft EIR assumes an approximately 430,000 square foot project building. Since the time of the Notice of Preparation for the Draft EIR, the Project Applicant has since put forth a revised proposal for an approximately 424,320 square foot project building. Therefore, this Draft EIR describes a modestly larger structure and thus serves as a conservative analysis.

northeastern corner of the building depending on the number of tenants occupying the building. An additional 5,000 square feet of accessory office space would be provided at a mezzanine level. The Project would have a 42-foot clear height with a floor area ratio (FAR) of 0.42.

Project Site Plan



In addition to the industrial building, the Project would include 295 parking spaces in an employee parking lot north and east of the building, and a landscaped buffer between the parking lot and the northern Project site boundary. To the south of the industrial building, the Project would construct a loading dock with 48 dock doors and 228 trailer parking stalls. The Project would also include an outdoor eating area adjacent to Fruitvale Avenue for use by project employees and would reserve a parcel in the southeastern corner of the site which could be developed as either restaurant or retail uses in the future. For the purposes of a conservative analyses, Project operations is assumed to include an approximately 10,000 square-foot café/restaurant at that location.

The Project would also make improvements to the site including reconstruction of all sidewalks surrounding the property; realignment of Alameda Avenue to enhance shoreline and Bay Trail access; re-opening of Boehmer Street to create a new connection between 36th and 37th Avenues; and extension of 37th Avenue to Alameda Avenue. The Project would create a new

intersection at Alameda Avenue and 37th Avenue, and improve the Fruitvale Avenue corridor to increase pedestrian safety. The potential future extension of East 7th Street by creating a new public right-of-way from Fruitvale Avenue to Boehmer Street for a connection through to 37th Avenue, is analyzed as a variant to the Project. This Project variant was initially part of the Project, but was amended to be analyzed as a variant due to the infeasibility of its implementation at this time to establish an intersection at East 7th Street and Fruitvale Avenue, since the intersection would trigger upgrades to the Union Pacific Rail Road (UPRR) line, which would require a taking of private property rights from an adjacent property on East 7th Street. The Project as filed includes a right-of-way dedication to the City, so that the City may create this extension of E. 7th Street if so desired and as feasible in the future.

Project construction would demolish all existing structures and surface parking lots on the site. Construction activities would also include excavation and shoring, foundation and below-grade construction, and building construction including finishing interiors.

GENERAL PLAN

The General Plan's Estuary Policy Plan (EPP) was adopted in 1999 and classifies the project site as located in the Heavy Industrial General Plan land use designation, which identifies the continued heavy industrial character of the area. The EPP sets forth the following specific policies regarding the Owens-Brockway site.

EPP Policy SAF5: Retain the existing industrial use of the Owens-Brockway site.

SAF5.1: Improve the compatibility between industrial and residential uses and enhance the relationship of the plant with the waterfront.

Since adoption of the Estuary Policy Plan in 1999, the Oakland Owens-Brockway manufacturing facility that was formerly on the site has ceased operations, so there is no existing glass manufacturing industrial use on the site in which to retain. The proposed reuse of the site as a distribution warehouse operation is an industrial land use that is outright permitted by the zoning for the area. The site does include the creation of a separate parcel near the waterfront edge of the site at Alameda Avenue and (the proposed) 37th Avenue intersection, which under the Draft EIR is analyzed as a commercial use. However, this is a minor component to the overall industrial reuse of the site and is meant to be more of an amenity to the business area by establishing restaurant/cafes uses near the water, which would enhance the relationship of the site with the estuary waterfront.

The redevelopment of the site will include landscaped perimeters near the residential neighborhood to the north of the site and will locate all truck loading docks on the opposite side of the proposed building furthest from the residential uses, which will improve the compatibility of the industrial activity in such close proximity.

The site is also located within the Central Estuary Area Plan (CEAP), which recites the specific policy statements regarding the subject property as in the EPP. The CEAP also includes recommendations for long-term transportation infrastructure improvement goals for better connecting the areas along the waterfront by making additional street connections as larger sites redevelop. The connections include the extension of 37th Avenue to Alameda Avenue, as proposed by the project. Also included in the plan is an enhanced east-west connection across Fruitvale Avenue, identified in the Plan by extending Ford Street east to and across Fruitvale Avenue and through the subject property to connect to 37th Avenue. As noted earlier, the Project initially proposed that east-west connection instead at E.7th Street due to the fact that it already intersects with Fruitvale Avenue on the west side whereas Ford Street does not, and acquisition and demolition of other private properties not under the applicant or City's control would be necessary in order to extend Ford Street eastward to intersect with Fruitvale Avenue. The E. 7th Street extension has been removed from the proposal due to feasibility issues and is now studied within Chapter 5 of Draft EIR as a Project Variant.

ZONING COMPLIANCE

The project site is in the CEAP Area's Central Estuary Industrial Zone-6 (D-CE-6) zoning district. The D-CE-6 Zone is intended to create, preserve, and enhance areas of the Central Estuary that are appropriate for a wide variety of businesses and related commercial and industrial establishments that may have the potential to generate off-site impacts, such as noise, light/glare, odor, and traffic. This zone allows industrial and manufacturing uses, transportation facilities, warehousing and distribution, and similar related supporting uses. Uses that may inhibit such uses, or the expansion thereof, are prohibited. This district is applied to areas with good freeway, rail, seaport, and/or airport access.

The D-CE-6 Zone permits the proposed warehousing and distribution warehouse activities proposed by the project and allows a floor area ratio (FAR) of 2.0.

ENVIRONMENTAL REVIEW PROCESS

Scope

As stated earlier in this report the City published the Notice of Preparation (NOP) on April 4, 2022. A scoping session was held before the Oakland Planning Commission on April 20, 2022. CEQA Guidelines Section 15128, *Effects Not Found to Be Significant*, allows environmental issues for which there is no likelihood of significant impact to be "scoped out," and not analyzed further in an EIR. Section 4.7 within Chapter 4 of the Draft EIR presents the analysis of all topics in the CEQA Environmental Checklist (Appendix G of the CEQA Guidelines) with the exception of the following environmental topics which are addressed in detail within the Draft EIR:

A. Air Quality

- B. Biological Resources
- C. Greenhouse Gas Emissions
- D. Hazards and Hazardous Materials
- E. Noise
- F. Transportation and Circulation.

Potentially Significant Impacts Identified in the Draft EIR

All impacts, City Standard Conditions of Approval, and Mitigation Measures identified in the Draft EIR are summarized in Table 2-1 (see Attachment A) at the end of Chapter 2 (Summary) of the Draft EIR. Table 2-1 also identifies the level of significance of the impact after City Standard Conditions of Approval and recommended Mitigation Measures are implemented. All of the environmental effects of the Project can be reduced to less than significant levels through implementation of Standard Conditions of Approval or recommended Mitigation Measures. The only identified significant impacts requiring Mitigation Measures to reduce impacts to Less than Significant were those related to Biological Resources (nesting birds & roosting bats). The Draft EIR did not identify any Significant and Unavoidable environmental impacts.

Project Alternatives

Chapter 6 of the Draft EIR includes the analysis of two alternatives, including the required “*No Project Alternative*”, and a second alternative to the Project that meets the requirements of CEQA, which include a reasonable range of alternatives to the Project that would feasibly attain most of the Project’s basic objectives, and avoid or substantially lessen many of the Project’s significant environmental effects. The CEQA alternatives analyzed in Chapter 6 include:

Alternative 1 - No Project Alternative – Under the No Project Alternative, the Project would not be built, and the site would remain in the same state as its current condition. The existing vacant Owens-Brockway Glass manufacturing facility would remain in place and the new 430,000-square-foot industrial building would not be constructed at the site. Any demolition or refurbishment and reuse of the existing facility would likely require remediation activities resulting in an impact on biological resources similar to the effects of the Project. Therefore, this alternative assumes the project site will remain vacant. In addition, the upgrades to pedestrian and bicycle facilities, as well as roadway improvements, would not be constructed and the transportation infrastructure surrounding the site would remain the same. This alternative would avoid the significant and mitigable Project impact to nesting birds and roosting bats. However, this alternative would not meet any of the objectives of the Project.

Alternative 2 - No Street Extension Alternative –The No Street Extension Alternative was developed in response to requests made through public comments on the NOP. Several commenters asked not to extend East 7th Street (now evaluated as a Project Variant) or 37th Avenue, not to open Boehmer Street, and to leave surrounding residential streets unchanged. Therefore, the No Street Extension Alternative, assumes the Project would remediate and develop the Project site with the same 430,000-square-foot industrial building, but with minimal off-site improvements along the northern and eastern boundaries of the Project site. Unlike the

proposed Project, under this alternative the Project Applicant would not dedicate rights-of-way on 37th Avenue and East 7th Street (under the Project Variant) or provide new north-south and east-west street network connections along the Project site, and no construction activity would occur in these areas. With the additional distance between the closest sensitive receptor to the north and the extent of the construction activity, less-than-significant impacts related to construction noise and construction related health risk associated with toxic air contaminants would be reduced. With a reduced overall construction footprint, other construction-related air quality and greenhouse gas emissions less-than-significant impacts may be reduced although by a negligible amount. This alternative would not avoid or substantially reduce any other impacts studied in the Draft EIR. This alternative would meet most of the objectives of the Project although it would not provide the same level of access to freeways, rails, airports, and seaports when compared with the Project, and it would not help achieve the goals of the CEAP through creating improved network connections. Specifically, the CEAP envisions providing additional east-west and north-south street connections in this area, and includes policy-level recommendations for enhancing the local street network as discussed earlier in this report under General Plan Analysis.

