6501 Shattuck Avenue Mixed-Use Project

Infill Environmental Checklist

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

Prepared by:
Stantec Consulting Services Inc.
1340 Treat Boulevard, Suite 300
Walnut Creek, California 94596

September 4, 2018

Proposed Appendix N: Infill Environmental Checklist form

NOTE: This sample form is intended to assist lead agencies in assessing infill projects according to the procedures provided in Section 21094.5 of the Public Resources Code. Lead agencies may customize this form as appropriate, provided that the content satisfies the requirements in Section 15183.3 of the CEQA Guidelines.

1. Project title: **6501 Shattuck Avenue Mixed-Use Project**
2. Lead agency name and address:
   City of Oakland, Bureau of Planning
   250 Frank H. Ogawa Plaza, Suite 2114
   Oakland, CA 94612
3. Contact person and phone number: **Michael Bradley phone: (510) 238-6935 email: mbradley@oaklandnet.com**
4. Project location: **Oakland, California**
5. Project sponsor's name and address:
   Bruder LLC.
   2550 Appian Way, Suite 201
   Pinole, California 94564
6. General Plan designation: **Neighborhood Center Mixed Use**
7. Prior Environmental Document(s) Analyzing the Effects of the Infill Project (including State Clearinghouse Number if assigned):
   City of Oakland General Plan Land Use and Transportation Element EIR (State Clearinghouse No. 97062089)
   City of Oakland Housing Element EIR (State Clearinghouse No. 2009092065)
8. Location of Prior Environmental Document(s) Analyzing the Effects of the Infill Project:
   Available Online: http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm
9. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
   The proposed project includes the development of a 17,480 square foot four-story mixed-use building including, 18 residential units with approximately 1,975 square feet of ground floor commercial store fronts along Shattuck Avenue, and 18 parking stalls. For additional Project details refer to Section 5.0, Project Description, of the CEQA Analysis.
10. Surrounding land uses and setting: Briefly describe the project's surroundings, including any prior uses of the project site, or, if vacant, describe the urban uses that exist on at least 75% of the project's perimeter:
    The project site is located in the North Oakland Planning Area within the Bushrod community. An 800 square foot brick structure related to the previous onsite activities associated with the East Bay Smog Service Center occupies the northwestern portion of the project site. The project site is an infill parcel and surrounded by a mix of land uses including, a communal art studio to the north, mixed-use commercial and residential buildings to the east, and residential development to the south and west.
11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

    Actions by the City: Regular Design Review, Minor Variance for rear (garage) setback, Minor Interim Conditional Use Permit for density, Minor Conditional Use Permit for driveway within 75 feet of Shattuck Avenue, Encroachment Permit and other related onsite and offsite work permits.

    Actions by Other Agencies: East Bay Municipal Utility District for approval of new service requests and water meter installation Alameda County Environmental Health Department Case Closure Letter for approval of completing the site investigation and cleanup of reports underground storage tank release at site.

SATISFACTION OF APPENDIX M PERFORMANCE STANDARDS

Provide the information demonstrating that the infill project satisfies the performance standards in Appendix M below. For **mixed-use projects**, the predominant use will determine which performance standards apply to the entire project.

1. Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.
Not Applicable. The predominant use of the proposed project is residential.

2. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.

Six onsite underground storage tanks (USTs) were removed from the site in October 2009 under the oversight of Alameda County Environmental Health Department. Following removal of the six USTs, site remediation was completed at the project site. On June 26, 2014 ACEHD issued a Case Closure Letter confirming the completion of the investigation and cleanup of the reported UST release at the site, deeming the case closed. Additional assessments were completed at the site by SOMA Engineering, and determined the containment levels that remained in the soil and groundwater after site remediation were significantly lower than the recommended Low Threat Closure Policy criteria. ACEHD issues a letter to the Applicant on September 12, 2016 concluding that the level of cleanup at the site is suitable for both commercial and residential uses. Refer to Attachment E of the CEQA Analysis document.

3. If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, a high volume roadway or other significant source of air pollution, as defined in Appendix M, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plans, zoning code or community risk reduction plan, or measures recommended in a health risk assessment, to promote the protection of public health. Identify the policies or standards, or refer to the site specific analysis, below. (Attach additional sheets if necessary.)

Not Applicable.

4. For **residential** projects, the project satisfies which of the following?

☒ Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)

☒ Located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)

☐ Consists of 300 or fewer units that are each affordable to low income households. (Attach evidence of legal commitment to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.)

5. For **commercial** projects with a single building floor-plate below 50,000 square feet, the project satisfies which of the following? **NOT APPLICABLE**

☐ Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)

☐ The project is within one-half mile of 1800 dwelling units. (Attach map illustrating proximity to households.)

6. For **office building** projects, the project satisfies which of the following? **NOT APPLICABLE**

☐ Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)

☐ Located within ½ mile of an existing major transit stop or within ¼ of a stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)

7. For **school** projects, the project does all of the following: **NOT APPLICABLE**

☐ The project complies with the requirements in Sections 17213, 17213.1 and 17213.2 of the California Education Code.

☐ The project is an elementary school and is within one mile of 50% of the student population, or is a middle school or high school and is within two miles of 50% of the student population. Alternatively, the school is within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map and methodology.)

☐ The project provides parking and storage for bicycles and scooters.

8. For **small walkable community projects**, the project must be a residential project that has a density of at least eight units to the acre or a commercial project with a floor area ratio of at least 0.5, or both. **NOT APPLICABLE**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The infill project could potentially result in one or more of the following environmental effects.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed infill project WOULD NOT have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.

☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects WOULD NOT be significant and a NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.

☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.

☐ I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects WOULD be significant, and an infill ENVIRONMENTAL IMPACT REPORT is required to analyze those effects that are subject to CEQA.

Signature

9/5/18
Date

EVALUATION OF THE ENVIRONMENTAL IMPACTS OF INFILL PROJECTS:

See attached the complete CEQA Analysis Exemption Package, which includes the environmental impact analysis for the 6501 Shattuck Mixed-Use Project in accordance with the City of Oakland's Initial Study and Environmental Review Checklist.

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Acronyms

AB	Assembly Bill
ACEHD	Alameda County Environmental Health Department
AC Transit	Alameda County Transit
ADA	Americans with Disabilities Act
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMP	best management practice
C-10	Local Retail Commercial Zone (C-10)
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CO	carbon monoxide
CN-3	Neighborhood Commercial – 3 Zone
CUP	Conditional Use Permit
du/ac	dwelling unit/acre
EBMUD	East Bay Municipal Utility District
ECAP	Energy and Climate Action Plan
EIR	Environmental Impact Report
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas
ITE	Institute of Transportation Engineers
Ldn	day-night sound level
LOS	Level of Service
LTCP	Low Threat Closure Policy
LUTE	Land Use and Transportation Element
$MTCO_2e$	metric tons of C O_2 equivalent
$MTCO_2e$/SP/yr	$MTCO_2e$ per service population annually
NESC	National Electric Safety Code
NOx	nitrous oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
OEHHA	Office of Environmental Health Hazard Assessment
OUSD	Oakland Unified School District
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM_{10}	particulate matter 10 microns in diameter
$PM_{2.5}$	particulate matter 2.5 microns in diameter
PPV	peak particle velocity
RHNA	Regional Housing Needs Allocation
ROG	Reactive Organic Gas
ROW	right-of-way
SB	Senate Bill
SCA	Standard Conditions of Approval
SWPPP	Stormwater Pollution Prevention Plan
TACs	toxic air contaminants
TAZ	Transit Area Zone
USDA	United States Department of Agriculture

USGBC	United States Green Building Council
USGS	United States Geological Survey
UST	underground storage tank
VMT	Vehicle Miles Travelled
WRF	Water Research Foundation

1.0 EXECUTIVE SUMMARY

The Applicant, Bruder LLC., is proposing the redevelopment of Assessor Parcel Number (APN) 16-1428-11-2, a 0.19-acre parcel in the North Oakland Planning Area of the City of Oakland within the Bushrod community. The proposed project is approximately 0.25 miles from the Ashby Bay Area Rapid Transit (BART) Station. A brick structure currently occupies the project site formerly used by the East Bay Smog Center.

The Applicant proposes to develop a 17,480 square foot four-story mixed-use building. The proposed project would include 18 residential units with ground floor commercial store fronts and parking. The residential component of the proposed project would consist of three floors (Floors 2-4) with a total floor area of 15,505 square feet. Additionally, the proposed project would include private residential courtyards and a 682 square foot communal rooftop courtyard. The ground floor commercial space would be approximately 1,975 square feet along Shattuck Avenue and 65th Street. It is anticipated that small restaurants and cafes would occupy the space, and outdoor seating would be provided. The proposed project would include approximately 4,582 square feet of podium garage space located on the ground floor behind the commercial store fronts, with a total of 18 parking stalls that would consist of 6 standard parking stalls, 11 compact parking stalls, and 1 Americans with Disabilities Act (ADA) van accessible parking stall for residential use.

This California Environmental Quality Act (CEQA) Analysis evaluates the 6501 Shattuck Avenue Mixed-Use Project (proposed project). Specifically, the proposed project is considered an urban infill development project. This analysis uses CEQA streamlining and/or tiering provisions under CEQA Guidelines Section 15183 and Section 15183.3 to tier from the program-level analyses completed in the City of Oakland General Plan (General Plan) Land Use and Transportation Element (LUTE), LUTE Environmental Impact Report (EIR) (1998), 2015-2023 Housing Element, 2010 EIR for the 2015- 2023 Housing Element, and 2014 Addendum to the 2010 EIR for the 2015-2023 Housing Element—collectively referred to herein as the Program EIRs—that previously analyzed environmental impacts associated with the adoption and implementation of the LUTE and the Housing Element of the General Plan.

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2.0 INFILL ENVIRONMENTAL CHECKLIST

NOTE: This form is intended to assist lead agencies in assessing infill projects according to the procedures provided in Section 21094.5 of the Public Resources Code. The content satisfies the requirements in Section 15183.3 of the CEQA Guidelines.

2.1 PROJECT TITLE

6501 Shattuck Avenue Mixed-Use Project

2.2 LEAD AGENCY NAME AND ADDRESS

City of Oakland
Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, California 94612

2.3 CONTACT PERSON AND PHONE NUMBER

Michael Bradley
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, California 94612
Phone: (510) 238-6935
mbradley@oaklandnet.com

2.4 PROJECT LOCATION

The 6501 Shattuck Avenue Mixed-Use Project (proposed project) is located on the northwest corner of the intersection of Shattuck Avenue and 65th Street in the City of Oakland (City) (Figure 2-1). The project site consists of a single parcel identified as Alameda County APN 16-1428-11-2 and encompasses a total area of 0.19 acres (Figure 2-2). The project site is served by various Alameda County Transit (AC Transit) bus and shuttle lines and is located approximately 0.25 miles from the Ashby Bay Area Rapid Transit (BART) Station (Figure 2-3).

2.5 PROJECT SPONSOR'S NAME AND ADDRESS

Bruder LLC.
2550 Appian Way, Suite 201
Pinole, California 94564

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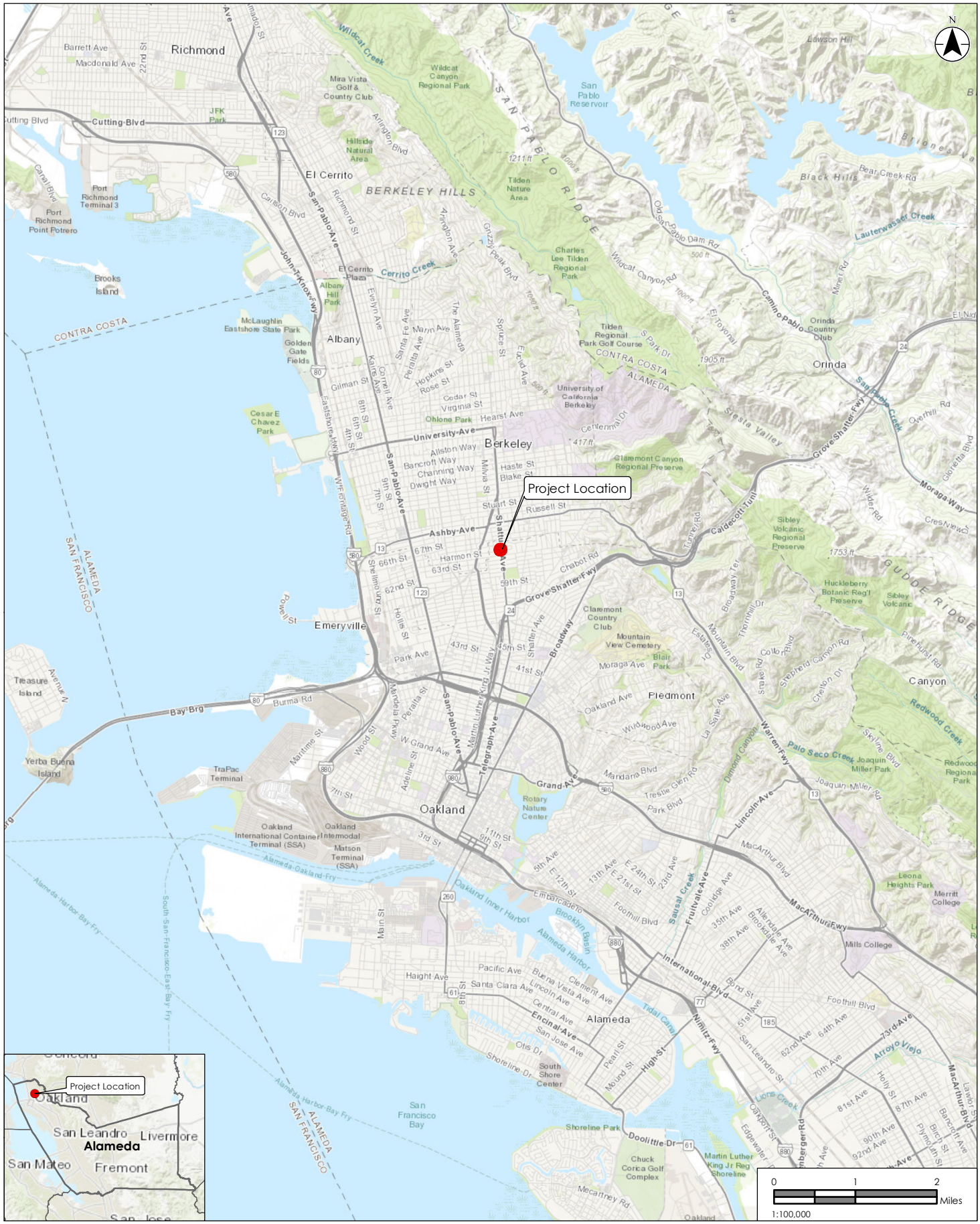

Stantec

6501 Shattuck Avenue Mixed-Use Project
Oakland, California

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Figure 2-1: Regional Overview

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Stantec

6501 Shattuck Avenue Mixed-Use Project
Oakland, California

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Figure 2-2: Project Site

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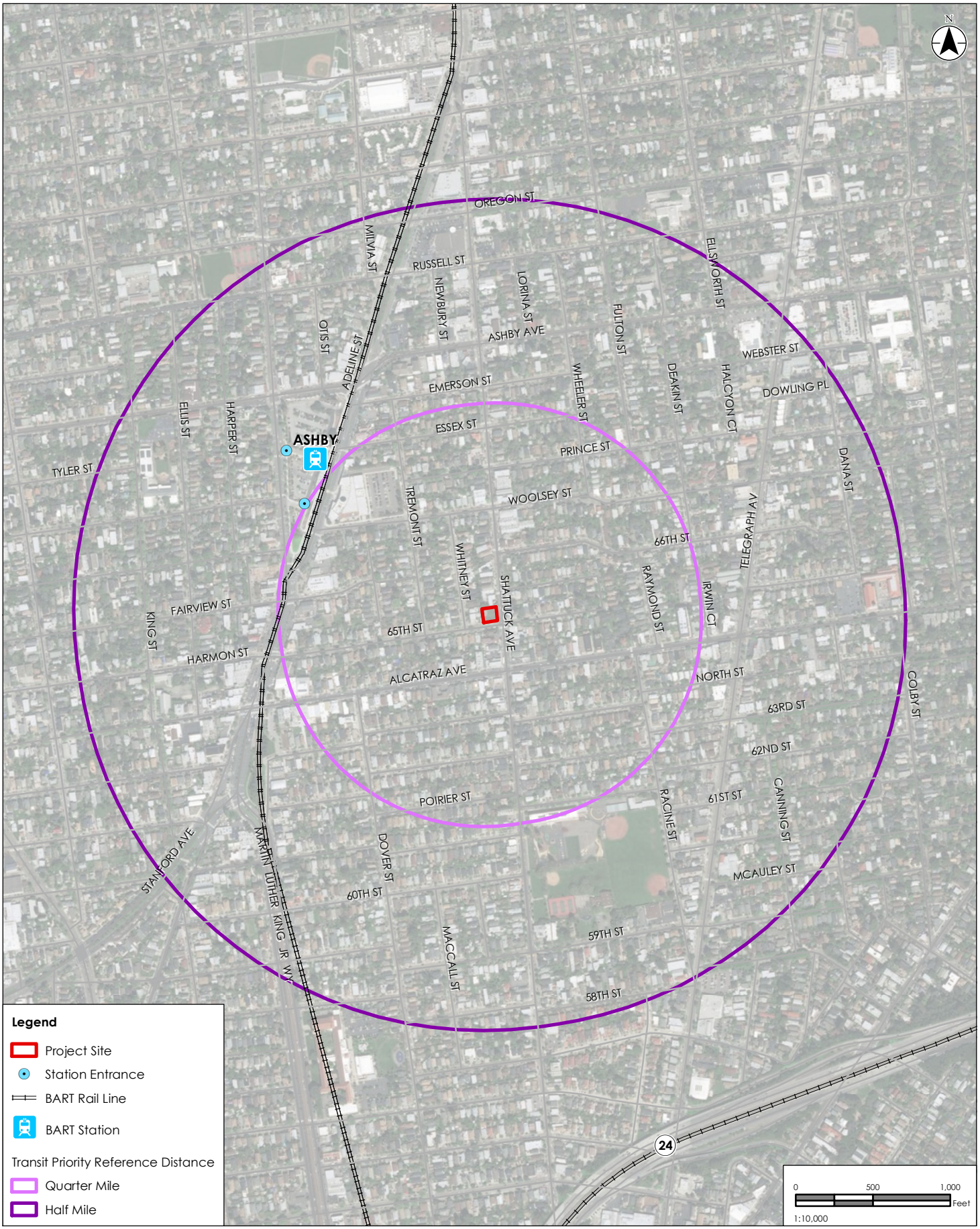

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Stantec

6501 Shattuck Avenue Mixed-Use Project
Oakland, California

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Figure 2-3: Transit Priority Area

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2.6 GENERAL PLAN AND ZONING DESIGNATIONS

The land use designation for the project site is Neighborhood Center Mixed Use. On April 14, 2011, the zoning classification for the project site changed from Local Retail Commercial Zone (C-10) to Neighborhood Commercial – 3 Zone (CN-3) after the City adopted new zoning classifications within the city boundaries. However, the land use designations did not change. The purpose of the CN-3 Zone is to: "create, improve, and enhance areas neighborhood commercial centers that have a compact, vibrant pedestrian environment (City of Oakland 2017b)." The Project Application was deemed complete by the City prior to the City's approval of the new zoning on April 14, 2011. Therefore, the proposed project would be processed under the C-10 zoning requirements.

General Plan

The City of Oakland General Plan land use designation for the project site is Neighborhood Center Mixed Use, which is defined as follows:

> *"The Neighborhood Center Mixed Use classification is intended to identify, create, maintain, and enhance mixed use neighborhood commercial centers. These centers are typically characterized by smaller scale pedestrian-oriented, continuous street frontage with a mix of retail, housing, office, active open space, eating and drinking places, personal and business services, and smaller scale educational, cultural, or entertainment uses."*

Zoning

The proposed project would be processed under the C-10 zoning requirements, which are described as follows:

> *"The intent of the C-10 Zone is to create, improve, and enhance areas of small-scale retail establishments serving frequently recurring needs in convenient locations, and is typically appropriate to small shopping clusters located within residential communities."*

According to Chapter 17.36 of the C-10 zoning requirements, multifamily dwellings are permitted upon the granting of a conditional use permit (CUP). Commercial activities such as general food sales, general retail sales, consumer service, and small sidewalk cafes (subject to the provisions of Section 17.102.335) are permitted facilities within the C-10 zone (City of Oakland 2010a).

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3.0 BACKGROUND

The following describes the Program EIRs that constitute the previous CEQA documents considered in this CEQA Analysis. Each of the following documents is hereby incorporated by reference and can be obtained from the City of Oakland Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California 94612.

Land Use and Transportation Element EIR

The City certified the EIR for its General Plan LUTE in 1998. The LUTE identifies policies to guide land use changes in the City and sets forth an action program to implement the land use policy through development controls and other strategies. The 1998 LUTE EIR is designated a "Program EIR" under CEQA Guidelines Section 15168. As such, subsequent activities under the LUTE are subject to requirements under each of the aforementioned CEQA Sections, which are described further in Section 7.0. The proposed project is within the North Oakland Planning Area as described in the LUTE.

Applicable mitigation measures identified in the 1998 LUTE EIR are largely the same as those identified in the other Program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or newer City of Oakland Standard Conditions of Approval (SCAs), the latter of which are described below.

Environmental Effects Summary – 1998 LUTE EIR

The 1998 LUTE EIR (including its Initial Study Checklist) determined that development consistent with the LUTE would result in impacts that would be reduced to a **less than significant level with the implementation of mitigation measures**: aesthetics (views, architectural compatibility and shadow only); air quality (construction dust –including particulate matter 10 microns in diameter [PM_{10}]- and emissions, odors); cultural resources (except as noted below as less than significant); hazards and hazardous materials; land use (use and density incompatibilities); noise (use and density incompatibilities, including from transit/transportation improvements); population and housing (induced growth, policy consistency/clean air plan); public services (except as noted below as significant); and transportation/circulation (intersection operations).

Less Than Significant Impacts were identified for the following resources in the 1998 LUTE EIR and Initial Study: aesthetics (scenic resources, light and glare); air quality (clean air plan consistency, roadway emissions, energy use emissions, local/regional climate change); biological resources; cultural resources (historic context/settings, architectural compatibility); energy; geology and seismicity; hydrology and water quality; land use (conflicts in mixed-use projects and near transit); noise (roadway noise citywide, multifamily near transportation/transit improvements); population and housing (exceeding household projections, housing displacement from industrial encroachment); public services (water demand, wastewater flows, stormwater quality, parks services); and transportation/circulation (transit demand).

No Impacts were identified for agricultural or forestry resources and mineral resources.

Significant Unavoidable Impacts were identified for the following environmental resources in the 1998 LUTE EIR: air quality (regional emissions); public services (fire safety); transportation/circulation (roadway segment operations); and policy consistency (Clean Air Plan). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

2010 Oakland Housing Element Update EIR and 2014 Addendum

The City has twice amended its General Plan to adopt updates to its Housing Element. The City certified the 2010 EIR for the 2007-2014 Housing Element, and the 2014 Addendum to the 2010 EIR for the 2015-2023 Housing Element. The General Plan identifies the City's current and projected housing needs, and sets goals, policies, and programs to address those needs, as specified by the state's Regional Housing Needs Allocation (RHNA) process. Although the project site is not identified as a Housing Opportunity Site under the current Housing Element, the proposed project nevertheless would contribute to achieving the City's stated goals and meeting the City's RHNA targets.

Applicable mitigation measures and SCAs identified in the 2014 Addendum to the 2010 EIR are considered in the analysis of the residential components of the proposed project. The 2010 Housing Element Update EIR was designated a "Program EIR" under CEQA Guidelines Sections 15168. As such, subsequent activities under the Housing Element that involve housing are subject to mitigation measures and SCAs identified in the 2010 Prior EIRs. Applicable mitigation measures and SCAs identified in the 2010 Housing Element EIR are considered in the analysis in this document.

Environmental Effects Summary – 2010 Housing Element Update EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum (including its Initial Study Checklist) determined that housing developed pursuant to the Housing Element, which would include the project site, would result in impacts that would be reduced to a **less than significant level with the implementation of mitigation measures and/or standard conditions of approval** to the following resources: aesthetics (visual character/quality and light/glare only); air quality (except as noted below); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials (except as noted below, and no impacts regarding airport/airstrip hazards and emergency routes); hydrology and water quality (except as noted below); noise; public services (police and fire only); and utilities and service systems (except as noted below).

Less Than Significant Impacts were identified for the following resources in the Housing Element Update EIR and Addendum: hazards and hazardous materials (emergency plans and risk via transport/disposal); hydrology and water quality (flooding/flood flows, and inundation by seiche, tsunami or mudflow); land use (except no impact regarding community division or conservation plans); population and housing (except no impact regarding growth inducement); public services and recreation (except as noted above, and no impact regarding new recreation facilities); and utilities and service systems (landfill, solid waste, and energy capacity only, and no impact regarding energy standards).

No Impacts were identified for agricultural or forestry resources, and mineral resources.

Significant Unavoidable Impacts were identified for the following environmental resources in the Housing Element Update EIR and Addendum: air quality (toxic air contaminant exposure) and traffic delays. Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

City of Oakland Standard Conditions of Approval

The City of Oakland's Uniformly Applied Development Standards, adopted as SCAs, were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code Section 21083.3) and have been incrementally updated over time. These SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project's environmental impacts. The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/landmark status, California Building Code, and Uniform Fire Code, among others). The SCAs are adopted as requirements of an individual project when approved by the City and are designed to, and will, substantially mitigate environmental effects.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area — e.g., SCA AIR-1, SCA AIR-2, etc. The SCA title is also provided—e.g., **SCA AIR-1 (#21)**: Dust Controls- Construction Related. The full text of the applicable SCAs are included in Attachment A of this CEQA Analysis.

Consistent with the requirements of CEQA, a determination of whether the proposed project would have a significant impact must occur prior to approval of the proposed project. Where applicable, SCAs have been identified that will mitigate such impacts and will be incorporated into the proposed project. In some instances, exactly how the SCAs identified will be achieved awaits completion of future studies, an approach that is legally permissible where SCAs are known to be feasible for the impact identified, where subsequent compliance with identified federal, State, or local regulations or requirements apply, where specific performance criteria is specified and required, and where the proposed project commits to developing measures that comply with the requirements and criteria identified.

It should be noted, certain mitigation measures identified in the Program EIRs have since been adopted by the City as SCAs for all projects. Therefore, some of the previously identified applicable mitigation measures from the Program EIRs have been modified, and in some cases wholly replaced, to reflect the City's current standard language and requirements of its SCAs. Any mitigation measures applicable to the proposed project are captured in the SCAs and references to mitigation measures reflect standard language only. The full standard language of the previously identified mitigation measures from the Program EIRs are provided in Attachment D as reference.

Project Site History

The project site was formerly occupied by a gas station and service center prior to October 2009. According to the State Water Resources Control Board GeoTracker online database, six onsite underground storage tanks (USTs) were removed from the site in October 2009 under oversight by Alameda County Environmental Health Department (ACEHD): three 2,000-gallon gasoline USTs, two 1,000-gallon gasoline USTs, and one 55-gallon waste oil UST. Following UST removal activities, compliance soil samples were collected from the excavations at the site. Total petroleum hydrocarbons and diesel were detected from previous release of gasoline and diesel fuel. The current property owner/Applicant, conducted environmental remediation of the site with the assistance of SOMA Engineering. On June 26, 2014, ACEHD issued a Case Closure Letter for the site, confirming the completion of the investigation and cleanup of the reported UST release at the site, deeming the case closed. Following case closure, additional assessments were undertaken by the property owner/Applicant in 2015 to ensure that the site is adequate for residential construction (Attachment E). In November 2015, SOMA Engineering provided documentation that the June 26, 2014 ACEHD closure letter indicates that the site is meeting Low Threat Closure Policy (LTCP) criteria for both commercial as well as residential land use scenarios. The November 24, 2015 letter from SOMA Engineering further states, "contaminant levels remained in soil and groundwater after site remediation are significantly lower than the recommended LTCP criteria for soil and groundwater. As such, the site is eligible to be utilized for both residential and commercial purposes." On September 12, 2016, ACEHD issued a letter concluding that the level of cleanup at the site is suitable for residential and commercial use (Attachment E).

4.0 PURPOSE AND SUMMARY OF THIS DOCUMENT

The purpose of this document is to provide required CEQA compliance for the proposed project. Applicable CEQA sections are described below, each of which separately and independently provides a basis for CEQA compliance.

1. **Project Consistent with a Community Plan or Zoning**. Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are "consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site." Section 15183(c) specifies that "if an impact is not peculiar to the parcel or the project has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards…, then an EIR need not be prepared for the project solely on the basis of that impact."

   The analysis in the Program EIRs—the 1998 LUTE EIR, 2010 Housing Element EIR and its 2014 Addendum—are applicable to the proposed project and provide the basis for use of the Community Plan consistency provisions of CEQA.

2. **Qualified Infill Streamlining.** Public Resources Code Section 21094.5 and State CEQA Guidelines Section 15183.3 allow streamlining for certain qualified infill projects by limiting the topics that are subject to review at the project level, provided the effects of infill development have been addressed in a planning-level decision or by uniformly applicable development policies. Infill projects are eligible if they are:

   - Located in an urban area and on a site that either has been previously developed or adjoins existing qualified urban uses on at least 75 percent of the site's perimeter;
   - Able to satisfy the performance standards provided in State CEQA Guidelines Appendix M; and
   - Consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy. No additional environmental review is required if the infill project would not cause any new specific effects or more significant effects or if uniformly applicable development policies or standards would substantially mitigate such effects.

   The analysis in the Program EIRs — the 1998 LUTE EIR and for the residential component of the proposed project, and the 2010 Housing Element Update EIR and its 2014 Addendum — are applicable to the proposed project and are the previous CEQA documents providing the basis for use of the streamlined environmental review pursuant to CEQA Guidelines Section 15183.3.

3. **Program EIRs.** CEQA Guidelines Section 15168 (Program EIRs) provides that Program EIRs can be used in support of streamlining and/or tiering provisions under CEQA. Section 15168 defines a "Program EIR" as an EIR prepared on a series of actions that can be characterized as one large project and are related geographically or by other shared characteristics. Section 15168 also states that "subsequent activities in the Program EIR must be examined in light of the Program EIR to determine whether an additional environmental document must be prepared." Section 15168(c) states, "If the agency finds that pursuant to CEQA Guidelines Section 15162, no new effects could occur, or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the Program EIR and no new environmental document would be required."

This CEQA Analysis evaluates the specific environmental effects of the proposed project. Examination of the analysis, findings, and conclusions of the Program EIRs, as summarized in this CEQA analysis, indicates that the prior CEQA documents adequately analyzed and covered the potential environmental impacts associated with the proposed project. The streamlining and or/tiering provisions of CEQA apply to the proposed project. Therefore, no further review or analysis, under CEQA, is required.

This analysis incorporates by reference the information contained in the LUTE EIR, 2010 Oakland Housing Element EIR, and the 2014 Addendum. The proposed project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures and SCAs identified in the Program EIRs. The mitigation measures are assumed to be included as part of the proposed project. All applicable SCAs for the proposed project are listed in Attachment A to this document. The SCAs are mandatory City requirements. The impact analysis for the proposed project assumes that they will be imposed and implemented. If this CEQA Checklist or its attachments inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the proposed project is not affected. Most of the SCAs that are identified for the proposed project were also identified by the 2010 Housing Element EIR and the 2014 Addendum; the LUTE EIR was developed prior to the City's application of SCAs.

5.0 PROJECT DESCRIPTION

5.1 PROPOSED PROJECT

5.1.1 Project Characteristics

The proposed project is a four-story 17,480 square foot (excluding parking) mixed-use building consisting of both residential and commercial uses. The proposed project would have three stories of residential space over ground floor commercial store fronts and parking, and private and communal (residential) courtyards. The project site totals approximately 0.19 acres (8,334 square feet). The land use designation is Neighborhood Center Mixed Use, which allows for both residential and commercial development. The proposed project allows for residential intensification with mixed-use elements on and adjacent Shattuck Avenue, a minor arterial of Oakland, which is well-served by public transportation. The project site plan is presented in Figure 5-1, project floor plans are presented in Figures 5-2 through 5-5, and elevations for the proposed project are presented in Figures 5-6 through 5-8.

Residential Use

The proposed project includes one four-story, 18 residential units with ground floor commercial space and parking, with a total floor area of 17,480 square feet (Figure 5-2). The residential element of the proposed project would consist of three floors (Floors 2 – 4) and a total floor area of 15,505 square feet. The second podium floor area (residential first floor) would be 5,641 square feet and would include: one junior 1-bedroom unit, two 1-bedroom units, three 2-bedroom units; 901 square feet of podium communal courtyard, 233 square feet of private patio space; and, a lobby (Figure 5-3). The third-floor area (residential second floor) would be 5,641 square feet and would include: one junior 1-bedroom unit, two 1-bedroom units, three 2-bedroom units; and a lobby (Figure 5-4). The fourth-floor area (residential third floor) would be 4,223 square feet and would include: four junior 1-bedroom units, two 1-bedroom units, 1,340 square feet of private patio space; and, a lobby (Figure 5-5). Additionally, the proposed project includes 682 square feet of rooftop communal courtyard. Entrance to the residences would be provided through an entrance lobby on the ground floor equipped with a staircase and an elevator.

The residential floor area ratio (FAR) for the proposed project is approximately 1.86 (15,505 square foot residential structure ÷ 8,334 square foot lot). The proposed residential density is 94.74 dwelling units (du)/acre (ac) (18 du ÷ 0.19 ac).

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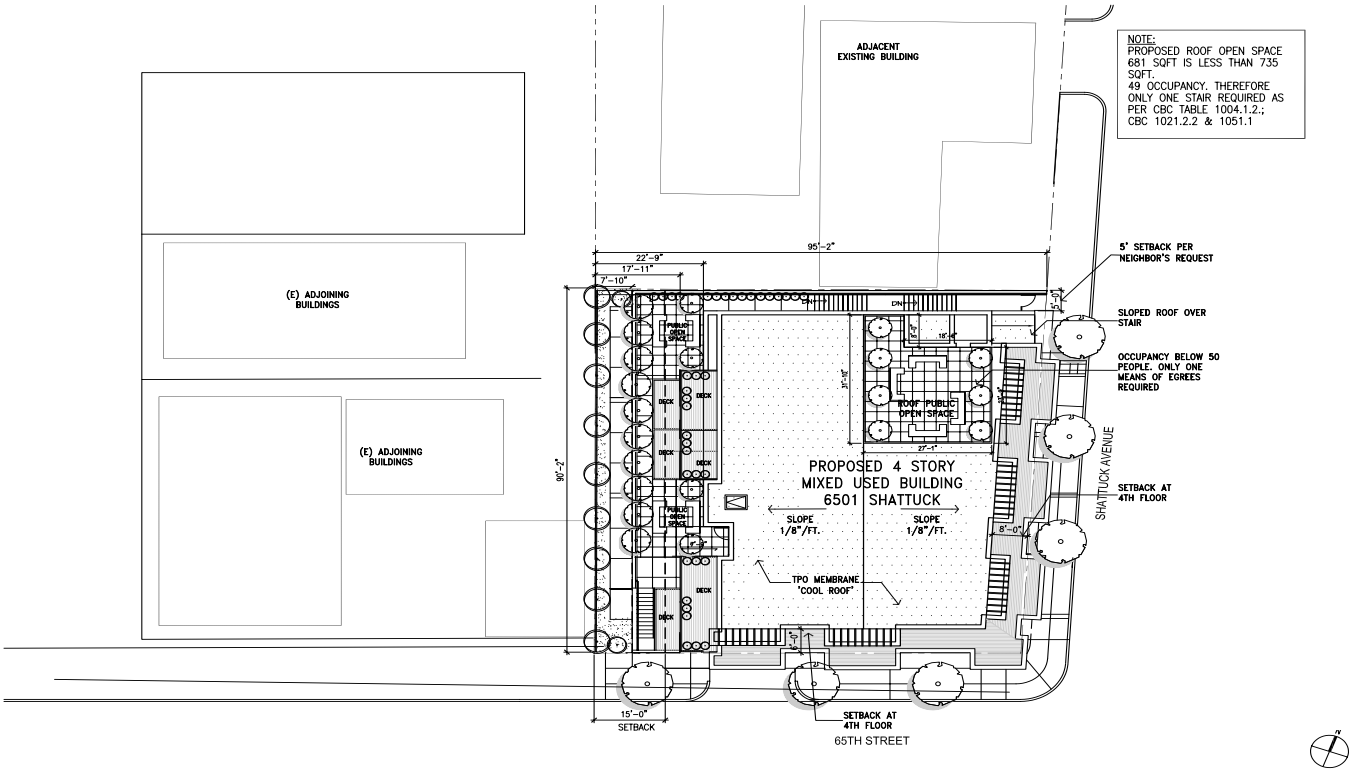

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Figure 5-1: Project Site Plan

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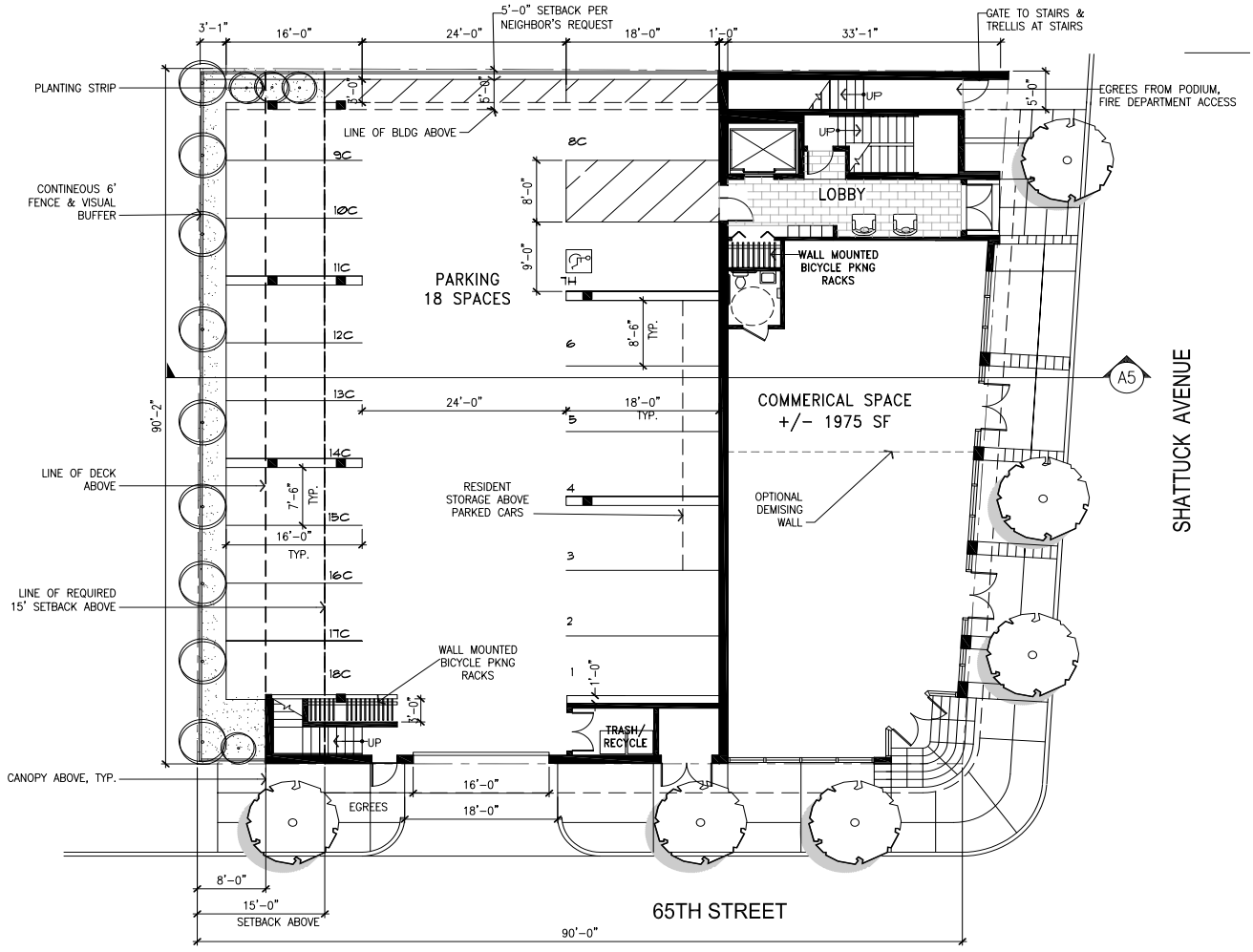

LOT SIZE	8334 SF
COMMERICAL	1975 SF
RESIDENTIAL	
2ND FLOOR	5641 SF
3RD FLOOR	5641 SF
4TH FLOOR	4223 SF
	15505 SF
JR. 1 BR	6 UNITS
1BR	6 UNITS
2BR	6 UNITS
	18 UNITS
PARKING	18 SPACES
STANDARD	6 SPACES
COMPACT	11 SPACES
VAN ACCESSIBLE	1 SPACE

REQ. OPEN SPACE 18 UNITS * 200 SF/UNIT	3600 SF
PROVIDED OPEN SPACE	4759 SF

REQ. PUBLIC OPEN SPACE 18 UNITS * 75 SF/UNIT	1350 SF
ROOF PUBLIC OPEN SPACE NOT TO EXCEED 720 SF (20% OF TOTAL)	682 SF
PODIUM LEVEL PUBLIC OPEN SPACE	901 SF
PROVIDED PUBLIC OPEN SPACE	1583 SF

REQ. PRIVATE OPEN SPACE (1:2) (3600 SF-1350 SF)/2 = 1125 SF	1125 SF
2ND FLOOR	233 SF
4TH FLOOR	1340 SF
PROVIDED PRIVATE OPEN SPACE	1573 SF
1573 SF * 2 = 3146 SF	3146 SF

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Figure 5-2: Ground Floor Plan

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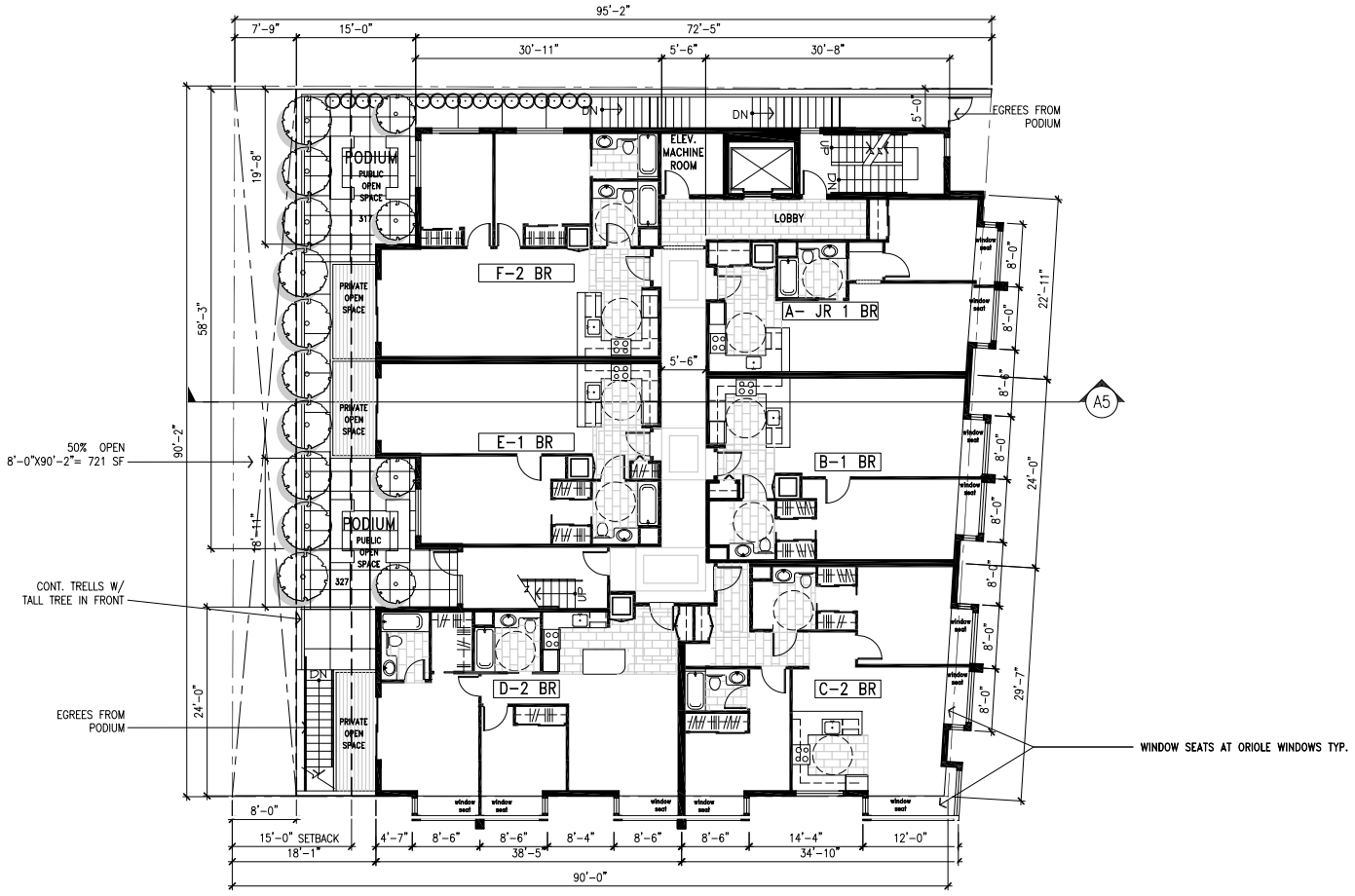