The Draft EIR concluded that the No Project Alternative is the environmentally superior alternative since it would result in the fewest environmental impacts. In instances where the No Project Alternative is the environmentally superior alternative, CEQA requires that the second most environmentally superior alternative be identified. This EIR presents only the No Project and the No Street Extension alternatives as no other scenario was deemed reasonable and feasible, no significant and unavoidable impacts were identified, and the only impact requiring mitigation was related to Biological Resources related to nesting birds and roosting bats, which impact would occur with any redevelopment of the site.

For the purposes of this EIR, the City has identified the Project and Project with the Project Variant as the environmentally superior alternative because feasible mitigation measures have been determined to be available to reduce all potentially significant environmental impacts to less-than-significant levels. The No Street Extension Alternative could be considered environmentally superior because, relative to the Project, it would result in incrementally reduced construction impacts from slightly reduced construction activity in a location slightly more removed from the closest sensitive receptors, even though the impact conclusions would be the same as the Project. However, while the No Street Extension Alternative would result in slightly reduced construction-related impacts, it would not be as supportive of CEAP goals for providing improved east-west and north-south connections in this area as would be provided for under the Project and the Project with the Project Variant.

PUBLICATION AND DISTRIBUTION OF THE DRAFT EIR

The Draft EIR was made available for public review on July 10, 2023. The Notice of Availability for the Draft EIR was mailed to property owners within 300 feet of the Project area, distributed to State and local agencies, posted on the City's website, and mailed to Interested Parties. The Notice of Availability is attached to this report (see Attachment B). Electronic copies of the Draft

EIR were also previously distributed to the Planning Commission, and is available on the Department of Planning & Building website at (under *3600 Alameda Avenue Project*): <https://www.oaklandca.gov/resources/current-environmental-review-ceqa-eir-documents-2011-present>

CONCLUSION

All comments received on the Draft EIR will be considered by the City prior to finalizing the EIR and making a decision on the Project. Comments on the Draft EIR should focus on the adequacy of the EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors. The public hearing on August 2, 2023 is not intended for public comments on the Project merits. Comments on the Draft EIR may be made at the public hearing or in writing to the attention of Peterson Vollmann, Planner IV, City of Oakland, Department of Planning and Building, Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612; or preferably by e-mail at pvollmann@oaklandca.gov. Written comments must be received prior to the comment period deadline (4:00 p.m. on August 24, 2023). After all comments are received, the City will prepare a Final EIR/Response to Comments document and the Planning Commission will consider certification of the Final EIR at a future meeting date. Staff will return to the full Planning Commission for action on the development entitlements.

RECOMMENDATION

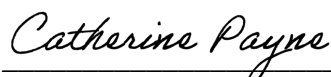
- 1) Receive public and Planning Commission comments on the Draft EIR.
- 2) Close the public hearing with respect to receipt of oral comments; written comments will be accepted until 4:00 pm on August 24, 2023.

Prepared by:



PETERSON Z. VOLLMANN
Planner IV

Approved by:



CATHERINE PAYNE
Development Planning Manager
Bureau of Planning

Approved for Forwarding to the City Planning Commission:



ED MANASSE
Deputy Director
Bureau of Planning

Attachments:

- A. Summary Table (DEIR Table 2-1)
- B. Notice of Availability (NOA)

ATTACHMENT A

**TABLE 2-1
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.1, Air Quality		
<p>Impact AIR-1: Project construction would not generate average daily emissions in excess of 54 pounds per day of ROG, NOX, or PM2.5 or 82 pounds per day of PM10. (Criterion 1) (<i>Less than Significant with SCAs</i>)</p>	<p>SCA AIR-1: Dust Controls – Construction Related (<i>Standard Condition of Approval 20</i>)</p> <p>Requirement: The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <ol style="list-style-type: none"> 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. <p>Enhanced Controls: All "Basic" controls listed above plus the following controls if the project involves:</p> <ul style="list-style-type: none"> • Extensive site preparation (i.e., the construction site is four acres or more in size); or • Extensive soil transport (i.e., 10,000 or more cubic yards of soil import/export).] <ol style="list-style-type: none"> h) Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). i) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. j) When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity. k) Post a publicly visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours. l) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. 	<p align="center">Less Than Significant</p>

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.1, Air Quality (continued)		
Impact AIR-1 (cont.)	<p>SCA AIR-2: Criteria Air Pollutants – Construction Related (<i>Standard Condition of Approval 21</i>)</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>Enhanced Controls: All "Basic" controls listed above plus the following controls if the project involves:</p> <ul style="list-style-type: none"> • Construction activities with average daily emissions exceeding the CEQA thresholds for construction activity, currently 54 pounds per day of ROG, NOx, or PM_{2.5} or 82 pounds per day of PM₁₀. <ol style="list-style-type: none"> g) Criteria Air Pollutant Reduction Measures <p>Requirement: The project applicant shall retain a qualified air quality consultant to identify criteria air pollutant reduction measures to reduce the project's average daily emissions below 54 pounds per day of ROG, NOx, or PM_{2.5} or 82 pounds per day of PM₁₀. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits and the approved criteria air pollutant reduction measures shall be implemented during construction.</p> <ol style="list-style-type: none"> h) Construction Emissions Minimization Plan 	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.1, Air Quality (continued)		
Impact AIR-1 (cont.)	<p>Requirement: The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City (and the B if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <ul style="list-style-type: none"> i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract. 	
Impact AIR-2: Project operation would not generate average daily emissions of 54 pounds per day of ROG, NOX, or PM2.5 or 82 pounds per day of PM10; or result in maximum annual emissions of 10 tons per year of ROG, NOX, or PM2.5 or 15 tons per year of PM10. (Criterion 2) <i>(Less than Significant)</i>	None required	Less Than Significant
Impact AIR-3: Project construction would not contribute to CO concentrations that exceed the CAAQS of 9 ppm averaged over eight hours and 20 ppm for one hour. (Criterion 3) <i>(Less than Significant)</i>	None required	Less Than Significant
Impact AIR-4: The Project would not create new sources of TACs during Project construction or operation that would expose existing sensitive receptors in the vicinity to health risk levels in excess of the City’s project-level thresholds. (Criterion 4) <i>(Less than Significant with SCAs)</i>	<p>SCA AIR-3: Diesel Particulate Matter Controls – Construction Related <i>(Standard Condition of Approval 22)</i></p> <p>a. Diesel Particulate Matter Reduction Measures</p> <p>Requirement: The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose one of the following methods:</p> <ul style="list-style-type: none"> i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or 	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.1, Air Quality (continued)		
Impact AIR-4 (cont.)	<p>below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction.</p> <p>OR</p> <p>ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.</p> <p>b. Construction Emissions Minimization Plan (if required by a above)</p> <p>Requirement: The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <p>i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.</p> <p>SCA AIR-4: Stationary Sources of Air Pollution - Toxic Air Contaminants (Standard Condition of Approval 24)</p> <p>Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <p>a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p> <p>OR</p>	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.1, Air Quality (continued)		
Impact AIR-4 (cont.)	<p>b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ul style="list-style-type: none"> i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. <p>SCA AIR-5: Truck-Related Risk Reduction Measures – Toxic Air Contaminants (Standard Condition of Approval 25)</p> <p>a. Truck Loading Docks</p> <p>Requirement: The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible.</p> <p>b. Truck Fleet Emission Standards</p> <p>Requirement: The project applicant shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate compliance to the satisfaction of the City. Methods to comply include, but are not limited to, new clean diesel trucks, higher-tier diesel engine trucks with added Particulate Matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB's Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.</p> <p>SCA AIR-6: Asbestos in Structures (Standard Condition of Approval 26)</p> <p>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.</p>	
Impact AIR-5: The Project would not create or expose sensitive receptors to substantial odors affecting a substantial number of people. (Criterion 6) (<i>Less than Significant</i>)	None required	Less Than Significant
Impact AIR-6: Construction and operation of the Project would not conflict with or obstruct implementation of the applicable air quality plan. (Appendix G criterion a) (<i>Less than Significant with SCAs</i>)	<p>SCA AIR-1: Dust Controls – Construction Related. See above.</p> <p>SCA AIR-2: Criteria Air Pollutants – Construction Related. See above.</p> <p>SCA TRANS-3: Transportation and Parking Demand Management. See Transportation and Circulation below.</p>	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.1, Air Quality (continued)		
Impact AIR-1.CU: Construction and operational activities associated with the Project would not result in a cumulatively considerable increase in emissions for which the SFBAAB is in non-attainment under an applicable federal or State ambient air quality standard. (Criteria 1 and 2) (<i>Less than Significant with SCAs</i>)	SCA AIR-1: Dust Controls – Construction Related. See above. SCA AIR-2: Criteria Air Pollutants – Construction Related. See above.	Less Than Significant
Impact AIR-2.CU: Construction and operational activities associated with the Project would not contribute considerably to cumulative emissions of TACs and PM _{2.5} that could expose sensitive receptors to substantial pollutant concentrations or health risks above the City's cumulative thresholds. (Criterion 4) (<i>Less than Significant</i>)	None required	Less Than Significant
Impact AIR-3.CU: Construction and operational activities associated with the Project would not contribute considerably to cumulative emissions of TACs and PM _{2.5} that could expose sensitive receptors to substantial pollutant concentrations or health risks above the City's cumulative thresholds. (Criterion 4) (<i>Less than Significant with SCAs</i>)	SCA AIR-3: Diesel Particulate Matter Controls – Construction Related. See above. SCA AIR-4: Stationary Sources of Air Pollution - Toxic Air Contaminants. See above. SCA AIR-5: Truck-Related Risk Reduction Measures – Toxic Air Contaminants. See above. SCA AIR-6: Asbestos in Structures. See above.	Less Than Significant
Impact AIR-4.CU: The Project, in combination with other cumulative projects, would not create or expose sensitive receptors to substantial odors affecting a substantial number of people. (Criterion 6) (<i>Less than Significant</i>)	None required	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.2, Biological Resources		
<p>Impact BIO-1: Implementation of the Project would not have a substantial adverse effect, either directly, indirectly, or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS (nesting birds and roosting bats). (<i>Less-than-Significant Impact, with SCAs and Mitigation</i>)</p>	<p>SCA BIO-2: Tree Removal During Bird Breeding Season. (<i>Standard Condition of Approval 29</i>)</p> <p>Requirement: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p> <p>Mitigation Measure BIO-1: Worker Environmental Awareness Program Training. Project-specific Worker Environmental Awareness Program (WEAP) training shall be developed by a qualified biologist and provided to all Project personnel prior to the start of Project demolition/construction or tree removal work. The training can be provided in a brochure or as a video. The WEAP training shall generally include, but not be limited to, education about the following:</p> <ul style="list-style-type: none"> a) Environmental rules and regulations, and penalties for non-compliance. b) Avoidance measures and a protocol to follow, including a communication chain, if nesting birds or roosting bats are encountered. <p>Mitigation Measure BIO-2: Avoid and Minimize Impacts on Nesting Birds. The Project Applicant shall take adequate measures to avoid inadvertent take of raptor nests and other nesting birds protected under the Migratory Bird Treaty Act when in active use. This shall be accomplished by taking the following steps.</p> <ul style="list-style-type: none"> a) If vegetation removal and/or construction is proposed during the nesting season (February 15 to August 31), a pre-construction survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within 7 days prior to the onset of vegetation removal and/or construction, to identify any active nests in the Project area and in the vicinity of proposed construction. Surveys shall be performed for the Project area, vehicle and equipment staging areas, and suitable habitat within 150 feet of the Project area boundary to locate any active passerine (e.g., songbird) nests and within 250 feet of the Project area boundary to locate any active raptor (bird of prey) nests. b) If no active nests are identified during the survey period, or if development is initiated during the non-breeding season (September 1 to February 14), construction may proceed with no restrictions. c) If bird nests are found, the qualified biologist shall establish an adequate no-disturbance buffer zone around the nest location. Construction activities and/or vegetation removal shall be restricted within the no-disturbance buffer zone until the qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance buffer zone shall be established by the qualified biologist and may vary depending on species, line-of-sight between the nest and the construction activity, and the birds' sensitivity to disturbance. Buffer sizes shall initially be 200 feet for raptors and 50 feet for other birds, but may be modified, as appropriate, by the qualified biologist based on site conditions. As deemed necessary by the qualified biologist, the no-disturbance buffer zone shall be fenced with temporary orange construction fencing. 	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.2, Biological Resources (continued)		
<p>Impact BIO-1 (cont.)</p>	<p>d) Any birds that begin nesting within the Project area and survey buffers amid construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels and no work exclusion zones shall be established around active nests in these cases; however, should birds nesting nearby begin to show disturbance associated with construction activities, no-disturbance buffer zones shall be established as determined by the qualified wildlife biologist.</p> <p>e) Any work that must occur within established no-disturbance buffer zones around active nests shall be monitored by a qualified biologist. If adverse effects in response to Project work within the buffer are observed and could compromise the nest's success, work within the no-disturbance buffer shall halt until the nest occupants have fledged.</p> <p>f) A report of findings shall be prepared by the qualified biologist and submitted to the City for review and approval prior to initiation of construction within any no-disturbance buffer zone during the nesting season. The report shall either confirm absence of any active nests or shall confirm that any young within a designated no-disturbance zone and construction can proceed.</p> <p>Mitigation Measure BIO-3: Avoid and Minimize Impacts on Roosting Bats. A qualified biologist who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to demolition or building relocation activities to conduct a pre-construction habitat assessment of the Project area (focusing on buildings to be demolished or relocated) to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify potential bat roosting habitat or signs of potentially active bat roosts within the Project area (e.g., guano, urine staining, dead bats, etc.).</p> <p>The following measures shall be implemented should potential bat roosting habitat or potentially active bat roosts be identified during the habitat assessment in buildings to be demolished within the study area:</p> <p>a) In areas identified as potential roosting habitat during the habitat assessment, initial building demolition shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These periods avoid the bat maternity roosting season and period of winter torpor.³</p> <p>b) Buildings with potential bat roosting habitat or active (outside of maternity and winter torpor seasons) roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit.</p> <p>c) The demolition or relocation of buildings containing or suspected of containing potential bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.</p> <p>d) If avoidance of the bat maternity roosting season and period of winter torpor, defined under a), above, is infeasible, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to building demolition.</p>	

³ Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.2, Biological Resources (continued)		
Impact BIO-1 (cont.)	e) If active bat roosts or evidence of roosting is identified during pre-construction surveys for building demolition, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the start of the seasonal windows identified above, or until the qualified biologist determines roost sites are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site.	
Impact BIO-2: Implementation of the Project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS. (<i>No Impact</i>)	None required	No Impact
Impact BIO-3: Implementation of the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. (<i>Less than Significant with SCAs</i>)	<p>SCA HYD-1: State Construction General Permit. See Hydrology and Water Quality below.</p> <p>SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See Hydrology and Water Quality below.</p> <p>SCA HYD-3: Vegetation Management on Creekside Properties. See Hydrology and Water Quality below.</p> <p>SCY HYD-4: Creek Protection Permit. See Hydrology and Water Quality below.</p> <p>SCA UTIL-5: Storm Drain System. See Utilities and Service Systems below.</p>	Less Than Significant
Impact BIO-4: Implementation of the Project would not interfere substantially with the movement of a native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. (<i>Less than Significant with SCAs</i>)	<p>SCA BIO-1: Bird Collision Reduction Measures. (<i>Standard Condition of Approval 28</i>)</p> <p>Requirement: The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following:</p> <ol style="list-style-type: none"> i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights. ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures. iii. Monopole structures or antennas shall not include guy wires. iv. Avoid the use of mirrors in landscape design. 	Less Than Significant