UNIT AREAS:

UNIT A – JR 1 BEDROOM	443 SF
UNIT B – 1 BEDROOM	783 SF
UNIT C – 2 BEDROOMS	951 SF
UNIT D – 2 BEDROOMS	928 SF
UNIT E – 1 BEDROOM	795 SF
UNIT F – 2 BEDROOM	980 SF
UNIT G – JR. 1 BEDROOM	659 SF
UNIT H – 1 BEDROOM	778 SF
UNIT I – 2 BEDROOM	958 SF
UNIT J – JR. 1 BEDROOM	547 SF
UNIT K – 1 BEDROOM	668 SF
UNIT L – 1 BEDROOM	824 SF
UNIT M – JR. 1 BEDROOM	592 SF
UNIT N – JR. 1 BEDROOM	604 SF

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Figure 5-3: Second Podium Floor Plan

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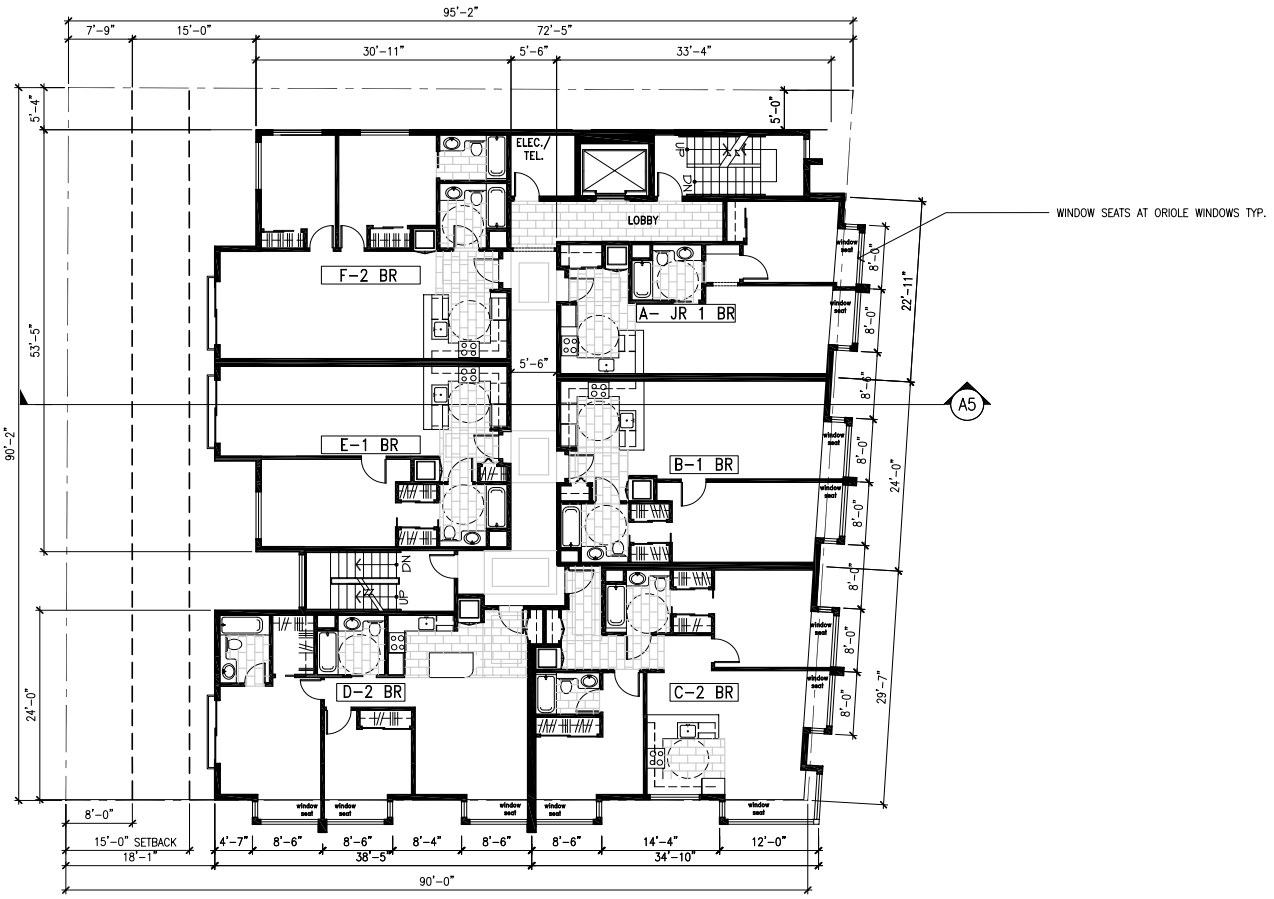

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Figure 5-4: Third Floor Plan

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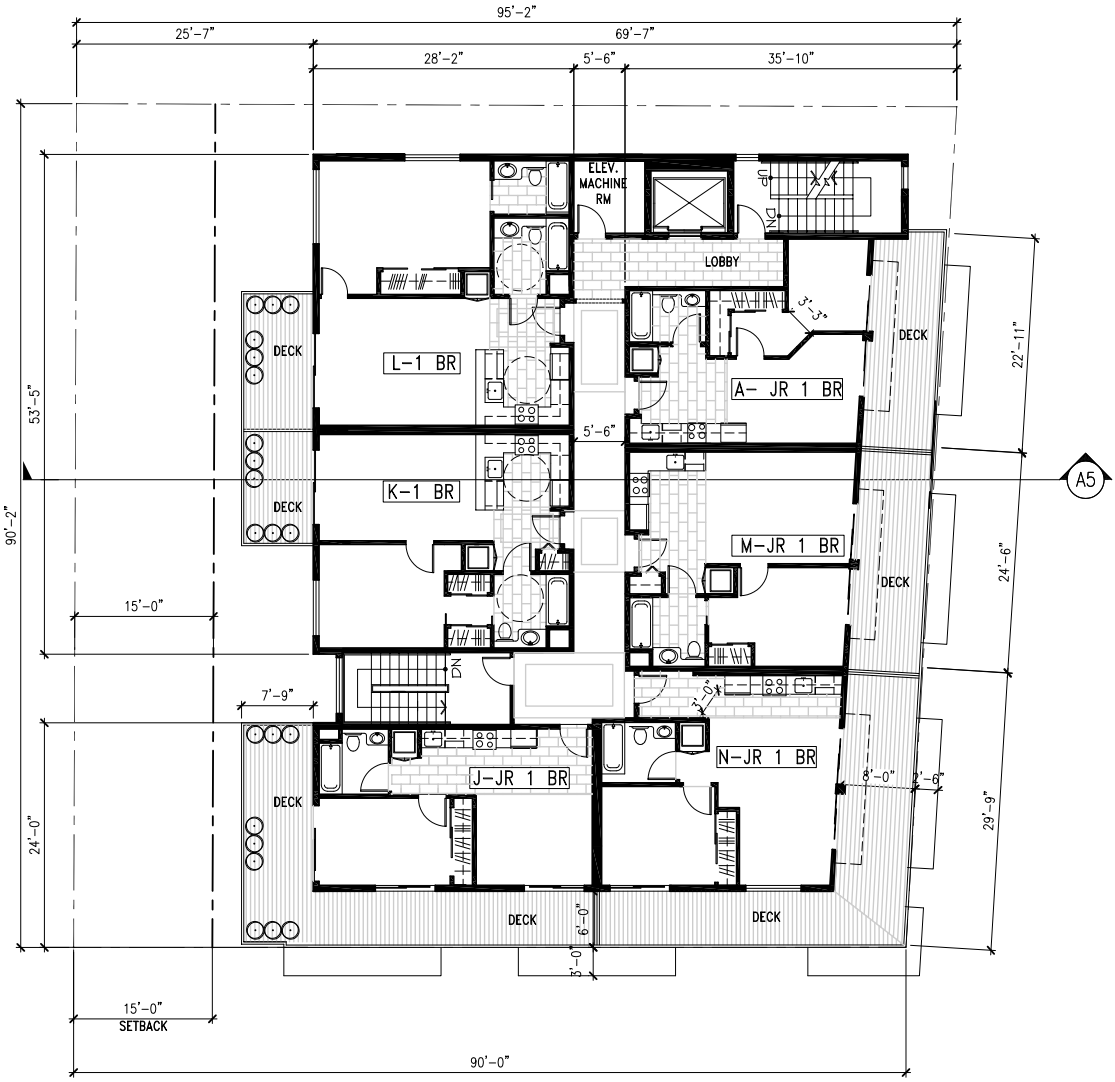

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Figure 5-5: Fourth Floor Plan

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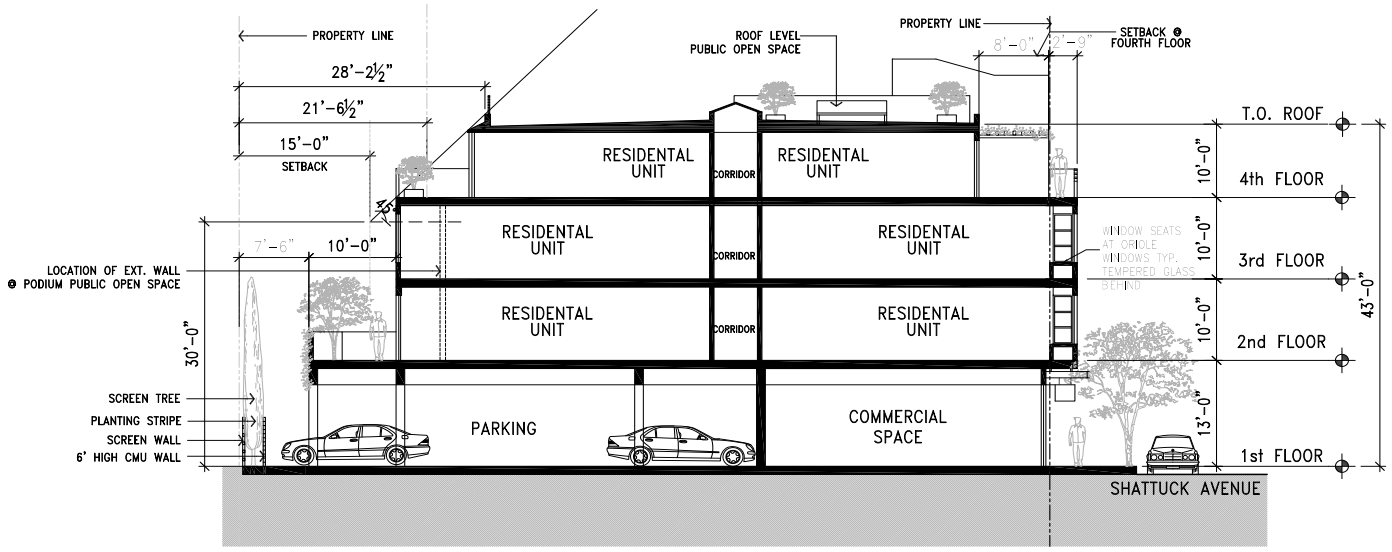

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Figure 5-6: Section Plan

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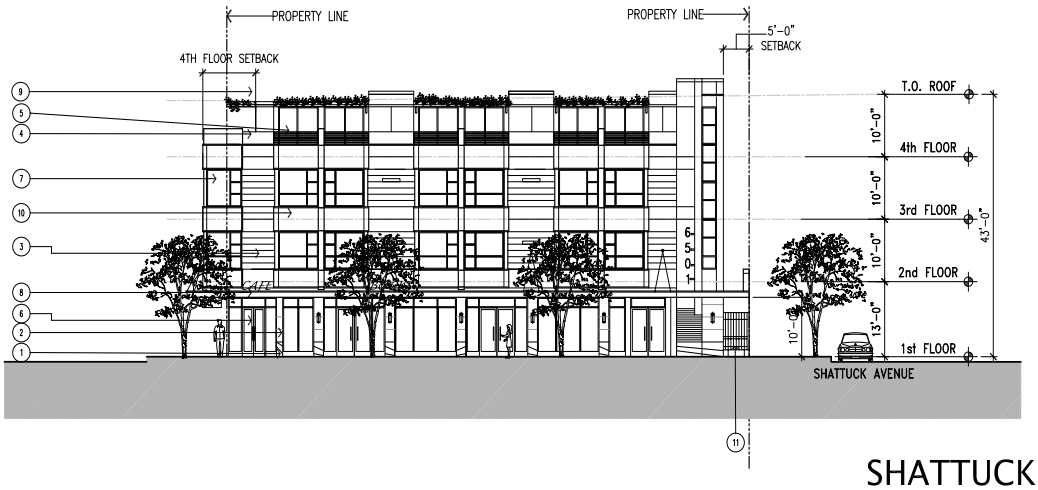

SHATTUCK AVENUE ELEVATION

65TH STREET ELEVATION

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Figure 5-7: Street Elevations

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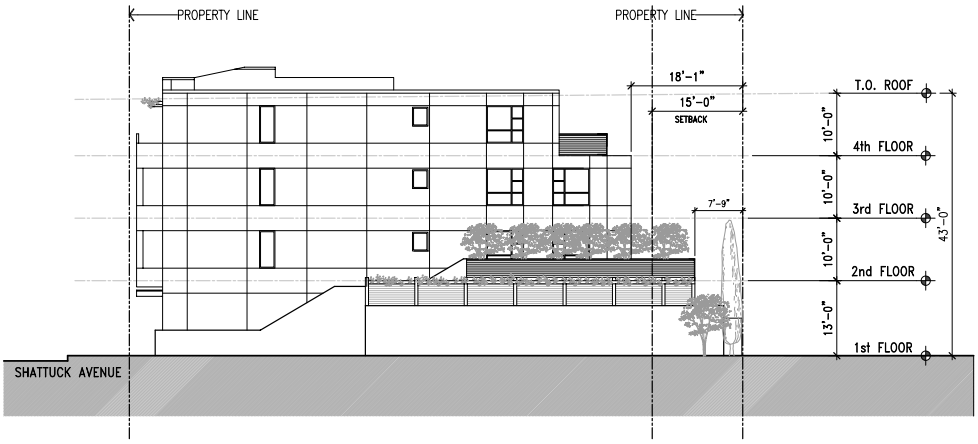
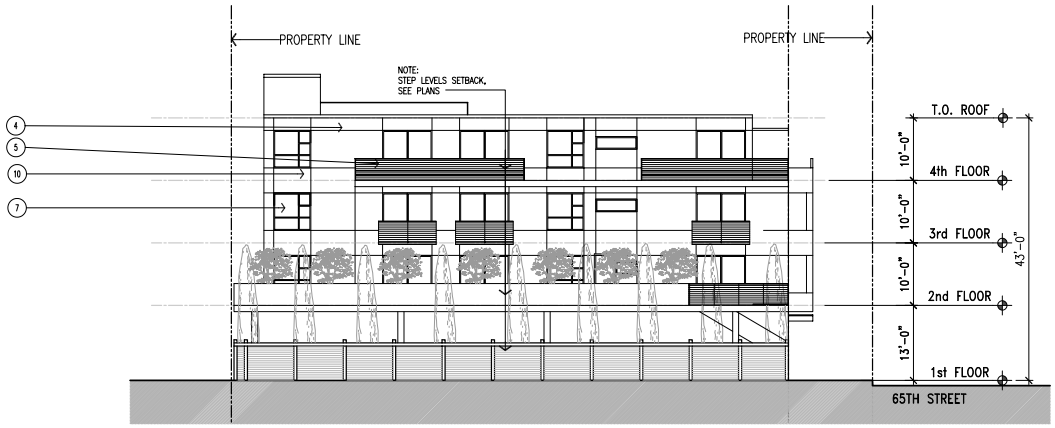


1. STONE TILE @ BASE LOWER LEVEL
2. CEMENT PLASTER PAINTED COLOR #1 , LOWER LEVEL
3. CEMENT PLASTER PAINTED COLOR #2, UPPER LEVELS
4. SMOOTH CEMENT PLASTER ACCENT COLOR
5. METAL RAILING W/ WOOD TOPRAIL
6. TEMPERED GLASS & ALUMINUM STOREFRONT
7. DBL. GLAZED ALUMINUM WINDOWS & SLIDING DOORS
8. SUSPENDED METAL & FABRIC CANOPY
9. CEMENT PLASTER & GSM METAL COPING
10. CEMENT PLASTER PANEL UNDER WINDOW – ACCENT COLOR TO BE SELECTED BY THE ARCHITECT
11. DECORATIVE METAL GATE

SIDE ELEVATION



1. STONE TILE @ BASE LOWER LEVEL
2. CEMENT PLASTER PAINTED COLOR #1 , LOWER LEVEL
3. CEMENT PLASTER PAINTED COLOR #2, UPPER LEVELS
4. SMOOTH CEMENT PLASTER ACCENT COLOR
5. METAL RAILING W/ WOOD TOPRAIL
6. TEMPERED GLASS & ALUMINUM STOREFRONT
7. DBL. GLAZED ALUMINUM WINDOWS & SLIDING DOORS
8. SUSPENDED METAL & FABRIC CANOPY
9. CEMENT PLASTER & GSM METAL COPING
10. CEMENT PLASTER PANEL UNDER WINDOW – ACCENT COLOR TO BE SELECTED BY THE ARCHITECT
11. DECORATIVE METAL GATE

SIDE ELEVATION

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6501 Shattuck Avenue Mixed-Use Project
Oakland, California

Figure 5-8: Side Elevations

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Residential Parking

The proposed project would be required to meet the parking requirements of the City's Zoning Ordinance or alternative ratios based on professional analysis and approved by the City prior to project approval. In accordance with the City's update Off-Street Parking Requirements, Chapter 17.116.060, the proposed project would be required to provide one parking space per dwelling unit (City of Oakland 2017a). As such, the proposed project would include approximately 4,582 square feet of podium garage space, with a total of 18 parking stalls for residential use located at-grade behind the commercial space. The 18 parking stalls would consist of: six standard parking stalls, 11 compact parking stalls, and 1 ADA van accessible parking stall. While the proposed project would not include a public charging station, each of the residential units on the second and third floors would have a charging outlet next to their parking spot on the ground floor; directly connected to their electric meter. The proposed project would be consistent with the City's updated Parking Requirements.

Commercial Use

The proposed project includes approximately 1,975 square feet of ground floor commercial space that open onto Shattuck Avenue and 65th Street. It is anticipated the small restaurants and cafes would occupy the space and that outdoor seating would also be provided to enhance pedestrian scale and urban experience. No official tenants have been identified at this time.

The City's General Plan's allowable average FAR for this land use designation is generally less than 2.5. The proposed project's commercial FAR is approximately 0.23.

Design and Appearance

The proposed building would be designed in a contextual contemporary style and articulated both vertically and horizontally to reflect the uses inherent in the project. Projecting windows would be expressed as accent elements with glass and metal finishes. The fourth floor is set back from the other floors.

A continuous metal canopy would project out over the street level sidewalk and include lighting and signage for the commercial tenants and the residential entry lobby.

The project site would be encompassed by a six feet tall screen fence/visual buffer on the western property boundary, and a solid six feet tall fence on the northern property boundary.

Landscaping

Landscaping at the project site would include approximately 700 square feet of planter area on the ground floor, and planters on the second-floor podium and rooftop communal courtyard areas containing drought tolerant trees and shrubs. Trees in these landscaped areas would provide a visual buffer for nearby residents (Figure 5-8). Landscaping would be a combination of plants native and non-native to the Bay Area.

Lighting and Signage

Low-level lighting would be installed in the patio and public open areas. All proposed project lighting would be shielded and directed downward to avoid light trespass and minimize the potential for glare or spillover onto adjacent properties. Lighting would be used from dusk to dawn for security purposes during operations and would include motion sensor lighting on the west side of the property along 65th Street, only. The proposed project would include lighting over the address of the building, one light on each side of the vehicle entrance, and typical lighting for the commercial storefronts. Proposed project lighting would conform to National Electric Safety Code (NESC) requirements and all applicable Oakland lighting requirements. The proposed project would not include any lit signage.

Each of the two commercial spaces would have their signs as shown in Figure 5-9. No sign structures, aboveground utilities, or other aboveground structures not included within the site conceptual plan drawings would be constructed as part of the proposed project.

Site Access and Circulation

A secured vehicular entrance to the project site would be located along 65th Street, accessible from both east-bound and west-bound travel lanes on 65th Street. Secured pedestrian residential entry/exits doors are located both along Shattuck Avenue and 65th Street.

Grading and Excavation

Approximately 1,000 square feet of area under and immediately surrounding the existing onsite brick structure would require earth movement on the project site. The maximum depth of cut and fill onsite would be approximately 24 inches under the existing brick structure to allow for the foundation concrete to be removed; all soil under the existing brick structure would be compacted. Except the portion of the site occupied by the existing brick structure, the project site had been cut approximately zero to 24 inches to its existing state and compacted following the onsite remediation activities and no further cut would be required (pers. comm. A. Magganas, August 2017).

The proposed project would not necessitate the need for earth/dirt material to be brought onto the site. The foundation of the existing onsite brick structure would be hauled offsite following demolition of the structure, amounting to approximately two truck trips and totaling approximately 20 cubic yards of recycled concrete to be taken to West Oakland/Argent Recycling Yard. Approximately 107 cubic yards of imported crushed rock (approximately six truck loads) would be brought onsite and placed approximately 5 inches below the new slab of the proposed structure (pers. comm. A. Magganas, August 2017).