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.2, Biological Resources (continued)		
Impact BIO-4 (cont.)	<ul style="list-style-type: none"> v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule), as explained below. vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following: <ul style="list-style-type: none"> • Use opaque glass in windowpanes instead of reflective glass. • Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). • Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). • Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects. • Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since both most birds can see ultraviolet light, which is invisible to humans. • Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). • Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides. • Install opaque window film with a pattern/design which also adheres to the “two-by-four” rule for coverage. vii. Reduce light pollution. Examples include the following: <ul style="list-style-type: none"> • Extinguish nighttime architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30). • Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise. • Reduce perimeter lighting whenever possible. • Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass. • Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration. viii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following: 	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.2, Biological Resources (continued)		
Impact BIO-4 (cont.)	<ul style="list-style-type: none"> • Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws. • Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials. • Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day. • Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&R. • Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible. 	
Impact BIO-5: Implementation of the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (<i>Less than Significant with SCAs</i>)	<p>SCA BIO-3: Tree Permit. (<i>Standard Condition of Approval 30</i>)</p> <p>a. Tree Permit Required.</p> <p>Requirement: Pursuant to the City’s Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p>b. Tree Protection During Construction.</p> <p>Requirement: Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project’s consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project’s consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project’s consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project’s consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. 	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.2, Biological Resources (continued)		
Impact BIO-5 (cont.)	<p>iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project’s consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p>c. Tree Replacement Plantings.</p> <p>Requirement: Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <p>i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.</p> <p>ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.</p> <p>iv. Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. <p>In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City’s Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in City parks, streets and medians.</p> <p>vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant’s expense.</p>	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.2, Biological Resources (continued)		
<p>Impact BIO-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative impacts on biological resources. <i>(Less than Significant with SCAs)</i></p>	<p>SCA BIO-1: Bird Collision Reduction Measures. See above.</p> <p>SCA BIO-2: Tree Removal During Birding Season. See above.</p> <p>SCA BIO-3: Tree Permit. See above.</p> <p>SCA HYD-1: State Construction General Permit. See Hydrology and Water Quality below.</p> <p>SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See Hydrology and Water Quality below.</p> <p>SCA HYD-3: Vegetation Management on Creekside Properties. See Hydrology and Water Quality below.</p> <p>SCY HYD-4: Creek Protection Permit. See Hydrology and Water Quality below.</p> <p>SCA UTIL-5: Storm Drain System. See Utilities and Service Systems below.</p> <p>Mitigation Measure BIO-1: Worker Environmental Awareness Program Training. See above.</p> <p>Mitigation Measure BIO-2: Minimize Impacts to Nesting Birds. See above.</p> <p>Mitigation Measure BIO-3: Avoid and Minimize Impact on Roosting Bats. See above.</p>	<p>Less Than Significant</p>
EIR Section 4.3, Greenhouse Gas Emissions		
<p>Impact GHG-1: The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Criterion 1) <i>(Less than significant with SCAs)</i></p>	<p>SCA GHG-1: Greenhouse Gas (GHG) Reduction Plan. <i>(Standard Condition of Approval 42)</i></p> <p>a. Greenhouse Gas (GHG) Reduction Plan Required</p> <p>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.</p> <p>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.</p> <p>If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.3, Greenhouse Gas Emissions (continued)		
Impact GHG-1 (cont.)	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>b. GHG Reduction Plan Implementation During Construction</p> <p>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).</p> <p>c. GHG Reduction Plan Implementation After Construction</p> <p>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.</p> <p>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.</p>	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.3, Greenhouse Gas Emissions (continued)		
Impact GHG-1 (cont.)	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.3, Greenhouse Gas Emissions (continued)		
Impact GHG-1 (cont.)	<p>SCA AIR-3: Diesel Particulate Matter Controls – Construction Related. See above.</p> <p>SCA AES-3: Landscape Plan. See Aesthetics, Shadow, and Wind below.</p> <p>SCA AIR-2: Criteria Air Pollutant Controls - Construction Related. See Air Quality above.</p> <p>SCA AIR-3: Diesel Particulate Matter Controls - Construction Related. See Air Quality above.</p> <p>SCA TRANS-2: Bicycle Parking (<i>Standard Condition of Approval 76</i>)</p> <p>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.</p> <p>SCA TRANS-3: Transportation and Parking Demand Management Plan. See Transportation and Circulation below.</p> <p>SCA TRANS-4: Plug-In Electric Vehicle (PEV) Charging Infrastructure (<i>Standard Condition of Approval 81</i>)</p> <p>a. PEV-Ready Parking Spaces</p> <p>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.</p> <p>b. PEV-Capable Parking Spaces</p> <p>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.</p> <p>c. ADA-Accessible Spaces</p> <p>Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).</p> <p>SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling. See Utilities and Service Systems below.</p> <p>SCA UTIL-3: Green Building Requirements. See Utilities and Service Systems below.</p>	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.3, Greenhouse Gas Emissions (continued)		
<p>Impact GHG-2: The Project would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions. (Criterion 2) (<i>Less than Significant with SCAs</i>)</p>	<p>SCA GHG-1: GHG Reduction Plan. See above.</p> <p>SCA UTIL-3: Green Building Requirements. See Utilities and Service Systems below.</p>	<p>Less Than Significant</p>
EIR Section 4.4, Hazards and Hazardous Materials		
<p>Impact HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials. The project site is located in a site that is on Government Code Section 65962.5 5. (Criteria 1, 2, and 5) (<i>Less than Significant with SCAs</i>)</p>	<p>SCA HAZ-1: Hazardous Materials Related to Construction. (<i>Standard Condition of Approval 43</i>)</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>SCA HAZ-2: Hazardous Building Materials and Site Contamination. (<i>Standard Condition of Approval 44</i>)</p> <p>a. Hazardous Building Materials Assessment</p> <p>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</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.4, Hazards and Hazardous Materials (continued)		
Impact HAZ-1 (cont.)	<p>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.</p> <p>b. Environmental Site Assessment Required</p> <p>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.</p> <p>c. Health and Safety Plan Required</p> <p>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.</p> <p>d. Best Management Practices (BMPs) Required for Contaminated Site</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>SCA HAZ-3: Hazardous Materials Business Plan. (Standard Condition of Approval 45)</p> <p>Requirement: The Project Applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the Project Applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:</p> <ul style="list-style-type: none"> a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b. The location of such hazardous materials. 	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.4, Hazards and Hazardous Materials (continued)		
Impact HAZ-1 (cont.)	<p>c. An emergency response plan including employee training information.</p> <p>d. A plan that describes the manner in which these materials are handled, transported, and disposed.</p> <p>SCA AIR-7: Asbestos in Structures. See Air Quality above.</p> <p>SCA HYD-1: State Construction General Permit. See Hydrology and Water Quality below.</p>	
Impact HAZ-2: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, hospital, or daycare center resulting in a significant impact (Criteria 3 and 4) (<i>Less than Significant with SCAs</i>)	<p>SCA HAZ-1: Hazardous Materials Related to Construction. See above.</p> <p>SCA HAZ-2: Hazardous Building Materials and Site Contamination. See above.</p> <p>SCA HAZ-3: Hazardous Materials Business Plan. See above.</p> <p>SCA AIR-7: Asbestos in Structures. See Air Quality above.</p>	Less Than Significant
Impact HAZ-3: The Project would provide adequate emergency access and would not fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Criteria 6 and 9) (<i>Less than Significant with SCAs</i>)	<p>SCA TRANS-1: Construction Activity in the Public Right-of-Way (<i>Standard Condition of Approval 75</i>)</p> <p>a. Obstruction Permit Required</p> <p>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, sidewalks, bicycle facilities, and bus stops.</p> <p>b. Traffic Control Plan Required</p> <p>Requirement: In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, 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 accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.</p> <p>c. Repair of City Streets</p> <p>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.</p>	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.4, Hazards and Hazardous Materials (continued)		
<p>Impact HAZ-4: The Project would not be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip, and would not result in a significant safety hazard for people residing or working in the Project area. (Criteria 6 and 9) (<i>Less than Significant</i>)</p>	None Required	Less Than Significant
<p>Impact HAZ-1.CU: The Project, combined with cumulative development in the project vicinity, would not result in significant cumulative impacts relative to hazards and hazardous materials. (<i>Less than Significant with SCAs</i>)</p>	<p>SCA HAZ-1: Hazardous Materials Related to Construction. See above.</p> <p>SCA HAZ-2: Hazardous Building Materials and Site Contamination. See above.</p> <p>SCA HAZ-3: Hazardous Materials Business Plan. See above.</p> <p>SCA AIR-7: Asbestos in Structures. See Air Quality above.</p> <p>SCA HYD-1: State Construction General Permit. See Hydrology and Water Quality below.</p> <p>SCA TRANS-1: Construction Activity in the Public Right-of-Way. See above.</p>	Less Than Significant
EIR Section 4.5, Noise and Vibration		
<p>Impact NOI-1: Construction of the Project would not generate noise in violation of the noise ordinances of the Cities of Oakland or Alameda. (Criteria 1, 2 and 3) (<i>Less than Significant with SCAs</i>)</p>	<p>SCA NOI-1: Construction Days/Hours. (<i>Standard Condition of Approval 62</i>)</p> <p>Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.5, Noise and Vibration (continued)		
Impact NOI-1 (cont.)	<p>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.</p> <p>SCA NOI-2: Construction Noise. (<i>Standard Condition of Approval 63</i>)</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>SCA NOI-3: Extreme Construction Noise. (<i>Standard Condition of Approval 64</i>)</p> <p>a. Construction Noise Management Plan Required</p> <p>Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90 dBA), 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:</p> <ol style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; 	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.5, Noise and Vibration (continued)		
Impact NOI-1 (cont.)	<ul style="list-style-type: none"> 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. <p>b. Public Notification Required</p> <p>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.</p> <p>SCA NOI-4: Project-Specific Construction Noise Reduction Measures. (Standard Condition of Approval 65)</p> <p>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 adjacent receptors along Elmwood Avenue. The project applicant shall implement the approved Plan during construction.</p> <p>SCA NOI-5: Construction Noise Complaints. (Standard Condition of Approval 66)</p> <p>Requirement: The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ul style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City’s request. 	

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.5, Noise and Vibration (continued)		
<p>Impact NOI-2: Stationary sources associated with the operation of the Project would not generate noise in violation of the City of Oakland Noise Ordinance. (Criterion 4) <i>(Less than Significant with SCAs)</i></p>	<p>SCA NOI-6: Operational Noise (Standard Condition of Approval 68)</p> <p>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.</p>	Less Than Significant
<p>Impact NOI-3: The Project would not generate noise that would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. (Criterion 5) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p>Impact NOI-4: The Project would not be inconsistent with the land use compatibility guidelines of the Oakland General Plan for the proposed land uses. (Criterion 7) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p>Impact NOI-5: Project construction would not expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration. (Criterion 9) <i>(Less than Significant with SCAs)</i></p>	<p>SCA NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities. <i>(Standard Condition of Approval 70)</i></p> <p>Requirement: The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located adjacent to Elmwood Avenue. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.</p>	Less Than Significant
<p>Impact NOI-1.CU: Construction and operational activities associated with the Project would not result in a cumulatively considerable increase in emissions for which the SFBAAB is in non-attainment under an applicable federal or state ambient air quality standard. (Criteria 1, 2, 3 and 4) <i>(Less than Significant with SCAs)</i></p>	<p>SCA NOI-1: Construction Days/Hours. See above.</p> <p>SCA NOI-2: Construction Noise. See above.</p> <p>SCA NOI-3: Extreme Construction Noise. See above.</p> <p>SCA NOI-4: Project-Specific Construction Noise Reduction Measures. See above.</p> <p>SCA NOI-5: Construction Noise Complaints. See above.</p> <p>SCA NOI-6: Operational Noise. See above.</p> <p>SCA NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities. See above.</p>	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
EIR Section 4.6, <i>Transportation and Circulation</i>		
Impact TRANS-1: The Project would not cause substantial additional VMT per worker. (Criterion 1) (<i>Less than Significant</i>)	None required	Less Than Significant
Impact TRANS-2: The Project would not conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. (Criterion 2) (<i>Less than Significant with SCAs</i>)	<p>SCA TRANS-3: Transportation and Parking Demand Management (<i>Standard Condition of Approval 78</i>)</p> <p>a. Transportation and Parking Demand Management (TDM) Plan Required</p> <p>Requirement: The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <p>i. The goals of the TDM Plan shall be the following:</p> <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. • Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> – Projects generating 50 to 99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR – Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City's transportation system, consistent with City policies and programs. <p>ii. The TDM Plan should include the following:</p> <ul style="list-style-type: none"> • Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. • Proposed TDM strategies to achieve VTR goals (see below). <p>iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program.</p> <p>iv. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR.</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation																		
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**TABLE 2-1 (CONTINUED)
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(commercial) </td> </tr> <tr> <td data-bbox="527 742 957 799">Parking garage is designed with retrofit capability</td> <td data-bbox="961 742 1572 799"> <ul style="list-style-type: none"> Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial) </td> </tr> <tr> <td data-bbox="527 802 957 911">Parking space reserved for car share</td> <td data-bbox="961 802 1572 911"> <ul style="list-style-type: none"> If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units. </td> </tr> <tr> <td data-bbox="527 914 957 998">Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section</td> <td data-bbox="961 914 1572 998"> <ul style="list-style-type: none"> Typically required </td> </tr> <tr> <td data-bbox="527 1002 957 1036">Pedestrian crossing improvements</td> <td data-bbox="961 1002 1572 1036"> <ul style="list-style-type: none"> Identified as an improvement within site analysis </td> </tr> <tr> <td data-bbox="527 1039 957 1073">Pedestrian-supportive signal changes⁶</td> <td data-bbox="961 1039 1572 1073"> <ul style="list-style-type: none"> Identified as an improvement within operations analysis </td> </tr> <tr> <td data-bbox="527 1076 957 1161">Real-time transit information system</td> <td data-bbox="961 1076 1572 1161"> <ul style="list-style-type: none"> A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better </td> </tr> <tr> <td data-bbox="527 1164 957 1221">Relocating bus stops to far side</td> <td data-bbox="961 1164 1572 1221"> <ul style="list-style-type: none"> A project is located within 0.10 mile of any active bus stop that is currently near-side </td> </tr> </tbody> </table>	Improvement	Required by code or when ...	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⁴ Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

⁵ May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

⁶ Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a "scramble" signal phase where appropriate.

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation										
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⁷ Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

**TABLE 2-1 (CONTINUED)
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EIR Section 4.6, <i>Transportation and Circulation</i> (continued)		
Impact TRANS-2 (cont.)	<ul style="list-style-type: none"> • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively) and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). • Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: (1) Contribution to AC Transit bus service; (2) Contribution to an existing area shuttle service; and (3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. 	