It is anticipated that grading operations at the project site would take place over approximately two days (pers. comm. A. Maggans, August 2017). Erosion control measures implemented during project construction would comply with the State and City stormwater control guidelines as a means of preventing silt-laden stormwater from running offsite.

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6501 Shattuck Avenue Mixed-Use Project
Oakland, California

Figure 5-9: Corner Street View

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Utilities and Services

Water

Residential Element

The project site is served by East Bay Municipal Utility District (EBMUD). Anticipated water consumption for the residential portion of the proposed project is approximately 90 gallons per unit per day (pers. Comm. A. Magganas, August 2017). Therefore, the total anticipated water consumption for the residential portion of the proposed project would be approximately 1,620 gallons per day (18 units x 90 gallons per day). All plumbing fixtures would be low water use.

Commercial Element

Anticipated water demand for the commercial portion of the proposed project was determined using data from the Water Research Foundation (WRF). According to WRF, restaurant use types typically demand approximately 0.35 to 1 gallon of water per square foot/day (Water Research Foundation 2011). Therefore, the anticipated water demand for the commercial portion of the proposed project would be approximately 691 to 1,975 gallons per day (WRF multiplier x 1,975 square feet). This range represents a conservative estimate of the anticipated water demand for the commercial portion of the proposed project, and would be further defined once commercial tenants have been identified.

Stormwater

The project site is connected to the City's storm drain system. The proposed project would replace approximately 800 square feet of existing impervious surface with approximately 8,000 square feet of new impervious surface. Stormwater would be treated at landscaped areas and with permeable pavement that would retain and treat runoff. Planters along the western property boundary would be used as flow-through planters to treat and discharge runoff before entering the City's stormwater system. Stormwater from the roof would be directed through downspouts to the western planters, treated, and stored within the planters and used for landscape watering in the summer months. Any excess from this storage would be allowed to exit from two 12-inch PVC pipes to the street on the southwest corner of the project site after it has been run through proper filters. Any other surface stormwater, which cannot be collected, would be directed to the gutter along 65th Street.

Wastewater

Sanitary sewer facilities for the proposed project would connect to existing facilities located in 65th Street, which ultimately connect to the sewer line in Adeline Street.

Gas and Electricity

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the project site.

Sustainability Features

The proposed project would incorporate the following sustainability features to reduce demand for resources, utilize non-toxic materials, and promote waste reduction:

- The 18 residential units would be within walking distance of the Ashby BART Station and multiple AC Transit bus stops and surrounding businesses.
- The inclusion of neighborhood-oriented retail services would reduce automotive trips.
- The residential portion of the proposed project would be constructed over the podium parking garage, which allows for landscaping and green space, thereby reducing heat island effects.
- The energy efficiency improvements would be at least 15 percent more efficient than Title 24 standards.

Project Phasing

Construction

Construction of the proposed project is expected to start January 2019 and would be completed by December 2019. The proposed project would be constructed in one continual phase.

Occupancy

Occupancy is not expected to increase in discrete phases. The proposed project is anticipated to be full capacity.

5.2 SURROUNDING LAND USES

The project site is located in the North Oakland Planning Area of the City within the Bushrod community, in the Upper Shattuck Corridor. More specifically, the site is located on the northwest corner of the intersection of Shattuck Avenue and 65th Street. The proposed project parcel is generally flat in topography with a gentle slope in a southwest direction towards 65th Street. An approximately 800 square foot brick structure related to the previous onsite activities associated with the gas station and service center, occupies the northwestern portion of the project site. Demolition of the existing onsite brick structure would be conducted by the Applicant with a demolition permit obtained from the City. There are no trees on the project site.

The project site is an infill parcel located in an urban area of Oakland, surrounded by a mix of land uses. To the north is a one-story communal art studio, to the east are mixed-use buildings consisting of commercial and residential use ranging from one to three stories, including a three-story structure occupied by the Nomad Café and two stories of residential studios above. One- to two-story residences comprise the land uses to the south and west.

5.3 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT)

The proposed project requires the following discretionary actions/approvals, including but not limited to:

Actions by the City of Oakland

- Regular Design Review
- Minor Variance for rear (garage) setback
- Minor Interim Conditional Use Permit for density
- Minor Conditional Use Permit for driveway within 75 feet of Shattuck Ave.
- Encroachment permit and other related on-site and off-site work permits.
- Building Permit

Actions by Other Agencies

- EBMUD – Approval of new service requests and water meter installation.
- ACEHD – Case Closure Letter for approval of completing the site investigation and cleanup of the reported UST release at the site.

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6.0 SUMMARY OF FINDINGS

An evaluation of the proposed project is provided in the CEQA Analysis below. This evaluation concludes that the proposed project qualifies for an exemption from additional environmental review and the proposed project is consistent with the development density and land use characteristics established by existing zoning and General Plan policies, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the applicable Program EIRs, which are the 1998 LUTE EIR, 2010 Housing Element Update, Housing Element Update EIR, and 2014 Housing Element Addendum.

The proposed project would be required to comply with the applicable mitigation measures identified in the Program EIRs, as modified, and in some cases wholly replaced, to reflect the City's current standard language and requirements of its SCAs, as well as any applicable City of Oakland SCAs (Attachment A). With implementation of the applicable SCAs, the proposed project would not result in a substantial increase in the severity of significant impacts that were previously identified in the General Plan or any new significant impacts that were not previously identified in the prior EIRs. The Applicant has agreed to incorporate and/or implement the required SCAs as part of the proposed project.

In accordance with Public Resources Code Sections 21083.3 and 21094.5, and State CEQA Guidelines Sections 15183 and 15183.3, and as set forth in the CEQA Analysis below, the proposed project qualifies for an exemption because the following findings can be made:

- **Community Plan Exemption**: The analysis within Attachment B demonstrates that the proposed project is consistent with the development density established by existing zoning and General Plan policies for which an EIR was certified (e.g., the Program EIRs), and therefore qualifies for a community plan exemption. The analysis herein considers the Program EIRs and concludes that the proposed project would not result in significant impacts that (1) would be peculiar to the proposed project or its site, (2) were not previously identified as significant project-level, cumulative, or off-site effects in the Program EIRs, or (3) were previously identified as significant but – as a result of substantial new information that was not known at the time the Program EIRs were certified – would increase in severity above the level described in the EIR. Therefore, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083 and 21083.05, and CEQA Guidelines Section 15183.

- **Qualified Infill Exemption**: The analysis within Attachment C demonstrates that the proposed project is in an urban area on a site that has been previously developed; satisfies the performance standards provided in CEQA Guidelines Appendix M; and is consistent with the General Plan land use designation, density, building intensity and applicable policies. As such, this environmental review is limited to an assessment of whether the proposed project may cause any project-specific effects not addressed in the prior applicable EIR, and relies on uniformly applicable development policies or standard conditions of approval to substantially mitigate the proposed project's effects.

- **Program EIRs:** The analyses in the Program EIRs, and this CEQA Analysis demonstrate that the proposed project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR, per CEQA Guidelines Section 15162, because the level of development proposed for the site is within the broader development assumptions analyzed in the previous EIRs. The effects of the proposed project have been addressed in those EIRs and no further environmental documents are required in accordance with CEQA Guidelines Section 15168 (c).

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

Signature Date

_____ _____

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

7.0 EVALUATION OF THE ENVIRONMENTAL IMPACTS

Overview

This CEQA Checklist provides a summary of the potential environmental impacts that may result from adoption and implementation of the proposed project. This CEQA checklist also summarizes the impacts and findings of the LUTE EIR, 2010 Housing Element EIR, and 2014 Housing Element Addendum (collectively referred as Prior EIRs in this CEQA analysis) that covered, specifically or as part of the cumulative analyses; the environmental effects of the proposed project and that are still applicable to the proposed project.

This CEQA Checklist provides a determination of whether the proposed project would result in:

- Equal or Lesser Severity of Impact previously identified in the Prior EIRs;
- Substantial Increase in Severity of previously identified significant impact in Prior EIRs; or
- New Significant Impact.

No Substantial Increase in Severity of previously identified significant impact in the Prior EIRs, or New Significant Impact was identified.

The proposed project is required to comply with applicable mitigation measures identified in the Prior EIRs and the City of Oakland SCAs[1]. This CEQA Checklist includes references to applicable SCAs. A complete list of the SCAs is included in Attachment A. If the CEQA Checklist (including Attachment A) inaccurately identifies or fails to list an SCA, the applicability of that SCA to the proposed project is not affected. If the language describing an SCA included in the CEQA Checklist (including Attachment A) is inaccurately transcribed, the language set forth in the Prior EIRs or City of Oakland SCAs shall control.

[1] These are development standards that are incorporated into projects as SCAs, regardless of a project's environmental determination, pursuant, in part, to CEQA Guidelines Section 15183. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, substantially mitigate environmental effects. In reviewing project applications, the City determines which of the SCAs are applied, based on the zoning district, community plan, and the type(s) of permit(s)/approvals(s) required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCA applies to each project.

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7.1 AESTHETICS

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a) Have a substantial adverse effect on a public scenic vista (**NOTE:** Only impacts to scenic views enjoyed by members of the public generally [but not private views] are potentially significant.)?	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings located within a state or locally scenic highway?	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐
d) Create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area?	☒	☐	☐
e) Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code sections 25980-25986)?	☒	☐	☐
f) Cast shadow that substantially impairs the function of a building using passive solar head collection, solar collectors for hot water heating, or photovoltaic solar collectors?	☒	☐	☐
g) Cast shadow that substantially impairs the beneficial use of any public is quasi-public park, lawn, garden, or open space?	☒	☐	☐
h) Cast shadow on a historic resource, as defined by CEQA Guidelines section 15064.5(a), such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of Historical Resources, or a historical resource survey form (DPR Form 523) with a rating of 1-5?	☒	☐	☐
i) Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or California Building Code, and the exception cause a fundamental conflict with policies and regulations in the General Plan, Planning Code, and California Building Code addressing the provision of adequate light related to appropriate uses?	☒	☐	☐
j) Create winds exceeding 36 mph for more than 1 hour during daylight hours during the year?	☒	☐	☐

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
(**NOTE**: The wind analysis only needs to be done if the project's height is 100 feet or greater [measured to the roof] and one of the following conditions exist: (a) the project is located adjacent to a substantial water body [i.e., Oakland Estuary, Lake Merritt, or San Francisco Bay]; or (b) the project is located in Downtown 5. The wind analysis must consider the project's contribution to wind impacts to on- and off-site public and private spaces. Only impacts to public spaces [on- and off-site] and off-site private spaces are considered CEQA impacts. Although impacts to on-site private spaces are considered a planning-related non-CEQA issue, such potential impacts still must be analyzed.)			

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined impacts to scenic vistas and scenic highway corridors would be less than significant with the incorporation of the following OSCAR Element policies: OS-9.1, OS-9.2, OS-9.3, OS-10.1, and OS-10.2.

The LUTE EIR determined potential impacts related to visual character, visual quality, and shadows would be less than significant with the incorporation of Downtown Policies: D2.1, D8.1, D10.3, D10.5, D12.5, Neighborhood Policies: N1.8, N3.8, N3.9, N3.10, and N8.2, and mitigation measures. The LUTE EIR identifies the following six mitigation measures: F.2a, F.2b, F.2c, F.3a, F.3b, and F.3c, to reduce potential visual character, visual quality, and shadow impacts to a less than significant level. These mitigation measures are summarized in the following paragraph. Full descriptions of these previously identified mitigation measures are provided in Attachment D.

Mitigation Measure F.2a pertains to developing a "step back" ordinance for height and bulk for new development projects in the downtown area. Mitigation Measure F.2b pertains to analyzing the desired height of downtown office development and to develop zoning regulations that support the preferred skyline design. Mitigation Measure F.2c pertains to defining view corridors and designating appropriate height limits. Mitigation Measure F.3a pertains to developing standard design guidelines for all Neighborhood Commercial areas that require continuous or nearly continuous storefronts along the front yard setback. Mitigation Measure F.3b pertains to designing structures in an attractive manner which harmonizes with or enhances the visual appearance of the surrounding environment by adopting industrial and commercial design guidelines. Mitigation Measure F.3c pertains to developing design guidelines for parking facilities of all types (City of Oakland 1998). Due to the nature of the proposed project, these mitigation measures are not applicable or were implemented, as discussed below.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with City General Plan Policies W2.10, W3.2, W3.4, W12.5, W12.6, W12.7, OS-4.1, OS-4.2, OS-4.4, OS-7.3, OS-9.1, OS-9.2, OS-9.3, OS-10.1, OS-10.2, OS-12.1, OS-12.3, CO-7.3, CO-7.4, T6.2, T6.5, D1.1, D1.5, D2.1, D10.3, D10.5, D12.5, N1.8, N3.8, N3.9, N3.10, N7.1, N7.8, N8.2, N9.5, N9.7, and Objectives OS9, OS10, OS12, and D2; Municipal Code (Titles 8,9,12,15,16,17); the Goals and Policies of the Scenic Highway Element; Housing Element Policies 4.2 and 7.4; City SCAs 12 through 18 (currently SCA #18) for landscaping requirements, SCA 40 (currently SCA #19) for lighting plans, and SCA 45 through SCA 47 (currently SCA #31) for a tree removal permit; and previously identified LUTE EIR Mitigation Measures F2a, F.2c, F.3b, and F.3c would ensure development under the Housing Element would have a less than significant impact related to scenic vistas, scenic highways, visual character, light and glare, shadows, and wind (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a) The project site is in an urban commercial and residential area with generally flat topography. Construction of the project and site improvements at the project site would not result in a substantial effect on a scenic vista. The area surrounding the project area is substantially built out, and existing views of the surrounding hillsides and the shoreline are obscured by the surrounding development. Furthermore, private scenic vistas are not protected under the City of Oakland General Plan. Therefore, the proposed project would have no impact on scenic vistas.

b) The proposed project would have adverse effects if it would "substantially damage" scenic resources within a state scenic highway. Interstate 580 is the only scenic highway within the City, located approximately 2 miles south of the project site, across town. The project site is not visible from Interstate 580, and there are no other State scenic highways within the project vicinity. Furthermore, the project site is fully disturbed, and is currently occupied by a vacant brick structure, and does not contain any scenic resources; therefore, by definition, the proposed project would not result in an adverse effect on scenic resources within a state scenic highway. The proposed project would have no impact on scenic resources within a scenic highway.

c) The project site is located within a mixed-use neighborhood commercial area. The project site is currently a disturbed site and occupied by a vacant brick structure. The brick structure would be demolished to allow for the development of the four-story mixed-use building. Pursuant the General Plan goals of the Neighborhood Center Mixed Use designation, development should enhance mixed-use neighborhood commercial centers by creating smaller scale pedestrian-oriented development, and continuous street frontage with a mix of retail, housing, office, active open space, eating and drinking places, personal and business services, and smaller scale educational, cultural, or entertainment uses. The proposed project meets the intent of the Neighborhood Center Mixed Use designation and would include the development of commercial storefronts on the ground floor, fronting Shattuck Avenue, with residential units located above on the next three levels, and ground floor podium parking. Development of the proposed project

would be compatible with the surrounding land uses, and therefore appear as a continuation of the existing mixed-use neighborhood.

The proposed project requires design review approval, pursuant to Section 17.33.020 of the City's Planning Code. As part of the design review process, the City would review the proposed project to ensure the project is consistent with applicable design guidelines. Consistency with the City's Design Guidelines would ensure the proposed project is designed in an attractive manner, and enhances the existing architectural character of the mixed-use neighborhood. In accordance with the City's SCAs, the proposed project would also be required to implement City **SCA AES-1 (#18)**: Landscape Plan, **SCA AES-2 (#17)**: Graffiti Control, and **SCA AES-3 (#16)**: Trash and Blight Removal. The proposed project would incorporate approximately 700 square feet of landscaping, which includes planters on the ground floor and second-floor podium, and drought tolerant trees and shrubs on the rooftop communal courtyard area, and along the west boundary of the project site. Trees on the rooftop area and along the west boundary would provide a visual buffer for nearby residents. As such, impacts associated with the existing visual character and quality would be less than significant with implementation of the proposed project.

d) The project site is located within an urbanized area containing a mix of commercial and residential land uses. The proposed project would include lighting that is typical to the urban setting. Lighting for the proposed project would include exterior lighting for the parking garage entrance, building address, as well as typical lighting for the commercial storefronts. Motion sensor lighting would also be installed on the west side of the project site boundary. The proposed project would be required to comply with City **SCA AES-4 (#19):** Lighting, which would ensure lighting fixtures installed for the proposed project are adequately shielded and comply with the City's design review requirements. Therefore, lighting fixtures installed for the proposed project would not create new sources of substantial light or glare, and impacts would be less than significant.

e-h) The project site is in a dense, urban, residential, and commercial area. Therefore, the existing surrounding structures are already subject to shadows from adjacent structures and landscaping during certain periods of the day. Development of the proposed four-story building would be approximately 43 feet in height and introduce new shadows at the project site. However, shadows introduced at the project site would not alter the existing characteristics of the surrounding neighborhood. There are no existing solar collectors, passive solar heat collectors, open spaces, or parks within the surrounding area, which the project structure and landscaping would cast shadows on and impair the functional use. In addition, there are no historic structures adjacent to or surrounding the project site. No shadow impacts would occur with implementation of the proposed project.

i) As discussed in Section 2.6, General Plan and Zoning, the site's zoning classification was changed from C-10 to CN-3 after the City adopted new zoning classifications. However, prior to the City's approval of the new zoning on April 14, 2011, the Project Application was deemed complete by the City. Therefore, the proposed project would be processed under the C-10 zoning requirements. The proposed project would require a Minor Variance

for rear (garage) setback. However, this variance would not conflict with City Ordinances, or General Plan policies related to adequate provision of light. No impact would occur.

j) The proposed project would construct a four-story mixed-use building with a maximum height of 43 feet. The proposed project would not exceed 100 feet in height nor are the surrounding buildings greater than 100 feet, located in Downtown, or near a substantial body of water. As such, the proposed project would not create winds that exceed 36 miles per hour. No wind impacts would occur with implementation of the proposed project.

The Prior EIRs and Addendum determined aesthetic impacts would be less than significant with the implementation of mitigation measures and SCAs. Previously identified LUTE EIR Mitigation Measures F.2a, F.2b, F.2c, and F.3c are not applicable to the proposed project because the project is not located in the Downtown Showcase District or Coliseum District, would not obscure views of scenic resources or historic structures, and would be compatible with the surrounding visual character and quality of the mixed-use neighborhood commercial area. The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum.

The updated SCAs further clarify and expand on the previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. Therefore, the proposed project would be required to comply with City **SCA AES-1 (#18)**, **SCA AES-2 (#17)**, **SCA AES-3 (#16)**, and **SCA AES-4 (#19)**. In addition to these SCAs, the Housing Element EIR and Addendum identified SCAs 45 through 47 (currently SCA #31) to reduce potential impacts related to aesthetics. These SCAs pertain to the City's Tree Permit requirements and would not be applicable to the proposed project. There are no trees on the project site, or trees surrounding the project site that would require removal to accommodate the proposed project. The proposed project would also be subject to the adopted commercial design guidelines per LUTE EIR Mitigation Measures F.3a and F.3b.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to aesthetics that were not identified in the Prior EIRs or Addendum.

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7.2 AGRICULTURE AND FOREST RESOURCES

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐
b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?	☒	☐	☐
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☒	☐	☐
d)	Result in the loss of forestland or conversion of forestland to non-forest use?	☒	☐	☐
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR, 2010 Housing Element EIR, and 2014 Addendum

The LUTE EIR determined no impacts to agriculture and forestry resources would occur (City of Oakland 1998). The 2010 Housing Element EIR and 2014 Addendum also determined no impacts related to agricultural resources would occur from future development. The City of Oakland is an urban community, and does not contain any substantial agricultural land, uses, or Williamson Act contracts. Additionally, the City of Oakland does not contain areas zoned exclusively for agriculture use.

Project Analysis and Conclusion

a-e) The project site and vicinity are located within an urban area in the City of Oakland. There are no agricultural resources, Williamson Act-contracted lands, or forestlands located on or near the project site. The site and all surrounding properties are classified as "Urban and Built-Up Land" on the State Department of Conservation's Farmland Mapping and Monitoring Maps (2010). The proposed project would not conflict with existing zoning for farmland or forestlands, or result in the conversion of farmland or forestlands to an urban use. The proposed project would have no impact on agricultural or forestlands.

The Prior EIRs and Addendum did not identify any impacts related to agriculture and forestry resources, and no mitigation measures related to agriculture and forestry were identified. Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to agriculture resources.

7.3 AIR QUALITY

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	During project construction result in average daily emissions of 54 pounds per day of ROG, NOx, or $PM_{2.5}$ or 82 pounds per day of PM_{10}?	☒	☐	☐
b)	During project operation result in average daily emissions of 54 pounds per day of ROG, NOx, or $PM_{2.5}$, or 82 pounds per day of PM_{10}; or result in maximum annual emissions of 10 tons per year of ROG, NOx, or $PM_{2.5}$ or 15 tons per year of PM_{10}?	☒	☐	☐
c)	Contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour [**NOTE**: Pursuant to BAAQMD CEQA Guidelines, localized CO concentrations should be estimated for projects in which (a) project-generated traffic would conflict with an applicable congestion management program established by the county congestion management agency or (b) project-generated traffic would increase traffic volumes at affected intersections to more than 44,000 vehicles per hour (or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited, such as tunnels, parking garages, bridge underpasses, natural or urban street canyons, and below-grade roadways). In Oakland, only the MacArthur Maze portion of Interstate 580 exceeds the 44,000 vehicles per hour screening criteria.]?	☒	☐	☐
d)	For new sources of Toxic Air Contaminants (TACs), during either project construction or project operation expose sensitive receptors to substantial levels of TACs under project conditions resulting in (a) an increase in cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM2.5 of greater than 0.3 micrograms per cubic meter?; or, under cumulative conditions, resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 micrograms per cubic meter [NOTE: Pursuant to the BAAQMD CEQA Guidelines, when siting new TAC sources consider receptors located within 1,000 feet. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and	☒	☐	☐

	medical centers. The cumulative analysis should consider the combined risk from all TAC sources.]			
e)	Expose new sensitive receptors to substantial ambient levels of (TACs) resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 micrograms per cubic meter (**NOTE:** Pursuant to the BAAQMD CEQA Guidelines, when siting new sensitive receptors consider TAC sources located within 1,000 feet including, but not limited to, stationary sources, freeways, major roadways [10,000 or greater vehicles per day], truck distribution centers, airports, seaports, ferry terminals, and rail lines. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers.)?	☒	☐	☐
f)	Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people? (**NOTE**: For this threshold, sensitive receptors include residential uses, schools, daycare centers, nursing homes, and medical centers [but not parks].)	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR identified implementation of the LUTE would not be consistent with population and vehicle miles travelled (VMT) assumptions used in air quality planning, and would result in increased regional emissions of criteria air pollutants. The LUTE EIR determined this impact would remain significant and unavoidable.

The LUTE EIR determined the LUTE would be consistent with the objectives and transportation control measures outlined in the Clean Air Plan, and potential impacts would be less than significant.

The LUTE EIR identified mixed commercial and residential developments could result in odor nuisance problems at residential receptors. To mitigate this impact to a less than significant level, the LUTE EIR calls for the implementation of Mitigation Measure E.4. Mitigation Measure E.4 requires residential development located above commercial uses, parking garages, or other uses with the potential to generate odors to be properly ventilated.

The LUTE EIR also determined construction impacts in the Downtown Showcase District and Coliseum Showcase District would be less than significant with incorporation of Mitigation Measure E.5a, Mitigation Measure E.5b, and Mitigation Measure E.5c. Incorporation of these mitigation measures would require the implementation of basic control measures and Bay Area Air Quality Management District (BAAQMD) dust control measures to reduce dust and combustion emissions,

specifically in the Downtown Showcase District and Coliseum Showcase District (City of Oakland 1998) .

Due to the nature of the proposed project Mitigation Measure E.5a, Mitigation Measure E.5b, and Mitigation Measure E.5c are not applicable, as discussed below. Full descriptions of these previously identified LUTE EIR mitigation measures are provided in Attachment D.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with General Plan Policies CO-12.1, CO-12.4, and CO-12.6 in the OSCAR Element, along with City SCA 25 (currently SCA #80) for preparation of a Transportation Demand Management plan, SCA 26 and SCA 27 (currently SCA #21 and SCA #22) to minimize dust and equipment emissions during construction, SCA 41 (currently SCA #27) for asbestos removal in structures, and SCA 94 and SCA 95 (currently SCA #24) to minimize exposure to toxic air contaminants, would ensure that development under the Housing Element complies with federal, State, and local laws regarding air quality. The Housing Element EIR determined the preparation of project-specific Health Risk Assessments, as required by SCA 95 (currently SCA#24), to assess each Housing sites' exposure to gaseous Toxic Air Contaminants (TACs) may not result in equivalent measures to reduce local gaseous TAC exposures to acceptable levels. The Housing Element EIR also determined the development could expose residents to objectionable odors associated with existing activities in the city. As such, the Housing Element EIR determined impacts related to the exposure of TACs and objectionable odors would be significant and unavoidable. Nonetheless, by adhering to the OSCAR Element of the General Plan and the City SCAs, the Housing Element EIR and Addendum determined all other air quality impacts, including cumulative impacts, would be less than significant (City of Oakland 2010b, City of Oakland 2014).

Project Analysis and Conclusion

Stantec Consulting Services Inc. (Stantec) prepared an Air Quality and Greenhouse Gas (GHG) Technical Memorandum (Memo) (Attachment F) to evaluate whether the proposed project would cause significant air quality or GHG impacts, and whether the proposed project would expose sensitive receptors to TACs in excess of established thresholds.

a) Construction of the proposed project is expected to occur over a 12-month period. If construction were delayed to later years, the emissions would be expected to decrease as new regulations requiring lower polluting construction equipment take effect that would require the turnover of higher polluting equipment. Construction activities associated with development activities contemplated by the proposed project would include grading, building construction, paving, and painting. Generally, the most substantial air pollutant emissions would be dust generated from grading. If uncontrolled, these emissions could lead to both health and nuisance impacts. Construction activities would also temporarily create emissions of equipment exhaust and other air contaminants. Table 1 and Table 2 in Attachment F summarize the 2019 construction-generated emissions and 2019 construction-generated emissions by project construction phase in annual tons, respectively, and provides the average daily emissions. As shown, in Table 2 in Attachment

F, the project construction emissions would not exceed the City thresholds of 54 pounds per day (9.86 tons per year) for reactive organic gas (ROG), nitrous oxide (NO_x), or $PM_{2.5}$; or 82 pounds per day (14.97 tons per year) for PM_{10}. Furthermore, during construction of the proposed project, the Applicant would comply with City **SCA AIR-1 (#21)**: Dust Controls – Construction Related and **SCA AIR-2 (#22)**: Criteria Air Pollutant Controls – Construction Related, and incorporate applicable dust control measures and basic control measures to minimize criteria air pollutant emissions during construction of the project. As such, impacts associated with project construction emissions would be less than significant.

b) As discussed in Attachment F, long-term operation of the proposed project would generate an increase in traffic volumes on the local roadways within the project vicinity and would increase localized emissions. The annual operational emissions for the proposed project are shown in Table 3 in Attachment F. Table 4 shows the daily operational emissions for the project in Attachment F. As shown in these tables, the proposed project's annual and daily operation emissions would not exceed the City's thresholds of 54 pounds per day of ROG, NO_x, or $PM_{2.5}$, or 82 pounds per day of PM_{10}; or result in maximum annual emissions of 10 tons per year of ROG, NO_x, or $PM_{2.5}$ or 15 tons per year of PM_{10}. Impacts associated with project operation emissions would be less than significant.

c) During construction, fugitive dust (PM_{10}) would be generated from site grading and other earth-moving activities. The majority of this fugitive dust would remain localized and would be deposited near the project site. The proposed project would comply with City **SCA AIR-1 (#21)** and **SCA AIR-2 (#22)** and incorporate applicable dust control measures and basic control measures to minimize criteria air pollutants during construction of the project. As such, implementation of these SCAs would minimize the proposed project's construction-generated fugitive dust impacts to a less than significant level and would not contribute to a carbon monoxide (CO) hotspot.

During operation of the proposed project, localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. A review of the 2015 Congestion Management Plan for Alameda County indicates that the proposed project is consistent with the applicable congestion management plan. According to the Traffic Evaluation Memo prepared by Stantec (Attachment I), the proposed project would result in 197 daily trips; therefore, would not increase traffic volumes on nearby roadways above 44,000 vehicles per hour. Furthermore, the adjacent roadways are located in an area with free vertical and horizontal mixing of the air mass, and where there are no physical barriers such as bridge overpasses or urban or natural canyon walls that could result in substantial limitations to air movement. Therefore, the proposed project would not significantly contribute to an existing or projected CO hotspot, and impacts would be less than significant.

d, e) A health risk assessment using dispersion modeling was prepared to assess potential health impacts to nearby sensitive receptors (residences) because of construction activities for the project. The modeling was prepared in accordance with the Office of Environmental Health Hazard Assessment (OEHHA) and BAAQMD guidelines. As shown in Table 5 in Attachment F the proposed project's construction would not exceed the City's thresholds

of significance for health risks to nearby sensitive receptors. City **SCA AIR-2 (#22)** requires implementation of basic air pollution control measures to reduce equipment exhaust, which is the primary source of diesel particulate matter, which further reduces potential health risks. In accordance with BAAQMD guidance, a cumulative TAC analysis was prepared to account for all potential sources within 1,000 feet. Table 6 in Attachment F provides a summary of the cumulative health risk analysis for existing sensitive receptors for all sources including construction. As shown in Table 6, the project would not expose existing sensitive receptors to a significant health risk. The project is locating new sensitive receptors (residents) in an area where they could be subject to existing and reasonably foreseeable sources of TACs. The approach for assessing the cumulative health risks to future sensitive receptors on the project site is the same method as evaluating impacts to existing receptors with the exception that construction risks are not included. As shown in Table 7 in Attachment F, the health risks to future residents are less than significant. Construction of the project would have a less than significant impact to health risks and the cumulative health risks to existing and future residents are also less than significant. The proposed project would be below the carcinogenic and non-carcinogenic thresholds established by the Office of Environmental Health Hazard Assessment and the City of Oakland. Hazardous air emissions generated from the stationary and mobile sources within 1,000 feet of the project site are not anticipated to pose an actual or potential endangerment to residents occupying the project site. Impacts from TAC sources would be less than significant.

The proposed project would involve demolition of the building on-site. The BAAQMD has regulations that require compliance with the asbestos demolition and renovation requirements. Regulation 11-2-401.3 requires that for every demolition (even when no asbestos is present), a notification must be made to the BAAQMD at least 10 working days (except in special circumstances) prior to commencement of demolition/renovation. This requirement is included as **SCA AIR-3 (#27)**: Asbestos in Structures, by the City of Oakland to reduce potential health risks from demolishing asbestos containing building materials to a less than significant level. In addition, there is no potential for naturally occurring asbestos to occur on-site. The nearest ultramafic rock outcroppings are located approximately 10 miles southeast of the project site (USGS 2011). Therefore, impacts related to naturally occurring asbestos would be less than significant.

As discussed above, operation of the proposed project is not expected to generate a CO hotspot. Therefore, the project would not expose receptors to substantial CO concentrations from operational activities. Diesel exhaust and ROG would be emitted during construction of the proposed project, the odors of which are objectionable to some. However, emissions would disperse rapidly from the project site and would not create objectionable odors affecting a substantial number of people. Odor impacts during construction would be less than significant.

The project site is located 550 feet from the Shattuck Auto Collison Center. The facility is permitted (Facility ID 1065) through BAAQMD as it includes auto body painting. The facility uses only waterborne paint products and is fully compliant with ROG regulations that took effect in January of 2009. The wind blows from the northwest to the southeast in Oakland

and based on the location of the Collision Center and the wind direction the air would not typically blow towards the project site. As recommended by the BAAQMD CEQA Guidelines a records request (BAAQMD Public Records Request No. 2017-11-0083) was made on November 7, 2017 for the previous 3-year period to determine if any odor complaints had been filed against the facility. The BAAQMD responded via email the same day to confirm that no complaints had been filed against the facility. Based on this information it can be concluded that the Shattuck Collision Center would not be a significant odor source. Therefore, odor impacts would be less than significant during project operations.

The Prior EIRs and Addendum noted potential air quality impacts would be less than significant with implementation of mitigation measures and SCAs. The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on the previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. Therefore, the proposed project would be required to comply with City **SCA AIR-1 (#21), SCA AIR-2 (#22), and SCA AIR-3 (#27).** In addition to these SCAs, the Housing Element EIR and Addendum previously identified the requirement for a Transportation Demand Management Program. As discussed in Section 7.16, Transportation and Traffic, this SCA would not be applicable to the proposed project, because the project would generate less than 50 new net a.m. and p.m. peak hour vehicle trips and would not require the preparation of a Transportation and Parking Demand Management Plan.

The proposed project would also implement previously identified LUTE EIR Mitigation Measure E.4, which requires residential development located above commercial uses, parking garages, or other uses (mixed-use developments) to be properly ventilated. Previously identified LUTE EIR Mitigation Measure E.5a, Mitigation Measure E.5b, and Mitigation Measure E.5c are not applicable to the proposed project because it is not located in either the Downtown Showcase District or the Coliseum Showcase District.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to air quality.

7.4 BIOLOGICAL RESOURCES

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐
c)	Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐
d)	Substantially interfere with the movement of any 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?	☒	☐	☐
e)	Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?	☒	☐	☐
f)	Fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances [**NOTE**: Factors to be considered in determining significance include the number, type, size, location and condition of (a) the protected trees to be removed and/or impacted by construction and (b) protected trees to remain, with special consideration given to native trees.12 Protected trees include *Quercus agrifolia* (California or coast live oak) measuring four inches diameter at breast height (dbh) or larger, and any other tree measuring nine inches dbh or larger except eucalyptus and Pinus radiata (Monterey pine); provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be protected trees.]?	☒	☐	☐

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
g)	Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources. [**NOTE**: Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of riparian and/or aquatic habitat through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of the water, (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability, or (d) adversely impacting the riparian corridor by significantly altering vegetation or wildlife habitat.]	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined impacts to habitat for special status species, resource conservation areas, special status plants and wildlife, and the loss of mature trees would be less than significant. The LUTE EIR did not identify any mitigation measures pertaining to biological resources (City of Oakland 1998).

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with General Plan Policies CO-2.4, CO-5.3, CO-6.1, CO-6.4, CO-6.5, CO-7.1, CO-7.3, CO-7.4, CO-8.1, CO-9.1, CO-11.1, CO-11.2, W-3.1, and W-3.2; Chapters 13.6 and 12.36 of the Municipal Code; and City SCA 43 and SCA 72 (currently SCA #58) for vegetation management on creekside properties; SCA 44 (currently SCA #30) for tree removal during breeding season; SCAs 45 through 47 (currently SCA #31) for a tree removal permit; SCA 75 (currently SCA #50) for the preparation of a Stormwater Pollution Prevention Plan (SWPPP); SCA 76 (currently SCA #51) for drainage plans on hillside properties; SCA 77, SCA 82 (currently SCA #48) for implementation of erosion and sedimentation control measures; SCA 78 (currently SCA #52) for implementation of site design measures to reduce stormwater; SCA 79 (currently SCA #53) for implementation of source control measures to reduce stormwater pollution; SCA 80 and SCA 81(currently SCA #54) for preparation of a post-construction stormwater plan and maintenance agreement; SCA 83, SCA 85, and SCA 86 (currently SCA #58) for preparation of a creek protection plan, SCA 84 (currently SCA #15) for obtaining regulatory permits and authorizations by applicable agencies; and SCA 87 and SCA 88 (currently SCA #59) for creek dewatering and diversion would ensure development under the Housing Element would have a less than significant impact related to biological resources (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a-g) The project site and vicinity are located within an urban area in the City of Oakland on a disturbed site that has been previously developed since 1933 (SOMA Engineering 2011). The project site consists of an existing brick structure, formerly occupied by a gas station and service center. The project site does not provide natural habitat for special status species, wildlife corridors, or riparian or sensitive habitat.

There are no trees located on the project site, and therefore the proposed project would not require the removal of any trees that are protected by the City of Oakland Tree Protection Ordinance. The proposed project would include approximately 700 square feet total of landscaping on the ground floor and the second-floor podium, and drought tolerant trees and shrubs would be planted on the rooftop communal courtyard area and along the west boundary of the project site. Project landscaping would not be substantive enough to result in potential bird collisions, nor is the proposed project located immediately adjacent to a recreation area, or water body. Furthermore, the project site is not located near any open section of a creek, and therefore the City's Creek Protection Ordinance does not apply to the proposed project. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan as the City does not have any such adopted plan and the site is fully disturbed. Impacts related to biological resources would be less than significant with implementation of the proposed project.

As discussed above, the proposed project does not provide suitable habitat for special status species, wildlife corridors, or riparian habitat, and would not require the removal of any trees. The proposed project is not located near a body of water, or any open section of a creek that would require protection under the City's Creek Protection Ordinance, or permit authorization from the Regional Water Quality Control Board or U.S. Army Corps of Engineers for a Section 401/404 permit. Therefore, City SCA 43 through SCA 47 (currently SCA #58, SCA #30, and SCA #31), SCA 72 through SCA 88 (currently SCA #58, SCA #50, SCA #51, SCA #48, SCA #52, SCA #53, SCA #54, SCA #48, SCA #15, and SCA #59) previously identified in the Housing Element EIR and Addendum would not be applicable to the proposed project.

The LUTE EIR determined that impacts related to biological resources would be less than significant, and no mitigation measures were identified. Therefore, based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to biological resources.

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7.5 CULTURAL RESOURCES

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a) Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5? Specifically, a substantial adverse change includes physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be "materially impaired." The significance of a historical resource is "materially impaired" when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion on, or eligibility for inclusion on an historical resource list (including the California Register of Historical Resources, the National Register of Historical Resources, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1-5)?	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined impacts to undiscovered paleontological remains would be less than significant. The LUTE EIR determined impacts related to the demolition of historical resources would be less than significant with adherence to the following existing policies from the City's Historic Preservation Element: Policy 1.3, Policy 2.1, Policy 2.4, Policy 2.5, Policy 2.6, Policy 3.4, and Policy 3.5.

The LUTE EIR determined potential impacts to undiscovered archeological resources would be less than significant with the implementation of Mitigation Measure G.2. Mitigation Measure G.2 calls for establishing criteria and interdepartmental referral procedures for determining when discretionary City approval of ground-disturbing activities should be subject to special conditions to safeguard potential archaeological resources.

The LUTE EIR identified historic resources located downtown and along transit corridors could be at risk for demolition or removal for new redevelopment and high density uses. The LUTE determined this impact would be less than significant with implementation of Mitigation Measure

G.3a and Mitigation Measure G.3b. These mitigation measures call for the City to amend the Zoning Regulations text to incorporate new preservation regulations and incentives, and adopt design guidelines for Landmarks and Preservation Districts.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum compliance General Plan Policies 2.1, 2.6, N9.8, D1.1, D2.1, D1.4, 2.4, 3.1, 3.5, 3.6, and 4.1; Municipal Code (Title 17); and City SCA 52 and SCA 54 (currently SCA #33) for discovery of archaeological and paleontological resources discovered during construction, SCA 53 (currently SCA #35) for discovery of human remains during construction, SCA 56 (currently SCA #36) for relocation of a historic property, SCA 57 (currently SCA #70) for construction activities next to a historical resource, and LUTE EIR Mitigation Measure G.2 would ensure development under the Housing Element would comply with federal and state laws protecting cultural resources, resulting in a less than significant impact (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a-d) The project site is not located within an identified historic district. The proposed project would require demolition of the existing brick structure on-site, which was occupied by a gas station and service center prior to October 2009. This structure is not designated a City of Oakland Landmark or Heritage Property, listed on the National Register of Historic Places, or older than 50 years of age. In addition, there are no historic structures adjacent to the project site, which could be impacted by the construction or operation of the proposed project. The proposed project would have no direct or indirect impacts on a historic resource.

The project site would be excavated approximately 24 inches under the existing brick structure in order for the foundation concrete to be removed. Unidentified archaeological resources, paleontological resources, or human remains may be discovered during construction. If so, the proposed project would be required to comply with **SCA CUL-1 (#33)**: Archaeological and Paleontological Resources- Discovery During Construction, and **SCA CUL-2 (#35)**: Human Remains-Discovery During Construction. Implementation of these City SCAs would require all construction activities to stop to reduce impacts. As such, impacts related to the discovery of unidentified archeological resources, paleontological resources, and human remains would be less than significant.

The Prior EIRs and Addendum determined impacts to paleontological, archeological, human remains, and historic resources would be less than significant with the incorporation of mitigation measures and SCAs. Implementation of previously identified LUTE EIR Mitigation Measure G.2, Mitigation Measure G.3a, and Mitigation Measure G.3b are to be carried out by the City not project applicants, and therefore are not applicable to the proposed project (City of Oakland 1998). Full descriptions of these mitigation measures are provided in Attachment D.

The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on the previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent.

Therefore, the proposed project would be required to comply with City **SCA CUL-1 (#33)** and **SCA CUL-2 (#35)**. In addition to these SCAs, SCA 56 (currently SCA #36) and SCA 57 (currently SCA #70) were previously identified in the Housing Element EIR; however, would not be applicable to the proposed project. SCA 56 (currently SCA #36) would not be applicable to the proposed project because the project would not involve the demolition of a designated historic property or a CEQA Historic Resource. SCA 57 (currently SCA #70) would not be applicable because there are no historic properties adjacent to the project site that would be impacted by project construction-related vibration impacts.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to cultural resources that were not identified in the Prior EIRs or Addendum.

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7.6 GEOLOGY AND SOILS

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? [**NOTE**: Refer to California Geological Survey 42 and 117 and Public Resources Code section 2690 et. seq.];	☒	☐	☐
ii) Strong seismic ground shaking;	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or	☒	☐	☐
iv) Landslides?	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creeks/waterways?	☒	☐	☐
c) Be located on expansive soil, as defined in section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property?	☒	☐	☐
d) Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property?	☒	☐	☐
e) Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property?	☒	☐	☐
f) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined potential impacts related to ground failure and other earthquake-related hazards would be less than significant. Additionally, the LUTE EIR determined that implementation of the LUTE would result in a less than significant impact related to geologic hazards, landslides, expansive soils, and soil erosion. The LUTE EIR did not identify any mitigation measures related to geology and soils (City of Oakland 1998). The geologic setting of the project area has not changed since the certification of the LUTE EIR.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with City General Plan Policies CO-1.1, CO-2.1, CO-2.2, CO-2.4, CO-5.3, W3.1, an N7.6; and City SCA 35 (currently SCA #43) for incorporation of best management practices (BMPs) to minimize groundwater and soil hazards ; SCA 58 (currently SCA #38) for preparation of a soils report; SCA 59 and SCA 60 (currently SCA #39) for preparation of a geotechnical report; SCA 68 (currently SCA #44) for incorporation of BMPs to minimize groundwater and soil contamination; SCA 72 (currently SCA #58) for vegetation management on Creekside properties; SCA 83, SCA 85, and SCA 86 (currently SCA #59) for preparation of a Creek Protection plan, and SCA 89 (currently SCA #15) for obtaining regulatory permits and authorizations would ensure development under the Housing Element would have a less than significant impact related to seismic failures, geologic instability, erosion, and expansive soils.

In addition, the Housing Element EIR and Addendum identified the following SCAs from the Hydrology and Water Quality and Hazards and Hazardous Materials Sections: SCA 77 (currently SCA #48) for incorporation of erosion and sedimentation control measures, SCA 82 (currently SCA #54), and SCA 69 (currently SCA #44) to minimize soil and groundwater hazards. The 2010 Housing Element EIR and 2014 Addendum also determined there would be no impact related to the City's soils capacity to support septic tanks (City of Oakland 2009; City of Oakland 2014). The General Plan policies listed above have been developed to ensure that future development would comply with federal and State laws regarding geology and soils, and the City's Municipal Code. Future development under the Housing Element would also be required to prove site suitability, regarding geologic hazards, through a geological investigation.

Project Analysis and Conclusion

a) (i-iv) The nearest active fault to the project site is the Hayward Fault, located over 2 miles east. The project site is not located within or adjacent to the Hayward fault's Alquist-Priolo Earthquake Fault Zone, and therefore would not result in a significant impact with respect to rupture of a known earthquake fault (City of Oakland 2009). However, the project site is, like the rest of the San Francisco Bay Area, located in an area subject to high risk from seismic shaking. The proposed project would be required to comply with City **SCA GEO-1 (#37)**: Construction-Related Permit(s), which ensures that all buildings are designed and built in conformance with all standards, requirements, and conditions contained in the City's construction related codes (which includes but is not limited to the City's Building Code) to ensure structural integrity and safe construction of project structures.