TABLE 2-1 (CONTINUED)
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EIR Section 4.6, <i>Transportation and Circulation</i> (continued)		
Impact TRANS-2 (cont.)	<p>The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.</p> <p>b. TDM Implementation – Physical Improvements</p> <p>Requirement: For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.</p> <p>c. TDM Implementation – Operational Strategies</p> <p>Requirement: For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.</p>	
Impact TRANS-3: The Project would not substantially induce additional automobile travel by increasing physical roadway capacity in congested areas i.e., adding new mixed-flow lanes or adding new roadways to the network. (Criterion 3) (<i>Less than Significant</i>)	None required	Less Than Significant
Impact TRANS-1.CU: The Project, combined with cumulative development in the Project vicinity, would not result in a cumulatively considerable transportation impact. (Criteria 1, 2, and 3) (<i>Less than Significant with SCAs</i>)	SCA TRANS-3: Transportation and Parking Demand Management. See above.	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.2, Aesthetics, Shadow, and Wind		
<p>Impact AES-1: The Project would not have a substantial adverse effect on a public scenic vista or substantially damage scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic buildings, located within a state or locally designated scenic highway (Criterion 1 and 2). <i>(Less than Significant)</i></p>	<p>None required</p>	<p>Less Than Significant</p>
<p>Impact AES-2: The Project would not substantially degrade the existing visual character or quality of the site and its surroundings (Criterion 3). <i>(Less than significant with SCAs)</i></p>	<p>SCA AES-1: Trash and Blight Removal (<i>Standard Condition of Approval 16</i>)</p> <p>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 multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.</p> <p>SCA AES-2: Graffiti Control (<i>Standard Condition of Approval 17</i>)</p> <p>Requirement:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. 	<p>Less Than Significant</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.2, Aesthetics, Shadow, and Wind (continued)		
<p>Impact AES-2 (cont.)</p>	<ul style="list-style-type: none"> ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required) <p>SCA AES-3: Landscape Plan (Standard Condition of Approval 18)</p> <p>a. Landscape Plan Required</p> <p>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. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.</p> <p>b. Landscape Installation</p> <p>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.</p> <p>c. Landscape Maintenance</p> <p>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.</p>	
<p>Impact AES-3: The Project would not create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area (Criterion 4). <i>(Less than significant with SCAs)</i></p>	<p>SCA AES-4: Lighting (Standard Condition of Approval 19)</p> <p>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.</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.2, Aesthetics, Shadow, and Wind (continued)		
<p>Impact AES-4: The Project would not cast shadow that substantially impairs a nearby use reliant on sunlight, including the following functions: a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors; the beneficial use of any public or quasi-public open space; a historic resource; or result in an exception to the policies in the General Plan, Planning Code, or Uniform Building Code, and the exception causes there to be a fundamental conflict with policies and regulations addressing the provision of adequate light related to appropriate uses (Criterion 5, 6, 7, 8, and 9). <i>(Less than significant)</i></p>	<p>None required</p>	<p>Less Than Significant</p>
<p>Impact AES-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative aesthetic impacts. <i>(Less than Significant with SCAs)</i></p>	<p>SCA AES-1: Trash and Blight Removal. See above. SCA AES-2: Graffiti Control. See above. SCA AES-3: Landscape Plan. See above. SCA AES-4: Lighting. See above.</p>	<p>Less Than Significant</p>
Effects Found Not to Be Significant Section 4.7.4, Cultural Resources		
<p>Impact CUL-1: The Project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5. (Criterion 1) <i>(Less than Significant)</i></p>	<p>None required</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.4, Cultural Resources (continued)		
<p>Impact CUL-2: The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. (Criterion 2) <i>(Less than Significant with SCAs)</i></p>	<p>SCA CUL-1: Archaeological and Paleontological Resources – Discovery During Construction. <i>(Standard Condition of Approval 32)</i></p> <p>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.</p> <p>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 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.</p> <p>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.</p>	<p>Less Than Significant</p>
<p>Impact CUL-3: The Project would not disturb any human remains, including those interred outside of formal cemeteries. (Criterion 3) <i>(Less than Significant with SCAs)</i></p>	<p>SCA CUL-2: Human Remains – Discovery During Construction. <i>(Standard Condition of Approval 34)</i></p> <p>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.</p>	<p>Less Than Significant</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.4, Cultural Resources (continued)		
Impact CUL-1.CU: The Project, combined with cumulative development in the project vicinity and citywide, would not contribute to cumulative adverse impacts on historical resources. <i>(Less than Significant)</i>	None required	Less Than Significant
Impact CUL-2.CU: The Project, combined with cumulative development in the project vicinity and citywide, would not contribute to cumulative adverse impacts on archaeological resources and human remains. <i>(Less than Significant with SCAs)</i>	SCA CUL-1: Archaeological and Paleontological Resources – Discovery During Construction. See above. SCA CUL-2: Human Remains – Discovery During Construction. See above.	Less Than Significant
Effects Found Not to Be Significant Section 4.7.5, Energy		
Impact ENE-1: Construction and operation of the Project would not result in potentially significant environmental impact due to the wasteful, inefficient, and/ or unnecessary use of energy, and adequate capacity would be available to serve the Project's demand. (Criteria 1 and 4) <i>(Less than Significant with SCAs)</i>	SCA AIR-2: Criteria Air Pollutant Controls – Construction Related. See Air Quality above. SCA GHG-1: SCA GHG-1: Greenhouse Gas (GHG) Reduction Plan. See Greenhouse Gas Emissions above. SCA TRANS-2: Bicycle Parking. See Greenhouse Gas Emissions above. SCA TRANS-3: Transportation and Parking Demand Management. See Transportation and Circulation above. SCA TRANS-4: Plug-In Electric Vehicle (PEV) Charging Infrastructure. See Greenhouse Gas Emissions above. SCA UTIL-3: Green Building Requirements. See Utilities and Service Systems below.	Less Than Significant
Impact ENE-2: The Project would not conflict with or obstruct adopted energy conservation plans or violate energy efficiency standards. (Criteria 2 and 3) <i>(Less than Significant with SCAs)</i>	SCA GHG-1: SCA GHG-1: Greenhouse Gas (GHG) Reduction Plan. See Greenhouse Gas Emissions above. SCA UTIL-3: Green Building Requirements. See Utilities and Service Systems below.	Less Than Significant
Impact ENE-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative energy impacts. <i>(Less than Significant with SCAs)</i>	SCA AIR-2: Criteria Air Pollutant Controls – Construction Related. See Air Quality above. SCA GHG-1: SCA GHG-1: Greenhouse Gas (GHG) Reduction Plan. See Greenhouse Gas Emissions above. SCA TRANS-2: Bicycle Parking. See Greenhouse Gas Emissions above. SCA TRANS-3: Transportation and Parking Demand Management. See Transportation and Circulation above.	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.5, Energy (continued)		
Impact ENE-1.CU (cont.)	<p>SCA TRANS-4: Plug-In Electric Vehicle (PEV) Charging Infrastructure. See Greenhouse Gas Emissions above.</p> <p>SCA UTIL-3: Green Building Requirements. See Utilities and Service Systems below.</p>	
Effects Found Not to Be Significant Section 4.7.6, Geology, Soils, and Paleontological Resources		
<p>Impact GEO-1: The Project would not expose people or structures to substantial risk of loss, injury, or death involving seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spreading. (Criteria 1.b and 1.c) <i>(Less than Significant with SCAs)</i></p>	<p>SCA GEO-1: Construction-Related Permit(s). <i>(Standard Condition of Approval 36)</i></p> <p>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.</p> <p>SCA GEO-2: Seismic Hazards Zone (Landslide/Liquefaction). <i>(Standard Condition of Approval 39)</i></p> <p>Requirement: The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 177 (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.</p>	Less Than Significant
<p>Impact GEO-2: The Project would not result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways. (Criterion 2) <i>(Less than Significant with SCAs)</i></p>	<p>SCA HYD-1: State Construction General Permit. See Hydrology and Water Quality below.</p> <p>SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See Hydrology and Water Quality below.</p> <p>SCA UTIL-5: Storm Drain System. See Utilities and Service Systems below.</p>	Less Than Significant
<p>Impact GEO-3: The Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code or corrosive soil, creating substantial risks to life or property. (Criterion 3) <i>(Less than Significant with SCAs)</i></p>	<p>SCA GEO-1: Construction-Related Permit(s). See above.</p> <p>SCA GEO-2: Seismic Hazards Zone (Landslide/Liquefaction). See above.</p>	Less Than Significant
<p>Impact GEO-4: The Project would not be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property. (Criterion 4) <i>(Less than Significant with SCAs)</i></p>	<p>SCA GEO-1: Construction-Related Permit(s). See above.</p> <p>SCA GEO-2: Seismic Hazards Zone (Landslide/Liquefaction). See above.</p> <p>SCA HAZ-2: Hazardous Building Materials and Site Contamination. See Hazards and Hazardous Materials above.</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.6, Geology, Soils, and Paleontological Resources (continued)		
<p>Impact GEO-5: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Criterion 7) (<i>Less than Significant with SCAs</i>)</p>	<p>SCA CUL-1: Archeological and Paleontological Resources – Discovery During Construction. See Cultural Resources above.</p>	<p>Less Than Significant</p>
<p>Impact GEO-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative impacts to geology, soils, seismicity, or paleontology. (<i>Less than Significant with SCAs</i>)</p>	<p>SCA GEO-1: Construction-Related Permit(s). See above. SCA GEO-2: Seismic Hazards Zone (Landslide/Liquefaction). See above. SCA HAZ-2: Hazardous Building Materials and Site Contamination. See Hazards and Hazardous Materials above. SCA HYD-1: State Construction General Permit. See Hydrology and Water Quality below. SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See Hydrology and Water Quality below. SCA UTIL-5: Storm Drain System. See Utilities and Service Systems below. SCA CUL-1: Archeological and Paleontological Resources – Discovery During Construction. See Cultural Resources above.</p>	<p>Less Than Significant</p>
Effects Found Not to Be Significant Section 4.7.7, Hydrology and Water Quality		
<p>Impact HYD-1: The Project would not violate water quality standards; substantially alter the existing drainage pattern of the site that would result in erosion, siltation, or flooding on- or offsite that could affect receiving water quality; otherwise substantially degrade water quality; or fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16). (Criteria 1, 3, 7, 12, and 13) (<i>Less than Significant with SCAs</i>)</p>	<p>SCA HYD-1: State Construction General Permit (Standard Condition of Approval 50) Requirement: The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City. SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects (Standard Condition of Approval 54) 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:</p> <ul style="list-style-type: none"> 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; 	<p>Less Than Significant</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.7, Hydrology and Water Quality (continued)		
<p>Impact HYD-1 (cont.)</p>	<ul style="list-style-type: none"> 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. <p>b. Maintenance Agreement Required</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p> <p>SCA HYD-3: Vegetation Management on Creekside Properties. (Standard Condition of Approval 57)</p> <p>Requirement: The project applicant shall comply with the following requirements when managing vegetation prior to, during, and after construction of the project:</p> <ul style="list-style-type: none"> a. Identify and leave "islands" of vegetation in order to prevent erosion and landslides and protect habitat; b. Trim tree branches from the ground up (limbing up) and leave tree canopy intact; c. Leave stumps and roots from cut down trees to prevent erosion; d. Plant fire-appropriate, drought-tolerant, preferably native vegetation; e. Provide erosion and sediment control protection if cutting vegetation on a steep slope; f. Fence off sensitive plant habitats and creek areas if implementing goat grazing for vegetation management; g. Obtain a Tree Permit before removing a Protected Tree (any tree 9 inches diameter at breast height or dbh or greater and any oak tree 4 inches dbh or greater, except eucalyptus and Monterey pine); h. Do not clear-cut vegetation. This can lead to erosion and severe water quality problems and destroy important habitat; 	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.7, Hydrology and Water Quality (continued)		
<p>Impact HYD-1 (cont.)</p>	<ul style="list-style-type: none"> i. Do not remove vegetation within 20 feet of the top of the creek bank. If the top of bank cannot be identified, do not cut within 50 feet of the centerline of the creek or as wide a buffer as possible between the creek centerline and the development; j. Do not trim/prune branches that are larger than 4 inches in diameter; k. Do not remove tree canopy; l. Do not dump cut vegetation in the creek; m. Do not cut tall shrubbery to less than 3 feet high; and n. Do not cut short vegetation (e.g., grasses, ground-cover) to less than 6 inches high. <p>SCA HYD-4: Creek Protection Plan. (Standard Condition of Approval 58)</p> <p>a. Creek Protection Plan Required</p> <p>Requirement: The project applicant shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including Best Management Practices (“BMPs”) during construction and after construction to protect the creek. Required BMPs are identified below in sections (b), (c), and (d).</p> <p>b. Construction BMPs</p> <p>Requirement: The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. The measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek. ii. The project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent biodegradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected. iii. Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible. iv. All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted. v. Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the City at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. 	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.7, Hydrology and Water Quality (continued)		
Impact HYD-1 (cont.)	<ul style="list-style-type: none"> vi. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains. vii. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek. viii. Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the creek or storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site. ix. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution. x. Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work. xi. Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, or storm drains. xii. All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB). xiii. Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of the City. <p>c. Post-Construction BMPs</p> <p>Requirement: The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion.</p> <p>d. Creek Landscaping</p> <p>Requirement: The project applicant shall include final landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season. Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.</p>	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.7, Hydrology and Water Quality (continued)		
Impact HYD-1 (cont.)	<p>e. Creek Protection Plan Implementation</p> <p>Requirement: The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, all erosion, sedimentation, debris, and pollution control measures shall be monitored regularly by the project applicant. The City may require that a qualified consultant (paid for by the project applicant) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the project applicant shall develop and implement additional and more effective measures immediately.</p> <p>SCA UTIL-5: Storm Drain System. See Utilities and Service Systems below.</p>	
Impact HYD-2: The Project would not result in substantially depleted groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or lowering the local groundwater table. (Criterion 2) (<i>Less than Significant</i>)	None required	Less Than Significant
Impact HYD-3: The Project would not result in substantial flooding on- or off-site, create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems, or create or contribute substantial runoff which would be an additional source of polluted runoff. (Criteria 4, 5, and 6) (<i>Less than Significant with SCAs</i>)	<p>SCA HYD-1: State Construction General Permit. See above.</p> <p>SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See above.</p> <p>SCA HYD-4: Creek Protection Plan. See above.</p> <p>SCA UTIL-5: Storm Drain System. See Utilities and Service Systems below.</p>	Less Than Significant
Impact HYD-4: The Project would not expose people or structures to a substantial risk of loss, injury, or death involving flooding. (Criteria 10, and 11) (<i>Less than Significant</i>)	None required	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.7, Hydrology and Water Quality (continued)		
Impact HYD-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative impacts on surface water or groundwater quality. (<i>Less than Significant with SCAs</i>)	SCA HYD-1: State Construction General Permit. See above. SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See above. SCA HYD-3: Vegetation Management on Creekside Properties. See above. SCA HYD-4: Creek Protection Plan. See above. SCA UTIL-5: Storm Drain System. See Utilities and Service Systems below.	Less Than Significant
Effects Found Not to Be Significant Section 4.7.8, Land Use and Planning		
Impact LUP-1: The Project would not physically divide an established community. (Criterion 1) (<i>Less than Significant</i>)	None required	Less Than Significant
Impact LUP-2: The Project would not result in a fundamental conflict between adjacent or nearby land uses. (Criterion 2) (<i>Less than Significant</i>)	None required	Less Than Significant
Impact LUP-3: The Project would not fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and result in a physical change in the environment. (Criterion 3) (<i>Less than Significant</i>)	None required	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.8, Land Use and Planning (continued)		
Impact LUP-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in or contribute to a significant cumulative impact to land use and planning. <i>(Less than Significant)</i>	None required	Less Than Significant
Effects Found Not to Be Significant Section 4.7.10, Population and Housing		
Impact POP-1: The Project would not induce substantial population growth in a manner not contemplated in the General Plan, either directly or indirectly, such that additional infrastructure is required. (Criterion 1) <i>(Less than Significant)</i>	SCA POP-1: Jobs/Housing Impact Fee. <i>(Standard Condition of Approval 71)</i> Requirement: The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).	Less Than Significant
Impact POP-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in or contribute to a significant cumulative impact to population and housing. <i>(Less than Significant)</i>	SCA POP-1: Jobs/Housing Impact Fee. See above.	Less Than Significant
Effects Found Not to Be Significant Section 4.7.11, Public Services		
Impact PUB-1: The Project would not result in an increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives, construction of which could have significant physical environmental impacts. (Criterion 1.a) <i>(Less than Significant with SCAs)</i>	SCA PUB-1: Capital Improvements Impact Fee. <i>(Standard Condition of Approval 73)</i> 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).	Less Than Significant

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.11, Public Services (continued)		
<p>Impact PUB-2: The Project would not result in an increase in demand for police services that would require new or physically altered police facilities to maintain acceptable service ratios, response times, or other performance objectives, construction of which could have significant physical environmental impacts. (Criterion 1.b) <i>(Less than Significant with SCAs)</i></p>	<p>SCA PUB-1: Capital Improvements Impact Fee. See above.</p>	<p>Less Than Significant</p>
<p>Impact PUB-3: The Project would not result in an increase in new students for public schools at a level that would require new or physically altered school facilities to maintain acceptable service ratios or other performance objectives, construction of which would have significant physical environmental impacts. (Criterion 1.c) <i>(Less than Significant)</i></p>	<p>None required</p>	<p>Less Than Significant</p>
<p>Impact PUB-4: The Project would not result in an increase in demand for other public facilities, including libraries, at a level that would require new or physically altered library facilities in order to maintain acceptable service ratios or other performance objectives, construction of which would have significant physical environmental impacts. (Criterion 1.d) <i>(Less than Significant with SCAs)</i></p>	<p>SCA PUB-1: Capital Improvements Impact Fee. See above.</p>	<p>Less Than Significant</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.11, Public Services (continued)		
<p>Impact PUB-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in an adverse cumulative increase in demand for public services that would require new or physically altered governmental facilities, construction of which could have significant physical environmental impacts. <i>(Less than Significant with SCAs)</i></p>	<p>SCA PUB-1: Capital Improvements Impact Fee. See above.</p>	<p>Less Than Significant</p>
Effects Found Not to Be Significant Section 4.7.12, Recreation		
<p>Impact REC-1: The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated or require the construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment. (Criteria 1 and 2) <i>(Less than Significant with SCAs)</i></p>	<p>SCA REC-1: Access to Parks and Open Space. <i>(Standard Condition of Approval 74)</i></p> <p>Requirement: The project applicant shall submit a plan for City review and approval to enhance bicycle and pedestrian access from the project site and adjacent areas to Fruitvale Bridge Park. Examples of enhancements may include, but are not limited to, new or improved bikeways, bike parking, traffic control devices, sidewalks, pathways, bulb-outs, and signage. The project sponsor shall install the approved enhancements during construction and prior to completion of the project.</p> <p>SCA PUB-1: Capital Improvements Impact Fee. See Public Services above.</p>	<p>Less Than Significant</p>
<p>Impact REC-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative impacts to recreation. <i>(Less than Significant with SCAs)</i></p>	<p>SCA REC-1: Access to Parks and Open Space. See above.</p> <p>SCA PUB-1: Capital Improvements Impact Fee. See Public Services above.</p>	<p>Less Than Significant</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.13, Tribal Cultural Resources		
<p>Impact TRI-1: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074. (Criterion 4) <i>(Less than Significant with SCAs)</i></p>	<p>SCA CUL-1: Archaeological and Paleontological Resources – Discovery During Construction. See Cultural Resources above.</p> <p>SCA CUL-2: Human Remains – Discovery During Construction. See Cultural Resources above.</p>	<p>Less Than Significant</p>
<p>Impact TRI-1.CU: The Project, combined with cumulative development in the project vicinity and citywide, would not contribute to cumulative adverse impacts on archaeological resources, human remains, and tribal cultural resources. <i>(Less than Significant with SCAs)</i></p>	<p>SCA CUL-1: Archaeological and Paleontological Resources – Discovery During Construction. See Cultural Resources above.</p> <p>SCA CUL-2: Human Remains – Discovery During Construction. See Cultural Resources above.</p>	<p>Less Than Significant</p>
Effects Found Not to Be Significant Section 4.7.14, Utilities and Service Systems		
<p>Impact UTIL-1: The Project would not result in exceedance of EBMUD’s wastewater discharge limitations or exceed the capacity of the existing wastewater treatment system, and would not result in a significant environmental effect related to the construction of new wastewater treatment facilities or expansion of existing facilities. (Criteria 1 and 4) <i>(Less than Significant with SCAs)</i></p>	<p>SCA UTIL-3: Green Building Requirements <i>(Standard Condition of Approval 85)</i></p> <p>a. Compliance with Green Building Requirements During Plan-Check</p> <p>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).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> • 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. 	<p>Less Than Significant</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.14, Utilities and Service Systems (continued)		
<p>Impact UTIL-1 (cont.)</p>	<ul style="list-style-type: none"> • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • At least LEED Silver 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. <p>b. Compliance with Green Building Requirements During Construction</p> <p>Requirement: The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> 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. <p>c. Compliance with Green Building Requirements After Construction</p> <p>Requirement: Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p> <p>SCA UTIL-4: Sanitary Sewer System (Standard Condition of Approval 87)</p> <p>Requirement: The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City’s Master Fee Schedule for funding improvements to the sanitary sewer system.</p>	

TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.14, Utilities and Service Systems (continued)		
<p>Impact UTIL-2: The Project would not require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects. (Criterion 2) <i>(Less than Significant with SCAs)</i></p>	<p>SCA UTIL-5: Storm Drain System <i>(Standard Condition of Approval 88)</i></p> <p>Requirement: The project storm drainage system shall be designed in accordance with the City of Oakland’s Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p> <p>SCA HYD-1: Construction General Permit. See Hydrology and Water Quality above.</p> <p>SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See Hydrology and Water Quality above.</p>	<p>Less Than Significant</p>
<p>Impact UTIL-3: The Project would not exceed water supplies available to serve the Project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects. (Criterion 3) <i>(Less than Significant with SCAs)</i></p>	<p>SCA UTIL-3: Green Building Requirements. See above.</p>	<p>Less Than Significant</p>
<p>Impact UTIL-4: The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs and would not require or result in construction of landfill facilities or expansion of existing facilities, and would not violate applicable federal, State, and local statutes or regulations related to solid waste. (Criteria 5 and 6) <i>(Less than Significant with SCAs)</i></p>	<p>SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling. <i>(Standard Condition of Approval 82)</i></p> <p>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.</p> <p>SCA UTIL-2: Recycling Collection and Storage Space <i>(Standard Condition of Approval 84)</i></p> <p>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 (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.</p> <p>SCA UTIL-3: Green Building Requirements. See above.</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)
SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Impacts, Criterion, and Significance	Standard Conditions of Approval and Mitigation Measures	Significance after Incorporation of Standard Conditions of Approval and Mitigation
Effects Found Not to Be Significant Section 4.7.14, Utilities and Service Systems (continued)		
<p>Impact UTIL-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, would not result in or contribute to a significant cumulative impact on the capacity of EBMUD's wastewater systems or the City's stormwater drainage system; water supplies; or generation of solid waste. <i>(Less than Significant with SCAs)</i></p>	<p>SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling. See above.</p> <p>SCA UTIL-2: Recycling Collection and Storage Space. See above.</p> <p>SCA UTIL-3: Green Building Requirements. See above.</p> <p>SCA UTIL-4: Sanitary Sewer System. See above.</p> <p>SCA UTIL-5: Storm Drain System. See above.</p> <p>SCA HYD-1: Construction General Permit. See Hydrology and Water Quality above.</p> <p>SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. See Hydrology and Water Quality above.</p>	<p>Less Than Significant</p>