According to the California Geologic Survey (CGS) Earthquake Zones of Required Investigation for the Oakland West Quadrangle Map (Revised 2003), the proposed project is located just outside of an identified liquefaction zone (CGS 2003). According to a search of the Natural Resources Conservation Service (NRCS), Web Soil Survey, the linear extensibility of the project site is 4.5 percent, which represents a moderate liquefaction potential (USDA 2018). The proposed project would be required to comply with **SCA GEO-2 (#40)**: Seismic Hazards Zone

(Landslide/Liquefaction), which would require the proposed project to implement the recommendations of a site-specific geotechnical report prepared by a registered geotechnical engineer for appropriate project design. The geotechnical report would address potential issues related to ground shaking, liquefaction, and settlement, and prevent exposure of people or structures to potential substantial adverse effects during a large earthquake. Therefore, implementation of the proposed project would result in a less than significant impact regarding ground shaking, seismic-related ground failure, and liquefaction

The topography of the project site is relatively flat and is not mapped within a landslide hazard area by CGS (CGS 2003). Therefore, no impact related to landslides would occur.

b) The proposed project could result in potential impacts related to soil erosion and loss of topsoil. The proposed project would disturb an area of approximately 8,334 square feet (0.19 acres, the entire project site). Grading for the proposed project would only occur where the existing brick structure is located. The rest of the project site has already been graded to the desired grade. Approximately 74 cubic yards of soil would be excavated for the proposed project. Pursuant to Section 15.04.660 of the City Planning Code, projects which propose to excavate more than 500 cubic yards of soil are required to obtain a Grading Permit. As such, the proposed project would not require a Grading Permit. During construction activities, the proposed project would be required to implement **SCA GEO-3 (#38):** Soils Report and **SCA HYD-1 (#48)**: Erosion and Sedimentation Control Measures for Construction, which would require the Applicant to prepare a soils report to assess suitability of the project site soils and implement BMPs to reduce erosion, sedimentation, and water quality impacts during construction. Impacts related to soil erosion and loss of the topsoil would be less than significant.

c) According to the NRCS Web Soil Survey, the project site consists of Urban land-Tierra complex, 2 to 5 percent slopes (NRCS 2018). According to the Alameda County Soil Report for the Western Part prepared by the United States Department of Agriculture (USDA), this complex consists of urban land and Tierra loam. Urban land consists of areas that are covered by buildings and other urban structures. The soil material has been altered or mixed during urban development. Tierra soils is characterized as very deep and moderately well drained soils. Permeability and runoff of Tierra soils is low, and the hazard of erosion is slight. The shrink-swell potential of the Urban land-Tierra complex is high (USDA 1981). The proposed project would be required to comply with City **SCA GEO-2 (#40)** and prepare a site-specific geotechnical report. The design of the project would be required to implement any recommendations to mitigate potential expansive soils impacts. Therefore, impacts related to expansive soils would be less than significant.

d) The project site is in an urban, mixed-use residential and commercial area within the City's Bushrod community. The project site is relatively flat, and previously disturbed. There is an existing vacant brick structure on the project site, which was formerly occupied by the East Bay Smog Center. Six onsite USTs were removed from the site in October 2009 under oversight by ACEHD, and environmental remediation of the site was completed by SOMA

Engineering on June 26, 2014. Based on the findings provided by SOMA Engineering, ACEHD issued the Applicant a Site Closure letter on June 26, 2014. As such, the proposed project would not be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line. The potential to create substantial risks to life or property with implementation of the proposed project would be less than significant.

e) The proposed project would not create a substantial risk to life or property related to landfills as one is not located on, or near the site. No impact related to landfills would occur.

f) The project site is served by a sanitary sewer system maintained and operated by the City, and discharged to the EBMUD sewer interceptor system. The proposed project would have access to these systems, and the use of septic systems would be neither required nor permitted. The project would have no impact in this regard.

The LUTE EIR determined geologic and soil impacts would be less than significant, and no mitigation measures were identified. The Housing Element EIR and Addendum determined impacts related to geology and soils would be less than significant with the incorporation of City SCAs. The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. As such, the proposed project would be required to comply with City **SCA GEO-1 (#37)**, **SCA GEO-2 (#40)**, **SCA GEO-3 (#38),** and **SCA HYD-1 (#48**).

In addition to these SCAs, the Housing Element EIR and Addendum previously identified the following SCAs to reduce potential impacts related to geology and soils: SCA 35 (currently SCA #43); SCA 58 (currently SCA #38), SCA 59 and SCA 60 (currently SCA #39); SCA 68 and SCA 69 (currently SCA #44); SCA 72 (currently SCA #58); SCA 77 (currently SCA #48); SCA 82 (currently SCA #54); SCAs 83, 85, 86 (currently SCA #59); and SCA 89 (currently SCA #15). As discussed in Section 7.8, Hazards and Hazardous Materials, the proposed project would comply with SCA 35 (**SCA HAZ-1 [#43]**: Hazardous Materials Related to Construction), SCA 68 and SCA 69 (**SCA HAZ-2 [#44]**: Hazardous Building Materials and Site Contamination), and SCA 89 (**SCA HAZ-3 [#15]:** Regulatory Authorizations and Permits).

Previously identified SCA 59 and SCA 60 (currently SCA #39), SCA 72 (currently SCA #58), SCA 82 (currently SCA #54), and SCA 83, SCA 85, and SCA 86 (currently SCA #59) would not be applicable to the proposed project. These SCAs are not applicable because the proposed project is not located in an Earthquake Fault Zone per the State Alquist-Priolo Fault Zoning Act, is not a regulated project under the National Pollutant Discharge Elimination System, and does not require a Creek Protection Permit. Additionally, the project site is not located within the City's Wildfire Assessment District, or located on a parcel with a slope greater than 20 percent.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to geology and soils.

7.7 GREENHOUSE GASES

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically:			
	i. For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO_2e annually [**NOTE**: Stationary sources are projects that require a BAAQMD permit to operate.].			
	ii. For a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO_2e annually AND more than 4.6 metric tons of CO_2e per service population annually [**NOTE**: Land use developments are projects that do not require a BAAQMD permit to operate. The service population includes both the residents and the employees of the project. The project's impact would be considered significant if the emissions exceed BOTH the 1,100 metric tons threshold and the 4.6 metric tons threshold. Accordingly, the impact would be considered less than significant if the project's emissions are below EITHER of these thresholds.] [**NOTE**: The project's expected greenhouse gas emissions during construction should be annualized over a period of 40 years and then added to the expected emissions during operation for comparison to the threshold. A 40-year period is used because 40 years is considered the average life expectancy of a building before it is remodeled with considerations for increased energy efficiency. The thresholds are based on the BAAQMD thresholds. The BAAQMD thresholds were originally developed for project operation impacts only. Therefore, combining both the construction emissions and operation emissions for comparison to the threshold represents a conservative analysis of potential greenhouse gas impacts.]	☒	☐	☐
b)	Fundamentally conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR, 2010 Housing Element EIR, and 2014 Addendum

Climate change and GHG emissions were not expressly addressed in the LUTE EIR. The 2010 Housing Element EIR and 2014 Addendum determined development under the Housing Element would have a less than significant impact related to GHGs. Development under the Housing Element would comply with all regulatory requirements; City SCA 25 (currently SCA #80) and SCA 26 (currently SCA #21 and SCA #22); General Plan LUTE Element Policies T2.1, T2.2, T3.5, T3.6, T4.2, N3.2, T4.5; OSCAR Element Policies OS-1.1, OS-2.1, CO-5.3, CO-12.3, CO-12.5, CO-13.2, CO-13.3, and CO-13.4; Safety Element Policies FI-3, FL-1, and FL-2; and Municipal Code Chapter 15.34 (City of Oakland 2010b, City of Oakland 2014).

Project Analysis and Conclusion

a) The proposed project is in Alameda County, which is a part of the San Francisco Bay Area Air Basin (Air Basin). The Air Basin is regulated by the BAAQMD. GHG emissions were estimated for construction and operation of the proposed project using the California Emissions Estimator model version 2016.3.1 (Attachment F). The proposed project would emit GHG emissions during construction from off-road equipment, worker vehicles, and any hauling activities that may occur. The GHG emissions from project construction equipment and worker vehicles are shown below in Table 7.7-1.

Table 7.7-1: Construction Greenhouse Gas Emissions

Year	Emissions ($MTCO_2e$)
2019	88
Amortized emissions (40-year life expectancy)	2
Note: $MTCO_2e$ = metric tons of CO_2 equivalent	

As shown in Table 7.7-1, total construction emissions for the proposed project would be approximately 88 $MTCO_2e$, resulting in 2 $MTCO_2e$ amortized annually over the life of the project. Construction GHG emissions would not exceed the City's threshold (established by the BAAQMD) of 1,100 $MTCO_2e$.

Long-term, operational GHG emissions would result from project generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment, offsite generation of electrical power over the life of the proposed project, the energy required to convey water to and wastewater from the project site, and the emissions associated with the hauling and disposal of solid waste from the project site. Operational emissions for the proposed project are shown below in Table 7.7-2.

Table 7.7-2: Operational Greenhouse Gas Emissions (2019)

Emission Source	Emissions ($MTCO_2e$)
Area Sources	2
Energy	78
Mobile (Motor Vehicles)	110
Waste	16
Water	6
Total Operational Emissions[1]	212
Amortized Construction Emissions[2]	2
Total GHG Emissions	**214**
Service Population[3]	51
City of Oakland Significance Threshold 1	**1,100**
City of Oakland Significance Threshold 2	**4.6 $MTCO_2e$/SP/yr.**
Project Emission Generation	**4.2 $MTCO_2e$/SP/yr.**
Exceed City of Oakland Significance Threshold 2	**No**
Significant Impact?	**No**

Notes:
SP = Service Population
yr. = year
1. Includes CalEEMod "mitigation" for increased density, locational features, and compliance with regulatory measure.
2. Construction emissions annualized over an anticipated 40-year project lifespan.
3. Based on CalEEMod default estimate based on Alameda County specific data for individuals per household

b) The City sets thresholds of 1,100 $MTCO_2e$ and 4.6 $MTCO_2e$/SP/yr. for determining whether projects would generate significant GHG emissions. As shown above in Table 7.7-2, the total GHG emissions generated by the proposed project would be 214 $MTCO_2e$ and would not exceed the City's threshold of 1,100 $MTCO_2e$. In addition, the proposed project would generate 4.2 metric tons of CO_2e per service population annually and would not exceed the City's threshold of 4.6 metric tons of CO_2e per service population annually. Pursuant the City's thresholds, a project must exceed both thresholds to result in a significant impact. GHG emissions generated by the proposed project would be below both of the City's thresholds of significance, and therefore impacts to GHGs would be less than significant. The City of Oakland's adopted Energy and Climate Action Plan (ECAP) provides strategies to reduce GHG emissions. The purpose of the ECAP is to identify and prioritize actions the City can take to reduce energy consumption and GHG emissions associated with the City. The ECAP outlines a 10-year plan including more than 150 actions that would enable the City to achieve a 36 percent reduction in GHG emissions below the 2005 level by 2020. These measures support implementation of the green planning policies in the City of

Oakland's General Plan by promoting energy efficiency and minimizing vehicle emissions. The proposed project would incorporate the following sustainability features to reduce demand for resources, utilize non-toxic materials, and promote waste reduction:

The 18 residential units would be within walking distance of the Ashby BART Station and multiple AC Transit bus stops and surrounding businesses.

- The inclusion of neighborhood-oriented retail services would reduce automotive trips.
- The proposed project structure would be constructed over the podium parking garage, which allows for greater landscaping and green space, thereby reducing heat island effects.

In addition, the proposed project is subject to the City's SCAs, some of which reduce GHG emissions. These include but are not limited to **SCA UTIL-1 (#85):** Construction and Demolition Waste Reduction and Recycling**, SCA UTIL-2 (#87):** Recycling Collection and Storage Space, and **SCA UTIL-4 (#88):** Green Building Requirements. The proposed project would not be subject to a GHG Reduction Plan under the City's SCA (#42), because estimated GHG emissions are below the City's thresholds of significance and the proposed project is not large enough to trigger the requirement for a GHG Reduction Plan.

Climate change and GHG emissions were not expressly addressed in the LUTE EIR. The Housing Element EIR and the Addendum determined impacts related to GHGs are less than significant with implementation of SCAs. The Housing Element EIR identified SCAs related to a Transportation Demand Management Program and a Greenhouse Gas Reduction Plan to reduce potential greenhouse gas impacts. The proposed project would not be required to incorporate a Transportation Demand Management Program since the project would generate less than 50 new net peak hour vehicle trips (further discussed in Section 7.16, Traffic and Transportation).

The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on the previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. As discussed above, the proposed project would be subject to these SCAs, some of which reduce GHG emissions, which include but are not limited to City **SCA UTIL-1 (#85), SCA UTIL-2 (#87),** and **SCA UTIL-4 (#88)**.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to greenhouse gases.

7.8 HAZARDS AND HAZARDOUS MATERIALS

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐
c)	Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors [**NOTE**: Per the BAAQMD CEQA Guidelines, evaluate whether the project would result in persons being within the Emergency Response Planning Guidelines (ERPG) exposure level 2 for acutely hazardous air emissions either by siting a new source or a new sensitive receptor. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers]?	☒	☐	☐
d)	Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐
e)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to *Government Code Section 65962.5* and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐
f)	Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions.	☒	☐	☐
g)	Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would result in a significant safety hazard for people residing or working in the project area?	☒	☐	☐
h)	Be located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☒	☐	☐
i)	Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐
j)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined potential impacts related to the release, transport, use, or exposure to hazardous waste and materials would be less than significant with compliance to existing City policies and applicable regulatory requirements. The LUTE EIR identified the following City policies to reduce potential impacts to a less than significant level: Policy I/C4.2, Policy N5.1, Policy W1.2, Policy W6.2, Policy I/C2.2, Policy CO-1.2, Action CO-1.2.1, Policy I/C2.1, and Policy I/C.3. The LUTE EIR did not identify any mitigation measures related to hazards and hazardous materials (City of Oakland 1998).

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with General Plan Policies HM-1, HM-3, CO-1.2, I/C4.2, N5.1, W1.2, W6.2, I/C2.2, FI-3.1, FI-3.2, and FI-3.3; Chapters 8.12, 8.42, 8.50.060, and 17.100A of the City's Municipal Code; City SCA 35 (currently SCA #43) for incorporation of BMPs to minimize groundwater and soil hazards, SCA 41(currently SCA #27) for asbestos removal in structures, SCA 42 (currently SCA #28) for asbestos removal in soils, SCA 61 through SCA 69 (currently SCA #43 and SCA #44) for conducted environmental assessments on contaminated sites, SCA 70 and SCA 73 (currently SCA #47) for vegetation management in a wildfire prevention assessment district and ensuring fire safety during construction , SCA 71 (currently SCA #46) for preparation of a fire safety phasing plan, SCA 72 (currently SCA #58) for vegetation management on creekside properties, would ensure hazardous building materials, contaminated soils, and/or groundwater would be properly identified, handled, removed, and/or remediated. In addition, compliance with City SCAs and policies of the General Plan would ensure the health and safety of construction workers and sensitive receptors is protected. The Housing Element EIR determined development under the Housing Element would have a less than significant impact related to hazards and hazardous materials (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a-c) Demolition of the existing brick structure, and construction of the proposed project would involve the use, transport, and handling of hazardous materials such as diesel fuels, lubricants, solvents, asphalt, paints, building materials, and finishing materials. The transportation and handling of these materials could result in the exposure of workers to hazardous materials or could be inadvertently spilled or otherwise spread if not properly handled. The transportation and handling of hazardous materials would be required to follow all applicable laws and regulations related to transportation, use, and storage of all hazardous materials to safeguard workers and the general public. The construction of the proposed project would be required to implement City **SCA HAZ-1 (#43)**: Hazardous Materials Related to Construction, which would ensure BMPs are implemented by the contractor to properly maintain, store, and transport hazardous materials. Asbestos containing materials may be present in the existing brick structure. During demolition of the existing structure, the proposed project would implement City **SCA AIR-2 (#27)**: Asbestos in Structures and comply with all applicable laws and regulations related to the

demolition of structures with the potential to contain asbestos materials. As discussed in Section 7.3, Air Quality, the project site does not contain naturally occurring asbestos. Impacts associated with the transport, use, disposal, or storage of hazardous materials during construction would be less than significant with implementation of **SCA HAZ-1 (#43)** and **SCA AIR-2 (#27)**.

Operation of commercial and residential functions at the project site would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. Commercial stores and residential units do not generate or use significant amounts of hazardous materials and require only limited storage of materials for use in routine cleaning of buildings and maintenance. These materials would be used, stored, and disposed of in accordance with applicable federal, state, and local procedures and regulations. As such, the release of hazardous materials after demolition and construction is unlikely, and impacts related to the transport, use, disposal, or storage of hazardous materials during operation would be less than significant.

d) The proposed project is within a quarter mile of Sankofa Academy to the southeast of the project site. The proposed project would act in accordance with existing federal, State, and local laws and regulations, including **SCA HAZ-1 (#43)** and **SCA HAZ-2 (#44):** Hazardous Building Materials and Site Contamination. Compliance with these regulations and practices would limit risks associated with construction activity and mitigate impacts to sensitive receptors at nearby schools. Additionally, the commercial and residential activities that would occur on the project site would not generate or use significant amounts of hazardous materials. Impacts related to the use or transport of hazardous materials within a quarter mile of a school would be less than significant.

e) The project site is listed as "Completed- Case Closed" on the State "Cortese" list pursuant to *Government Code Section 65962.5*. As discussed in Section 3.0, Background, the project site was formerly occupied by a gas station and service center prior to October 2009. According to the SWRCB GeoTracker database, six onsite USTs were removed from the site in October 2009 under oversight by ACEHD. Following UST removal activities, the Applicant conducted environmental remediation of the site with the assistance of SOMA Engineering. On June 26, 2014, ACEHD issued a Case Closure Letter for the site, confirming the completion of the investigation and cleanup of the reported UST release at the site, deeming the case closed. Following case closure, additional assessments were undertaken by the property Applicant in 2015 to ensure that the site is adequate for residential construction (Attachment E). In November 2015, SOMA Engineering provided documentation that the June 26, 2014 ACEHD closure letter indicates that the site is meeting LTCP criteria for commercial and residential land use scenarios. The November 24, 2015 letter from SOMA Engineering further states, "contaminant levels remained in soil and groundwater after site remediation are significantly lower than the recommended LTCP criteria for soil and groundwater. As such, the site is eligible to be utilized for both residential and commercial purposes." On September 12, 2016, ACEHD issued a letter concluding that the level of cleanup at the site is suitable for residential and commercial use (Attachment E). The Applicant would be required to comply with City **SCA HAZ-3 (#15):** Regulatory Authorizations and **SCA HAZ-2 (#44)**. In accordance with these SCAs, the

Applicant would provide all necessary documentation to the City, which identifies that remedial action has been completed for the site, and that it is suitable for residential and commercial use.

g, h) The project site is not located within the Oakland International Airport land use planning area. Oakland International Airport is located approximately 12 miles to the south of the project site. The proposed project is located approximately 1 mile north of the Oakland Children's Hospital Heliport. The proposed project would not introduce a structure which exceeds 199 feet, or would interfere with aircraft or helicopter travel. As such, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impact would occur.

f, i) The proposed project would not involve any physical changes to streets, access, evacuation routes, or incorporate unusual design features that could result in traffic hazards. As such, impacts related to emergency access, or an emergency evacuation plan would be less than significant.

j) The project site is not within an area subject to wildland fire hazards, or located within the Oakland Wildfire Prevention Assessment District. The surrounding area is completely urbanized, and development of the proposed project would not increase exposure to wildland fire hazards in any significant way. No impact from wildland fires would occur with implementation of the proposed project.

As discussed above, after conclusion of SOMA Engineering's remediation activities, the Alameda County Health Care Services issued a closure letter for the project site on June 26, 2014 indicating the project site is meeting LTCP criteria for both commercial and residential scenarios. Therefore, the project site is suitable for commercial and residential use. The LUTE EIR determined impacts related to hazards and hazardous materials are less than significant, and no mitigation measures are necessary. The Housing Element EIR and Addendum determined impacts related to hazards and hazardous materials are less than significant with incorporation of City SCAs.

The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on the previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. Therefore, the proposed project would be required to implement City **SCA HAZ-1 (#43)**, **SCA HAZ-2 (#44)**, **SCA AIR-2 (#27)**, and **SCA HAZ-3 (#15)**. In addition to these SCAs, the Housing Element EIR and Addendum identified the following SCAs to reduce potential impacts related to hazards and hazardous materials: SCA 42 (currently SCA #28) and SCAs 70 through 73 (currently SCA #47, SCA #46, and SCA #58). However, these SCAs are not applicable to the proposed project because the project site is not within an Oakland Wildlife Prevention District, is not within an area containing naturally occurring asbestos, or adjacent to a creek that would require vegetation management. The project site is also within 50 feet of a fire hydrant and would not require the approval of a Fire Safety Phasing Plan. Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to hazards and hazardous materials.

7.9 HYDROLOGY AND WATER QUALITY

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Violate any water quality standards or waste discharge requirements?	☒	☐	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☒	☐	☐
c)	Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters?	☒	☐	☐
d)	Result in substantial flooding on- or off-site?	☒	☐	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	☒	☐	☐
f)	Create or contribute substantial runoff which would be an additional source of polluted runoff?	☒	☐	☐
g)	Otherwise substantially degrade water quality?	☒	☐	☐
h)	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows?	☒	☐	☐
i)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☒	☐	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving flooding?	☒	☐	☐
k)	Expose people or structures to a substantial risk of loss, injury, or death as a result of inundation by seiche, tsunami, or mudflow?	☒	☐	☐
l)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site?	☒	☐	☐

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
m) Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources. [Note: Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of the water or capacity, (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability, or (d) substantially endangering public or private property or threatening public health or safety?]	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR identified that implementation of the LUTE would result in increased development activity at various locations throughout the city, including locations adjacent to creeks and waterways, which could result in water quality impacts during construction. The LUTE EIR determined that this impact would be less than significant.

The LUTE EIR also identified that implementation of the LUTE would result in increased development activity that could alter drainage patterns, could increase impermeable surfaces leading to increased volume of runoff, and could potentially affect the quality of stormwater runoff. The areas proposed for the greatest change are already developed with similar uses, the changes in runoff patterns, volume, and quality would be negligible. The LUTE EIR determined that this impact would be less than significant.

The LUTE EIR did not identify any mitigation measures pertaining to hydrology and water quality (City of Oakland 1998).

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with General Plan Policies CO-1.1, CO-2.4, CO-5.1, CO-5.2, CO-5.3, CO-6.1, CO-6.4, CO-6.5, CO-8.1, and W-3.1; Chapter 13.16 and Ordinances 10312, 10446, and 11590 of the Municipal Code; and City SCA 20 and SCA 21 (currently SCA #11) for public improvements, SCA 23 (currently SCA #12) for complying with the SCAs provided in the compliance matrix (Attachment A), SCA 24 (currently SCA #13) for preparing a construction management plan, SCA 34 and SCA 77 (currently SCA #48) for implementing erosion and sedimentation control measures during construction, SCA 35 and SCA 55 (currently SCA #49) for preparing an erosion and sedimentation control plan, SCA 43 and

SCA 72 (currently SCA #58) for vegetation management on creekside properties, SCA 46 and SCA 47 (currently SCA #31) for obtaining a tree removal permit, SCA 68 (currently SCA #44) for implementing BMPs to minimize groundwater and soil hazards, SCA 75 (currently SCA #50) for the preparation of a SWPPP, SCA 76 (currently SCA #51) for drainage plans on hillside properties, SCA 78 (currently SCA #52) for implementation of site design measures to reduce stormwater, SCA 79 (currently SCA #53) for implementation of source control measures to reduce stormwater pollution, SCA 80 and SCA 81 (currently SCA #54) for preparation of a post-construction stormwater plan and maintenance agreement, SCA 82 (currently SCA #54) for implementation of erosion and sedimentation control measures, SCA 83, SCA 85, and SCA 86 (currently SCA #58) for preparation of a creek protection plan, SCA 84 (currently SCA #15) for obtaining regulatory permits and authorizations by applicable agencies, SCA 88 (currently SCA #59) for creek dewatering and diversion, SCA 89 (currently SCA #15) for regulatory permits and authorizations, SCA 90 (currently SCA #61) for placing structures within a floodplain, and SCA 91 (currently SCA #90 and SCA #91) to confirm there is adequate capacity provided by the City's stormwater and sewer system would ensure development would not result in a significant impact as a result of runoff/erosion, groundwater depletion, and/or flooding/hazards. The Housing Element EIR and 2014 Addendum determined impacts associated with hydrology and water quality would be less than significant (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a, c, f, g) The project site is currently a disturbed site (approximately 8,334 square feet) with a vacant brick building (approximately 800 square feet) previously used for car maintenance services. The proposed project would replace the existing 800 square feet of impervious surface with 8,000 square feet of new impervious surface. Therefore, post-construction runoff would exceed runoff from existing conditions due to an increase in impermeable surface area. Because the proposed project would replace at least 2,500 square feet, but less than 10,000 square feet of impervious surface, the proposed project is considered a "Small Project" pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under NPDES. The proposed project would be required to comply with City **SCA HYD-1 (#48)**: Erosion and Sedimentation Control Measures for Construction, **SCA HYD-2 (#52)**: Site Design Measures to Reduce Stormwater Runoff, **SCA HYD-3 (#53)**: Source Control Measures to Limit Stormwater Pollution, and **SCA HYD-4 (#55)**: NPDES C.3 Stormwater Requirements for Small Projects. Compliance with these City SCAs would require the Applicant to incorporate site design measures during construction and operation activities to prevent the significant degradation of water quality. Therefore, impacts to water quality would be less than significant with implementation of the proposed project.

b) The project site does not represent a major groundwater recharge source because it is already disturbed and surrounded by urban development. The proposed project would not involve dewatering of groundwater under the project site surface. In 2014, well monitoring was conducted by SOMA Engineering as part of the site closure process, and the depth to groundwater was measured at 3 to 8.6 feet below ground (Attachment E). Excavation for the proposed project would only occur for the removal of the existing on-site brick structure. The maximum depth of cut and fill onsite would

be approximately 24 inches except for the area of the future elevator which would be excavated an additional 24 inches, and therefore it is unlikely that excavation activities would encounter groundwater. The proposed project would have no impact on groundwater supplies, recharge, or local groundwater table levels.

d, e) The proposed project would create approximately 7,200 square feet of new impervious areas compared to existing conditions. The site was almost entirely covered in impervious surface during the previous gas station operation, so runoff following the completion of the proposed project would be comparable to previous land use conditions. Due to the project site's small size and generally flat topography the proposed project would not generate a substantial amount of stormwater that would increase the risk of on-site or offsite flooding. Stormwater release from the project site would be primarily treated and controlled by landscaped areas, permeable pavement, and flow-through planters along the western property boundary. Stormwater would then be conveyed to the gutter along 65th Street and enter the City's existing stormwater drainage system. The proposed project would also be required to comply with City **SCA HYD-2 (#52)**, **SCA HYD-3 (#53)**, and **SCA HYD-4 (#55)**, which would incorporate C.3 design measures to reduce the amount of stormwater runoff at the project site. Impacts related to stormwater drainage systems would be less than significant with implementation of the proposed project.

h- j) According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06001C0057G, the project site does not lie within a 100-year flood zone (FEMA 2009). The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. No impacts would occur related to these hazards.

k) As shown in Figure 6.1, Flooding Hazards, in the General Plan Safety Element the proposed project is not mapped within an area susceptible to mud flows, seiches, or tsunamis (City of Oakland 2012). No impacts would occur related to these hazards.

l, m) There are no creeks, streams, or rivers in the immediate vicinity, or on the project site that would be altered with implementation of the proposed project. The proposed project would direct stormwater to the southern border of the project site and into the gutter along 65th street. From there, stormwater would enter the City's stormwater drainage system. The rate, amount, and water quality of stormwater generated by the project site would be controlled by onsite design, such as the use of flow through planters and permeable pavement. Additionally, the implementation of **SCA HYD-1 (#48)**, **SCA HYD-2 (#52)**, **SCA HYD-3 (#53)**, and **SCA HYD-4 (#55)** would further limit potential indirect water quality impacts in the project area. There are no nearby creeks, rivers, or streams that would be impacted by stormwater release or runoff from the project site. The proposed project would not conflict with the City's Creek Protection Ordinance. Therefore, potential impacts related to hydrological resources, as defined by the City's Creek Protection Ordinance, would be less than significant.

The LUTE EIR determined hydrology and water quality impacts would be less than significant, and no mitigation measures were identified. The Housing Element EIR and Addendum determined impacts related to hydrology and water quality would be less than significant with the incorporation of City SCAs.

The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. Therefore, the proposed project would be required to comply with City **SCA HYD-1 (#48)**, **SCA HYD-2 (#52)**, **SCA HYD-3 (#53)**, and **SCA HYD-4 (#55).** Separate from CEQA review the proposed project would implement **SCA HYD-5 (#56)**: Trash Capture Devices. Based on the City's trash generation maps, the project site is identified within a high trash area and would require improvements to the right-of-way (ROW). Prior to obtaining any construction-related permit, the Applicant would install trash capture devices at all storm drain inlets or catch basins located on the property and on the adjacent ROW.

In addition to these SCAs, the Housing Element EIR and Addendum identified City SCA 20 and SCA 21 (currently SCA #11), SCA 23 (currently #12), SCA 24 (currently SCA #13), SCA 35 and SCA 55 (currently SCA #49), SCA 43 and SCA 72 (currently SCA #58), SCA 46 and SCA 47 (currently SCA #31), SCA 68 (currently SCA #44), SCA 75 (currently SCA #50), SCA 76 (currently SCA #51), SCA 80, SCA 81, and SCA 82 (currently SCA #54), SCA 83, SCA 85, and SCA 86 (currently SCA #58), SCA 84 and SCA 89 (currently SCA #15), SCA 88 (currently SCA #59), SCA 90 (currently SCA #61), and SCA 91 (currently SCA #90 and SCA #91) to minimize impacts associated with hydrology and water quality. As discussed in Section 7.9, Hazards and Hazardous Materials, the proposed project would comply with SCA 68 (currently **SCA HAZ-2 [#44]**), and SCAs 84 and 89 (currently **SCA HAZ-3 [#15]**). These SCAs would require the Applicant to incorporate applicable BMPs to minimize potential impacts to groundwater, soils, and human health. The proposed project would comply with SCA 20 and SCA 21 (currently **SCA LAND-1 [#11]**: Public Improvements) and obtain all necessary permits/approvals from the City prior to conducting work in the public ROW.

The following SCAs previously identified in the Housing Element EIR and Addendum would not be applicable to the proposed project: SCA 23 (currently SCA #12), SCA 24 (currently SCA #13), SCAs 43 and 72 (currently SCA #58), SCA 46 and SCA 47 (currently SCA #31), SCA 35 and SCA 55 (currently SCA #49), SCA 75 (currently SCA #50), SCA 76 (currently SCA #51), SCA 80 through SCA 82 (currently SCA #54), SCA 83, SCA 85, SCA 86 (currently SCA #58), and SCA 88 (currently SCA #59), SCA 90 (currently SCA #61), and SCA 91 (currently SCA #90 and SCA #91). The project site is not located adjacent to a creek and would not require a Creek Protection Plan, Creek Dewatering, or Diversion Plan. The project site is not located on a hillside property, would disturb less than one acre of surface area, and would replace less than 10,000 square feet of impervious surface. The proposed project would not be in a mapped 100-year flood zone, would not require a regulatory permit from the Alameda County Flood Control and Water Conservation District, and would not require the approval of a Section 401/404 permit from the Regional Water Quality Control Board or U.S. Army Corps of Engineers. The proposed project would not involve the removal of any trees, or require a Tree Permit in accordance with the City's Tree Protection Ordinance. Lastly, the proposed project would not require a Construction Management Plan, a

Sewer Impact Analysis, or the construction of a storm drain system because the project would construct less than 50 residential units, and less than 50,000 square feet of nonresidential floor area.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to hydrology and water quality.

7.10 LAND USE AND PLANNING

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Physically divide an established community?	☒	☐	☐
b)	Result in a fundamental conflict between adjacent or nearby land uses.	☒	☐	☐
c)	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 actually result in a physical change in the environment?	☒	☐	☐
d)	Fundamentally conflict with any applicable habitat conservation plan or natural communities' conservation plan?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined impacts regarding conflicts with nearby or adjacent land uses would be less than significant with adherence to General Plan policies I/C4.1, I/C4.2, (Industrial/Commercial Policies) D10.7 (Downtown Policies), WI.2, W2.2, W3.2, W7.1, W8.7, W9.6, W10.7, W10.5, (Waterfront Policies) N1.5, N2.7, N3.9, N5.1, N8.2, and N12.6 (Neighborhood Policies) including those neighborhoods within the CCERP project area. The LUTE EIR determined that all policies listed above may not fully mitigate impacts specifically related to General Plan map changes and changes to the General Plan land use classifications. These mitigation measures include Mitigation Measures A.1a, A.1b, A.1c, A.1d, A.1e, A.2a, A.2b, A.2c, A.2d, A.2e, and A.2f. Full descriptions of these mitigation measures are provided in Attachment D. The LUTE EIR determined all other potential impacts related to land use would be less than significant.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with the goals, policies, and programs of the City's General Plan Policies I/C4.1, D1.5, D1.7, D10.1, D10.2, D10.6, D11.1, D11.2, W1.3, W6.9, W9.2, W9.7 W12.5, N3.4, N3.11, N4.4, N5.2, N5.3, N7.2, N7.5, N8.1, N9.7, and N11.6; Title 17 of the City's Municipal Code; SCA 4 and SCA 5 (currently SCA #3 and #5) for compliance with other applicable federal, state, and local requirements; and LUTE EIR Mitigation Measures LU-1a, LU-1b, LU-1c, LU-1d, LU-1e, and LU-1f would ensure development does not conflict with adjacent land uses, divide an existing community, or conflict with applicable land use policies. The Housing Element EIR and Addendum determined development would have a less than significant impact regarding land use (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a) The proposed project would include the development of an urban infill site at the northwest corner of Shattuck Avenue and 65th Street. As determined in the Housing Element EIR and Addendum, development under the Housing Element would not include physical barriers that physically separate planning areas or housing sites from their surroundings. The proposed project would not involve construction of a physical feature (e.g., a highway or rail line), or the removal of an existing means of access (e.g., a road or bridge linking different portions of a community) that would physically divide an established community. The development of the proposed project would represent the continuation of an already developed mixed residential and commercial use area, and no impact would occur.

b, c) The proposed project is in a mixed-use residential and commercial neighborhood. The proposed project would involve the development of 18 residential units and 1,975 square feet of ground floor commercial space. Adjacent and nearby land uses include: a one-story communal art studio to the north; mixed-use buildings consisting of commercial and residential use ranging from one to three stories, including a three-story structure occupied by the Nomad Café and two stories of residential studios above (to the east); and one- to two-story residential land uses to the south and west.

The General Plan designation for the site is Neighborhood Center Mixed Use, which is intended to "*identify, create, maintain, and enhance mixed use neighborhood commercial centers. These centers are typically characterized by smaller scale pedestrian-oriented, continuous street frontage with a mix of retail, housing, office, active open space, eating and drinking places, personal and business services, and smaller scale educational, cultural, or entertainment uses.*" Though the project site is currently zoned CN-3, the Project Application was deemed complete by the City prior to the City's approval of the new CN-3 zoning on April 14, 2011. Therefore, the proposed project would be processed under the C-10 zoning requirements. The intent of the C-10 Zone is to "*create, improve, and enhance areas of small-scale retail establishments serving frequently recurring needs in convenient locations, and is typically appropriate to small shopping clusters located within residential communities.*" Commercial facilities consisting of general food sales, general retail sales, consumer service, and small sidewalk cafes (subject to the provisions of Section 17.102.335) are permitted uses within the C-10 zone. Multifamily dwelling units are conditionally permitted uses in the C-10 zone.

As discussed in greater detail in Attachment B, the proposed project is aligned with LUTE Policies N1.1, N1.2, N1.5, N1.8, and N3.2. The proposed project is consistent with the Housing Element criteria of sites suitable for new housing development. The proposed project would be consistent with the C-10 zoning requirements upon the approval of a CUP. The height of the building, approximately 43 feet, would be consistent with the City's Planning Code. The building's front and rear yard setbacks are approximately 15 feet, which is consistent with the City's Planning Code. The side yard setback is approximately 5 feet at the request of the adjacent neighbors. The proposed project would exceed the public open space requirements for the C-10 zone and meet the public open space demand for

the residential portion of the project. The proposed project would also landscape the west boundary of the site with trees and shrubs to create a visual buffer between the adjacent residential use. The design of the proposed project would be required to comply with the City's design standards and surrounding streetscape, as specified by the Planning Code and City's design review process. As such, potential conflicts with any land use plan, policy, regulation, or adjacent land use would be less than significant with implementation of the proposed project.

d) There are currently no approved Habitat Conservation Plans or Natural Community Conservation Plans applicable to the project site, or its immediate surroundings. The proposed project would therefore not conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan. No impact would occur.

The LUTE EIR determined impacts related to land use and planning would be less than significant, with implementation of mitigation measures. These mitigation measures pertain to the City establishing design requirements and performance-based zoning regulations for large-scale commercial and industrial development, and live/work housing to ensure such development is compatible with surrounding land uses and adequate buffers are provided between such uses and residential uses. These previously identified LUTE EIR mitigation measures would not apply to the proposed project since these mitigation measures are to be carried out by the City and not project applicants.

The 2010 Housing Element and Addendum determined impacts related to land use and planning would be less than significant with incorporation of SCAs. The proposed project would be required to comply with the City's General Administrative Conditions, as outlined in their SCAs. The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. Therefore, the Applicant would comply with **SCA LAND-2 (#3)**: Compliance with Other Requirements, and **SCA LAND-3 (#5)**: Compliance with Conditions of Approval, and incorporate the applicable local, state, and federal regulations, and the City's SCAs into the project.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to land use and planning. Furthermore, as discussed in Attachment B, the proposed project would be consistent with the General Plan LUTE Policies, criteria for new housing development established under the Housing Element, and the C-10 zoning requirements upon approval of a CUP.

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7.11 MINERAL RESOURCES

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☒	☐	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR, 2010 Housing Element EIR, and 2014 Addendum

The LUTE EIR, 2010 Housing Element EIR, and 2014 Addendum determined future development would have no impact on any known mineral resources of local importance, value to the region or residents of the State, or locally-important mineral resource recovery sites within the City of Oakland (City of Oakland 1998, City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a, b) The project site is in a highly-urbanized area of North Oakland and does not contain any known mineral resources of value or identified as a locally-important mineral resource recovery site in the City. Therefore, development of the proposed project would have no impact on mineral resources of local or regional importance, or locally-important mineral resource recovery sites.

The Prior EIRs and Addendum determined no impacts would occur to mineral resources. The Prior EIRs and Addendum did not identify any mitigation measures or SCAs related to minerals, and none would be required for the proposed project. The project's minerals impacts would result in an equal or a less severe impact than previously identified in the Program EIRs.

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7.12 NOISE

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommended measures to reduce potential impacts? During the hours of 7 p.m. to 7 a.m. on weekdays and 8 p.m. to 9 a.m. on weekends and federal holidays, noise levels received by any land use from construction or demolition shall not exceed the applicable nighttime operational noise level standard?	☒	☐	☐
b) Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code section 8.18.020) regarding persistent construction-related noise?	☒	☐	☐
c) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise?	☒	☐	☐
d) Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3 dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project) [**NOTE**: Outside of a laboratory, a 3 dBA change is considered a just-perceivable difference. Therefore, 3 dBA is used to determine if the project-related noise increases are cumulative considerable. Project-related noise should include both vehicle trips and project operations.]?	☒	☐	☐
e) Expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)?	☒	☐	☐
f) Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval?	☒	☐	☐

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
g)	Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA])?	☒	☐	☐
h)	During either project construction or project operation expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA)?	☒	☐	☐
i)	Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?	☒	☐	☐
j)	Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined impacts related to General Plan map changes to allow a mix of commercial and residential uses would be less than significant with adherence to the following General Plan policies and mitigation measures: Policy I/C4.1, Policy I/C4.2, Policy N1.5, Mitigation Measure L.3a, Mitigation Measure L.3b, and Mitigation Measure L.4. Mitigation Measure L.3a calls for establishing buffers between residential uses and large-scale commercial development. Mitigation Measure L.3b calls for rezoning to consider compatible land uses, specifically mixed residential and non-residential neighborhoods. Mitigation Measure L.4 calls for high density residential developments adjacent to low density residential developments to be designed in a manner that minimizes potential noise impacts.

The LUTE EIR identified General Plan map changes to allow live-work and other forms of housing in transitional industrial areas could result in future noise compatibility problems. The LUTE EIR determined such impacts would be less than significant with the implementation of Mitigation Measure L.5a, Mitigation Measure L.5b, Mitigation Measure L.5c, and Mitigation Measure L.5d. Mitigation Measure L.5a pertains to the city establishing distinct definitions of live/work operations and defining appropriate locations for such uses. Mitigation Measure L.5b pertains to eliminating residential zoning within predominantly industrial areas. Mitigation Measure L.5c pertains to establishing performance-based standards for noise, odors, light/glare, and traffic volumes for industrial activities located near residential or commercial areas. Mitigation Measure L.5d pertains to developing performance zoning regulations that permit industrial and commercial uses based on their compatibility with adjacent land uses.

The LUTE EIR identified implementation of the LUTE could result in future transportation improvements that could create aggravate noise compatibility problems with sensitive receptors. The LUTE EIR determined such noise impacts would be less than significant with implementation of

Mitigation Measure L.7. Mitigation Measure L.7 calls for future transit improvements to be designed sufficiently to estimate noise levels along streets.

The LUTE EIR determined construction noise impacts in the Downtown Showcase District and Coliseum Showcase District would be significant and unavoidable (City of Oakland 1998).

Due to the nature of the proposed project, Mitigation Measure L.3a, Mitigation Measure L.3b, Mitigation Measure L.4, Mitigation Measure L.5a, Mitigation Measure L.5b, Mitigation Measure L.5c, Mitigation Measure L.5d, and Mitigation Measure L.7 are not applicable, as discussed below. Full descriptions of these mitigation measures are provided in Attachment D.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with Policies 1, 2, and 3 of the Noise Element; Policies N3.9, N5.2, and N11.4 of the LUTE Element; Chapter 17 of the City's Municipal Code; and City SCA 28 (currently SCA #63) for construction work hours, SCA 29 (currently SCA #64) to implement noise control reduction measures, SCA 30 (currently SCA #67) for tracking noise complaints pertaining to construction noise, SCA 31 (currently SCA #68) to comply with the City's interior noise requirements, SCA 32 (currently SCA #69) to comply with the City's operational noise performance standards, SCA 38 (currently SCA #70) to reduce groundborne vibration, SCA 39 (currently SCA #65) to reduce extreme noise generating from construction impacts, and SCA 57 (currently SCA #71) to reduce vibrations on adjacent historic structures would ensure development under the Housing Element would have a less than significant impact related to noise (City of Oakland 2010b, City of Oakland 2014).

Project Analysis and Conclusion

To evaluate the proposed project's potential construction and operation noise impacts, a Noise Technical Report was prepared by Stantec (Attachment G). In addition, Stantec conducted noise monitoring at five locations in November 2017, to determine existing ambient noise conditions. Noise levels were measured over a time interval of 15 minutes. The results from the noise monitoring are summarized in Table 7.12-1.