ATTACHMENT B



CITY OF OAKLAND

DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA • SUITE 3315 • OAKLAND, CALIFORNIA 94612

Planning and Building Department
Bureau of Planning

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NOTICE OF AVAILABILITY (NOA) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DRAFT EIR) FOR THE 3600 ALAMEDA AVENUE PROJECT

PROJECT TITLE: 3600 Alameda Avenue Project
PROJECT LOCATION: Approximately 23.9-acre lot at 3600 Alameda Avenue within the City of Oakland
PROJECT SPONSOR: Prologis
LEAD AGENCY City of Oakland
CASE NO.: Case File No. PLN21223-ER01
REVIEW PERIOD: July 10, 2023, through August 24, 2023

PROJECT LOCATION: The project site is an approximately 23.9-acre parcel located at 3600 Alameda Avenue generally between Fruitvale Avenue to the west and 37th Avenue to the east in Oakland. The project site is in the Central Estuary Plan Area's Central Estuary Industrial Zone-6 (D-CE-6) zoning district and has an Estuary Policy Plan (EPP) Heavy Industry General Plan land use designation (Assessor's Parcel Number 033 2250-011-04). The site is bordered by Alameda Avenue and the Oakland Estuary to the south, Fruitvale Avenue and commercial/industrial uses to the west, a Home Depot with associated surface parking to the east, and a mixed-use residential neighborhood and I-880 to the north.

The project site is currently occupied by the former Owens-Brockway Glass manufacturing facility, which was identified in the Central Estuary Plan EIR as a Potentially Designated Historic Property (PDHP). The facility contains multiple manufacturing structures totaling approximately 1.24 million square feet. The project site is predominantly flat and is mostly covered by existing structures and paving with little existing vegetation. There is one tree in the project site interior and several trees at the existing facility entrance along Alameda Avenue. Street trees line the east side of the existing and proposed extension of 37th Avenue. There are multiple existing curb cuts along Alameda Avenue, Fruitvale Avenue, and 37th Avenue. The project site is included in the list of Hazardous Waste and Substances sites in the Department of Toxic Substances Control (DTSC) EnviroStor database.

PROJECT DESCRIPTION: The Project would construct an approximately 430,000 square foot industrial facility that would be able to accommodate a variety of uses that may consist of manufacturing, research and development, warehousing, or industrial uses.¹ The new facility would include up to 30,000 square feet of accessory office space, 25,000 of which would be split between the northwest corner of the building at the main entrance, the central-northern portion of the building, and the northeastern corner of the building depending on the number of tenants occupying the building. An additional 5,000 square feet of accessory office space would be provided at a mezzanine level. The Project would have a 42-foot clear height with a floor area ratio (FAR) of 0.42.

In addition to the industrial building, the Project would include 295 parking spaces in an employee parking lot north and east of the building and a landscaped buffer between the parking lot and the northern Project site boundary. To the south of the industrial building, the Project would construct a loading dock with 48 dock doors and 228 trailer parking stalls. The Project would also include an outdoor eating area adjacent to Fruitvale Avenue for use by project employees and would reserve a parcel in the southeastern corner of the site which could be developed as either restaurant or retail uses in the future. For the purposes of a conservative analyses, Project operations is assumed to include an approximately 10,000 square-foot café/restaurant at that location.

The Project would also make improvements to the site including reconstruction of all sidewalks surrounding the property, realign Alameda Avenue to enhance shoreline and Bay Trail access, re-open Boehmer Street to create a new connection between 36th and 37th Avenues, and extend 37th Avenue to Alameda Avenue. The Project would create an intersection at Alameda Avenue and 37th Avenue and improve the Fruitvale Avenue corridor to improve pedestrian safety. The potential future extension of East 7th Street by creating a new public right-of-way from Fruitvale Avenue to Boehmer Street for a connection through to 37th Avenue, is analyzed as a variant to the Project. This Project variant was initially part of the Project but was amended to be analyzed as a variant due to the infeasibility of its implementation at this time, as further explained in the Project Description Chapter of the Draft EIR.

Project construction would demolish all existing structures and surface parking lots. Construction activities would also include excavation and shoring, foundation and below-grade construction, and building construction including finishing interiors. Project construction is expected to commence in the first quarter of 2024 and occur over approximately 17 months.

¹ The analysis presented in this Draft EIR assumes an approximately 430,000 square foot project building. Since the time of Draft EIR development, the Project Applicant has since put forth a revised proposal for an approximately 424,320 square foot project building. Therefore, this Draft EIR describes a modestly larger structure and thus serves as a conservative analysis.

DRAFT EIR OVERVIEW: This Draft EIR is a public information document that assesses the potential physical environmental impacts that could result from the Project, recommends mitigation measures to lessen or eliminate adverse impacts, examines feasible alternatives to the Project, and is intended to inform City of Oakland decision makers, other responsible agencies, and the general public.

COMPLETION AND AVAILABILITY OF THE DRAFT EIR: The City of Oakland's Bureau of Planning issued a Notice of Preparation (NOP) for a Draft EIR on April 4, 2022. The City has prepared a Draft EIR for the Project in compliance with the California Environmental Quality Act (CEQA) (California Public Resources Code §§21000 et. seq.) and the State CEQA Guidelines (Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, §§15000 et. seq.). This notice is being sent to Responsible Agencies and other interested parties, including persons who responded to the NOP. The Draft EIR will be uploaded to the State Clearinghouse CEQAnet portal (<https://ceqanet.opr.ca.gov/>). Starting on July 10, 2023, the Draft EIR and its appendices may be viewed or downloaded from the City of Oakland's website: <https://www.oaklandca.gov/resources/current-environmental-review-ceqa-eir-documents-2011-present>

PUBLIC REVIEW AND COMMENT PERIOD: The City invites comments on the 3600 Alameda Avenue Project Draft EIR during a 45-day comment period that begins on July 10, 2023, and ends on August 24, 2023 at 4:00 PM. The City directs comments to be submitted via email to pvollmann@oaklandca.gov. Written comments may also be mailed to: Peterson Vollmann, Planner IV, City of Oakland Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2214, Oakland, CA 94612. Comments should be received via the above e-mail address or mailing address by 4:00 p.m. on **August 24, 2022**. Please reference Case File Number **PLN21223-ER01** in all correspondence.

PUBLIC HEARING: The City Planning Commission will conduct a public meeting to receive comments on the Draft EIR for the Project on **August 2, 2023**, 3:00 PM in the Council Chambers in City Hall, 1 Frank H. Ogawa Plaza Oakland, CA 94612. For more information about how to participate in this meeting, please visit: <https://www.oaklandca.gov/boards-commissions/planning-commission>.

The City of Oakland is hereby releasing this Draft EIR, finding it to be accurate and complete and ready for public review. Members of the public are invited to comment on the Draft EIR and the Project. There is no fee for commenting, and all comments received will be considered by the City prior to finalizing the EIR and making a decision on the Project. Comments on the Draft EIR should focus on the sufficiency of the Draft EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors.

City of Oakland
Notice of Availability (NOA) of a Draft Environmental Impact Report for the 3600 Alameda Avenue Project
July 10, 2023

If you challenge the EIR or Project in court, you may be limited to raising only those issues raised at the public hearing described above, or in written correspondence received by the Bureau of Planning on or prior to 4:00 p.m. on **August 24, 2023**. Following the close of the public review period for the Draft EIR, the City will prepare a Final EIR, incorporating and responding to all comments received during the public comment period, for consideration by decisionmakers at a date for which notice shall be provided at a future date. As required by CEQA (Pub. Res. Code §21092.5), the Final EIR, including written responses to the comments submitted by public agencies, will be provided to commenting agencies at least ten (10) days prior to certification. For further information, please contact Peterson Vollmann, Planner IV, City of Oakland Bureau of Planning, at (510) 238-6167 or **pvollmann@oaklandca.gov**.

July 10, 2023
Case File Number: PLN21223-ER01



Ed Manasse, Bureau of Planning
Environmental Review Officer