Table 7.12-1: Existing Noise Levels

Monitoring Location	Approximate Distance from Project Site Boundary (feet)	Daytime Leq (dBA)	Nighttime Leq (dBA)	Ldn (dBA)
Location 1	93	69	66	73
Location 2	< 5	68	65	72
Location 3	47	61	58	65
Location 4	Onsite	55	55	61
Location 5	111	52	51	58

Monitoring Location	Approximate Distance from Project Site Boundary (feet)	Daytime Leq (dBA)	Nighttime Leq (dBA)	Ldn (dBA)
Notes: Leq: total sound level during 8 hours. Ldn: Day-night sound level. Noise measured over a 24-hour period, with a 10-dB penalty added to the levels between 11:00 p.m. and 7:00 a.m.				

a, b) Construction activities for the proposed project are expected to occur over a 12-month period. Construction activities would include demolition of the on-site brick building, excavation, and construction of the new building. There is nothing unique or peculiar about the project's construction activities that would substantially increase the level of significance of construction noise impacts over those identified in the Prior EIRs or result in new significant construction noise impacts not previously identified. The proposed project does not propose to use pile-driving. However, as discussed in Attachment G, construction-generated noise could temporarily expose sensitive receptors to noise levels in excess of the City's Noise Ordinance Standards. In accordance with **SCA NOI-1 (#66):** Project Specific Construction Noise Reduction Measures, a draft construction noise reduction memo has been prepared for the proposed project (Attachment H). As shown in Table 13 of Attachment G, estimated noise levels at the nearest sensitive receptors are not expected to exceed 90 dB(A) (e.g., "extreme noise" levels per the SCAs). Therefore, the Applicant and its contracting team would incorporate site-specific measures consistent with those cited in the SCAs to ensure construction noise is minimized to the greatest extent feasible at the closest receptors. These SCAs would include the following: **SCA NOI-2 (#63):** Construction Days/Hours, to limit the days and hours of construction; **SCA NOI-3 (#64):** Construction Noise, to implement noise reduction measures; **SCA NOI-4 (#65)**: Extreme Construction Noise, to extreme construction noise; and **SCA NOI-5 (#67)**: Construction Noise Complaints, to provide measures to respond to and track construction noise complaints (if any). As such, impacts related to construction noise would be less than significant.

c, d) Long-term operation of the proposed project would generate an increase in traffic volumes on the local roadways within the project vicinity. As Shown in Table 7.12-1, the existing conditions currently range from 58 to 73 dB Ldn (day-night sound level), which is considered "conditionally acceptable" for mixed-use developments by the City's General Plan (City of Oakland 2005). As discussed in the Traffic Memo (Attachment I) prepared for this project, the proposed project would generate approximately 197 additional vehicle trips per day. The additional vehicle trips generated by the proposed project would not substantially increase the noise levels on the already busy, urban streets. Estimated noise levels resulting from the development of the proposed project would change slightly from existing conditions and are expected to increase as a result of typical residential and commercial uses, such as, landscape maintenance, waste collection, and people congregating and talking at the community gathering areas. It is not anticipated that the existing noise level would increase more than 3 dB, which is typically indistinguishable to the human ear. This would be considered an insignificant increase in noise levels and

would not be considered a significant impact. The proposed project would also be required to implement **SCA NOI-6 (#69)**: Operational Noise, which requires all operational noise to comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. Compliance with **SCA NOI-6 (#69)** would ensure the proposed project would not violate the City of Oakland operational noise standards and would not contribute to a cumulative impact. Impacts related to operation noise would be less than significant impact.

e, f) As shown in Table 7.12-1, ambient noise levels at the project site range from (58 to 73 dB Ldn). This range is considered "conditionally acceptable" for mixed-use developments in accordance with the City's General Plan and land use compatibility guidelines (City of Oakland 2005). The proposed project would be required to comply with **SCA NOI-7 (#68)**: Exposure to Community Noise, and incorporate noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve acceptable interior noise levels to the maximum extent practicable. Future occupants of the proposed project would not be exposed to unacceptable interior noise levels. The design of the proposed project would be in accordance with the City's land use compatibility guidelines, and therefore impacts would be less than significant with implementation of **SCA NOI-7 (#68)**.

g) The construction and operation of the proposed project would not result in noise levels, which exceed applicable standards established by a regulatory agency. The proposed project would be required to comply with City **SCA NOI-1(#66)**, **SCA NOI-2 (#63), SCA NOI-3 (#64)**, **SCA NOI-4 (#65)**, **SCA NOI-5 (#67)**, **SCA NOI-6 (#69)**, and **SCA NOI-7 (#68)**. Compliance with these SCAs would reduce potential noise impacts from project construction and operation activities and would not expose sensitive receptors to excessive noise levels. The proposed project would comply with the applicable regulatory agency standards, and construction and operation noise impacts would be less than significant.

h) During construction of the proposed project, equipment such as cranes, excavators, graders, loaders, and backhoes may be used as close as 25 feet from the nearest sensitive receptor. The proximity of the project site to sensitive receptors, and the types of construction equipment that would be used as part of the proposed project, are similar to other projects in urban areas. Because the project site and its vicinity are part of an established, urbanized area, periodic exposure to construction-related noise and vibration are part of the existing conditions. There are no historic buildings within the vicinity of the proposed project, which would be exposed to vibration impacts from the proposed project, and the project site is not located adjacent to an active rail line. As shown in Table 14 of Attachment G, construction equipment used during project construction would generate vibration levels between 0.003 and 0.089 peak particle velocity (PPV), as measured at a distance of 25 feet from the operating machinery. The groundbourne vibration levels are below the Federal Transit Authority vibration threshold at which human annoyance would occur (0.1 PPV). Therefore, impacts related to groundbourne vibration would be less than significant.

i, j) The proposed project is not located within an airport land use planning area. The project site is approximately 1 mile north of the Oakland Children's Hospital Heliport. The proposed project is located within an urban area that is substantially built out and already exposed to noise from aircraft operation. The existing ambient noise levels at the project site range from 58 to 73 dB Ldn, which is considered "conditionally acceptable" for mixed-use developments by the City's General Plan. As such, the proposed project would not expose people working in the project area to excess noise levels, or conflict with an airport land use plan. Impacts pertaining to aircraft noise would be less than significant.

The Prior EIRs and Addendum determined noise impacts would be less than significant with incorporation of mitigation measures and SCAs. As discussed above, the proposed project would result in a less than significant impact related to land use compatibility. Therefore, previously identified LUTE EIR Mitigation Measure L.3a, Mitigation Measure L.3b, Mitigation Measure L.4, Mitigation Measure L.5a, Mitigation Measure L.5b, Mitigation Measure L.5c, Mitigation Measure L.5d, and Mitigation Measure L.7 are not applicable to the proposed project.

The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. Therefore, the proposed project would be required to comply with City **SCA NOI-1 (#66)**, **SCA NOI-2 (#63)**, **SCA NOI-3 (#64)**, **SCA NOI-4 (#65)**, **SCA NOI-5 (#67)**, **SCA NOI-6 (#69)**, and **SCA NOI-7 (#68)**. In addition to these SCAs, the Housing Element EIR and Addendum identified SCA 38 (currently SCA #70) and SCA 57 (currently SCA #71) to reduce potential noise impacts. However, these SCAs would not be applicable to the proposed project. As discussed above, the proposed project would not result in a significant impact related to vibration. Furthermore, there are no historic structures adjacent to the project site that would be impacted by vibration; City SCA #70 and SCA #71 would not be applicable to the proposed project.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to noise.

7.13 POPULATION AND HOUSING

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) such that additional infrastructure is required but the impacts of such were not previously considered or analyzed?	☒	☐	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	☒	☐	☐
c)	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR, 2010 Housing Element EIR, and 2014 Addendum

The LUTE EIR, 2010 Housing Element EIR, and 2014 Addendum determined impacts associated with population and housing would be less than significant. No mitigation measures or City SCAs were identified by the Prior EIRs and Addendum (City of Oakland 1998; City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a) The proposed project would construct a new mixed-use building with 18 residential units and approximately 1,975 square feet of retail space. The existing brick structure that was formerly an auto service center and is currently abandoned would be demolished to accommodate the project. Therefore, the proposed project would result in a net increase of 18 housing units and 1,975 square feet of commercial use (approximately 38 residents and 20 employees)[2] in the City. The 18 housing units would assist the city in meeting its housing demand. The 20 employees estimated for the commercial space would be reasonably expected to be drawn from the local pool and would not induce population growth. Employment during the construction phase would not result in construction workers relocating their place of residence. Additionally, the proposed project is located adjacent to existing development and would not require new services, roads, or utilities

[2] The Housing Element EIR assumed approximately 1.87 residents per dwelling unit. Jobs are calculated using the USGBC generation rate of 100 square feet per employee (USGBC 2008).

that might induce growth. Implementation of the proposed project would have no impact related to project-induced population growth.

b, c) The project site is currently occupied by an abandoned brick structure that was a former auto service center. The structure is inhabitable and would be demolished. Therefore, the proposed project would not result in a substantial decrease in the number of housing units that would necessitate the construction of replacement housing elsewhere. Furthermore, the proposed project would not displace any existing population, which would require the construction of replacement housing. The project would be required to pay the affordable housing impact fee (**SCA POP-1 [#73]**). No impact would occur.

As discussed above, the proposed project would result in an equal or a less severe impact than previously identified in the Prior EIRs and Addendum. The Prior EIRs and Addendum did not identify any mitigation measures or SCAs related to population and housing, and none would be required for the proposed project.

7.14 PUBLIC SERVICES

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
• Fire protection?	☒	☐	☐
• Police protection?	☒	☐	☐
• Schools?	☒	☐	☐
• Other public facilities?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR concluded that development consistent with the LUTE would result in higher levels of population and employment, thereby increasing the demand for police services, fire protection services, schools, and other public services. The LUTE EIR determined these impacts would be less than significant with the incorporation of the following policies from the LUTE: N13.1, N2.2, N7.2, N13.5, and T3.8. Additionally, the LUTE EIR identified 18 mitigation measures, related fire and police protection services, schools, and other public facilities, to further reduce potential impacts should such impacts not be reduced to a less than significant level with the adherence to the identified LUTE policies. Implementation of these 18 mitigation measures call for the City to implement specific parameters for the review and development of additional public services, such as fire, police and school facilities. These mitigation measures are to be carried out by the City not project applicants, and therefore are not applicable to the proposed project (City of Oakland 1998). Full descriptions of these 18 previously identified mitigation measures are provided in Attachment D.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined impacts associated with public services would be less than significant. The Housing Element EIR determined all new development pursuant the Housing Element would be required to comply with General Plan policies, Municipal Code regulations, mitigation measures adopted by the LUTE, and SCA 4 (currently SCA #3) for complying with other applicable federal, state, regional, and local requirements, SCA 61 (currently SCA #44) for site review by the Fire Services Division , SCA 71 (currently SCA #46) for a

fire safety phasing plan, and SCA 73 (currently SCA #47) for ensuring project construction equipment is fitted with spark arrestors (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

The nearest fire station to the project site is Oakland Fire Department Station No. 19, approximately 1.5 miles southeast. According to Action FI-1.2 of the City's Safety Element, the City's fire and emergency service standard is to respond to fires and other emergencies within seven minutes of notification 90 percent of the time, and can generally provide this service in that timeframe to areas within 1.5 miles of a fire station (City of Oakland 2009). The Oakland Police Department is located at 455 7th Street, approximately 4 miles south of the project site. The Oakland Police Department does not set a standard ratio of sworn police officers to residents. The Oakland Police Department aims to respond to Priority 1 calls within five minutes. There are no set goals for priority 1, 2, 3, or 4 calls, and performance is not tracked (City of Oakland 2009). The Oakland Police Department Strategic Plan (2016) determined that the department is understaffed, and staffing was budgeted to increase to 777 officers in July 2016.

The proposed project would develop 18 residential units and 1,975 square feet of ground floor commercial space, thereby, adding a population of approximately 38 residents and 20 employees. The project site is within the service area of Oakland Fire Department Station No. 19 and onsite construction would comply with applicable Fire Code requirements to reduce the need for fire services. The proposed project would also incorporate safety features, such as nighttime lighting and secured parking, to reduce the need for police services. In addition, the proposed project would be required to adhere to General Plan Policies N.12.1, N.12.2, N.12.5, FI-1, and FI-2, which would reduce potential impacts to less than significant levels. Under the Prior EIRs, a student generation rate of 0.364 students per household was applied to future residential units, based on the Oakland Unified School District (OUSD) Developer Impact Fee Justification Study (City of Oakland 2009). The Justification Study was updated in December 2016, and revised the OUSD student generation rate to 0.274 students per household (OUSD 2016). Based on the OUSD student generation rate of 0.274 students per household, the proposed project would increase student enrollment by a total of five students. Pursuant to Senate Bill (SB) 50, the Applicant would be required to pay school impact fees, which are established to offset potential impacts from new residential development on school facilities. Payment of development impact fees is considered full mitigation. Therefore, impacts on school facilities from the proposed project would be less than significant.

The proposed project would comply with **SCA PUB-1(#74)**: Capital Improvements Impact Fee and **SCA TRA-3 (#81)**: Transportation Impact Fee, and pay the City's Transportation and Capital Improvements Impact fee. The City's Transportation and Capital Improvements Impact fee is required for new housing units and new nonresidential projects in accordance with Chapter 15.74 of the City's Municipal Code

The Prior EIRs and Addendum determined impacts related to public services would be less than significant with incorporation of mitigation measures and SCAs. The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on previously identified SCAs in the Housing Element EIR and

Addendum, and have been found to be equivalent or more stringent. The Housing Element EIR and Addendum identified the following SCAs to reduce potential impacts related to public services: SCA 4 (currently SCA #15), SCA 61 (currently SCA #44), SCA 71 (currently SCA #46), and SCA 73 (currently SCA #47).

As discussed in Section 7.8, Hazards and Hazardous Materials, the proposed project would comply with SCA 71 (currently **SCA HAZ-2 [#44]**) and provide all necessary documentation to the City showing that remedial action has been completed for the site, and that it is suitable for residential and commercial use. The Applicant would also comply with SCA 4 (currently **SCA HAZ-3 [#15]**), which requires the development of the project to comply with applicable local, state, and federal regulations, and the City SCAs. As discussed in Section 7.8, Hazards and Hazardous Materials, SCA 71 (currently SCA #46) and SCA 73 (currently SCA #47) do not apply to the proposed project because the project site is within 150 feet of a fire hydrant and not located within the Oakland Wildlife Prevention District.

The previously identified LUTE EIR mitigation measures would not be applicable to the proposed project since these mitigation measures are to be carried out by the City and not project applicants. If there is any increase in the need for fire or police protection facilities, the proposed project would be required to adhere to General Plan Policies N.12.1, N.12.2, and N.12.5, FI-1, and FI-2, which would minimize potential impacts to less than significant levels. The proposed project would also be required to comply with **SCA PUB-1(#74)** and **SCA TRA-3(#81)** and pay the City's Capital Improvement Impact Fees, which has recently been adopted by the City Council for this purpose.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to public services that were not identified in the Prior EIRs and Addendum.

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7.15 RECREATION

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	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?	☒	☐	☐
b)	Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR determined impacts associated with recreation would be less than significant with adherence to the following existing policies outlined in the City's OSCAR Element: Policy REC-3.1, Policy REC-3.2, Policy REC-3.3, Policy REC-4.1, Policy REC-6.1, Policy REC-6.2, Policy REC-6.3, Policy REC-7.1, Policy REC-10.1, Policy REC-10.2, and Policy OS-2.5. The LUTE EIR did not identify any mitigation measures related to parks or recreation facilities (City of Oakland 1998).

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with policies from the City General Plan OSCAR Element Policies REC-3.1, REC-6.2, REC-10.2, REC-10.4, OS-4.1, and OS-4.2, and Title 16 and Title 17 from the City's Municipal Code would ensure development provides adequate on-site open space areas for residents, and impacts related to recreation would be less than significant (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a, b) The proposed project would provide approximately 1,583 square feet of public open space for the residential portion of the project, which would consist of a 682 square feet rooftop communal courtyard, and 901 square feet of communal courtyard on the podium level. The proposed project would also provide approximately 3,146 square feet of private open space for the residential portion of the project, which would consist of 233 square feet of private patio space on the second floor and 1,340 square feet of private patio space on the fourth floor. The proposed project would provide approximately 4,759 square feet of usable open space total, which exceeds the required 3,600 square feet total of usable open space for the C-10 zone.

The proposed project would likely increase the use of local parks and open space. However, since the proposed project would generate a limited number of potential users

and would exceed the requirement for on-site open space, it is not anticipated that the proposed project would result in significant impacts to recreation facilities or require the construction or expansion of recreational facilities. The proposed project would exceed the recreational demands associated with development of the residential units, and therefore impacts related to recreation would be less than significant.

Based on an examination of the analysis, findings, and conclusions in the Prior EIRs and Addendum, the proposed project would not substantially increase the severity of any significant impacts related to recreation, nor would it result in new significant impacts related to recreation that were not identified in the Prior EIRs or Addendum. Neither the Prior EIRs or Addendum identified any mitigation measures or SCAs related to recreation, and none would be required for the proposed project.

7.16 TRAFFIC AND TRANSPORTATION

Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a) Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle, and pedestrian facilities (except for automobile level of service or other measures of vehicle delay)?	☒	☐	☐
b) Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure)?	☒	☐	☐
c) Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network.	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR identified implementation of the LUTE would degrade the LOS on several roadway segments. None of the roadway segments identified by the LUTE EIR are within the vicinity of the proposed project. The LUTE EIR determined this impact would remain significant and unavoidable.

The LUTE EIR identified projects in the Coliseum Showcase District would result in the degradation of intersection levels of services. The LUTE EIR determined this impact would be less than significant with implementation of previously identified Mitigation Measure B.4a, Mitigation Measure B.4b, Mitigation Measure B.4c, and Mitigation Measure B.4d. These mitigation measures call for the installation of a traffic signal at the intersection of 66th Avenue and I-880 southbound and northbound ramps, installation of a traffic signal at the intersection of 66th Avenue and Oakport Street, and to widen the northbound approach at the High Street and Coliseum Way intersection.

The LUTE EIR identified development of Downtown Showcase District projects would result in degradation of intersection levels of service. The LUTE EIR determined this impact would be less than significant with implementation of Mitigation Measure B.3. Mitigation Measure B.3 calls for the intersection of 12th Street and Brush Street cycle length to be increased to 120 seconds (City of Oakland 1998).

The proposed project is not located within either the City's Downtown Showcase District or Coliseum Showcase District. Therefore, previously identified LUTE EIR Mitigation Measure B.3 Mitigation Measure B.4a, Mitigation Measure B.4b, Mitigation Measure B.4c, and Mitigation Measure B.4d are not applicable to the proposed project. Full descriptions of these mitigation measures are provided in Attachment D.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with General Plan Policies T2, T2.2, T2.3, T2.4, T.25, T.26, T3.5, T4.1 in the LUTE Element; SCA 25 (currently SCA #80) to prepare a Transportation Demand Management plan, SCA 33 (currently SCA #13) to prepare a Construction Management plan, and SCA 92 (currently SCA #82) to pay impact fees for future traffic demand in southeast Oakland; and Municipal Code Chapter 17.116 would ensure development under the Housing Element would comply with federal, State, and local laws regarding transportation impacts. Compliance with these policies and SCAs would ensure impacts related to pedestrian and bicycle facilities, traffic impacts during construction, and emergency access routes would be less than significant.

The Housing Element EIR also determined development under the Housing Element would result in significant and unavoidable impacts related to level of service on several roadway segments, and contribution of traffic to roadway segments that would operate at an unacceptable level of service (LOS) without future development. The Housing Element EIR determined significant and unavoidable impacts would result in significant cumulative impacts. The Housing Element EIR would incorporate Mitigation Measure TR-1.1 and TR-1.2 to reduce cumulative impacts. Mitigation Measure TR-1.1 calls for the preparation of a Traffic Impact Study for residential projects that may impact roadway segment or intersection. Incorporation of Mitigation Measure TR-1.2 is dependent on the results of the Traffic Impact Study. Mitigation Measure TR-1.2 calls for the incorporation of feasible measures that would reduce impacts to congested roadway segments and intersections. However, the Housing Element EIR determined even with the incorporation of Mitigation Measure TR-1.1 and TR-1.2 cumulative impacts would remain significant and unavoidable (City of Oakland 2010b, City of Oakland 2014).

Project Analysis and Conclusion

a) The proposed project is consistent with applicable plans, ordinances, and policies, and would not cause a significant impact by conflicting with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. The project site is located within a half mile of the Ashby BART station and is served by AC Transit. The proposed project would encourage the use of non-automobile transportation modes such as public transit, bicycling, and walking. In addition, the proposed project would provide on-site commercial uses, which are within walking distance to the surrounding neighborhood. The proposed project would be consistent with the City's Bicycle Master Plan and Pedestrian Master Plan and would provide on-site bicycle storage facilities in accordance with the City's Bicycle Parking requirements and City **SCA TRA-1 (#78)**: Bicycle Parking. The proposed project would be consistent with the City's Planning Code and would meet the

property development standards and code requirements for driveway width and vehicle parking. Therefore, the proposed project would not conflict with City plans, ordinances, or policies. No impact would occur.

b) A preliminary traffic evaluation memo was prepared for the proposed project by Stantec (Attachment I). Table 7.16-1 shows the estimated net new trips generated by the proposed project. As shown in the table, the proposed project would generate approximately 16 vehicle trips on a typical weekday during the a.m. peak hour, with 7 inbound trips and 9 outbound trips. The proposed project is expected to generate approximately 16 p.m. peak hour trips, including 11 inbound trips and 5 outbound trips during the p.m. peak hour. Because the proposed project would not generate 50 new peak hour vehicle trips, its impacts would be considered less than significant, and a Transportation Impact Assessment would not be required per the City's SCAs.

Table 7.16-1: Project Trip Generation

Land Use (ITE Code)	Units[1]	ITE Code	Rate	Daily	A.M. Peak Hour				P.M. Peak Hour			
					Rate	In	Out	Total	Rate	In	Out	Total
Apartments (220)	18 DU	220[2]	6.65	120	0.50	2	7	9	.62	8	4	12
Restaurant (932)	1.975 KSF	932[3]	127.15	252	10.81	12	10	22	9.85	12	8	20
Subtotal				372		14	17	31		20	12	32
Non-Auto Reduction (46.9)[4]				-175		-7	-8	-15		-10	-6	-16
Net New Project Trips				**197**		**7**	**9**	**16**		**11**	**5**	**16**

Source: Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012; City of Oakland Transportation Impact Study Guidelines, 2017.

Notes:
1. DU = Dwelling Units, KSF = 1,000 square feet.
2. ITE Trip Generation (9th Edition) land use category 220 (Apartment):
Daily: T = 6.65*(X)
AM Peak Hour: T = 0.51*(X) (20% in, 80% out) PM Peak Hour: T = 0.62*(X) (65% in, 35% out)
3. ITE Trip Generation (9th Edition) land use category 932 (High-Turnover (Sit-Down) Restaurant): Daily: T = 127.15*(X)
AM Peak Hour: T = 10.81*(X) (55% in, 45% out)
PM Peak Hour: T = 9.85*(X) (60% in, 40% out)
4. Reduction of 46.9% assumed based on City of Oakland Transportation Impact Study Guidelines data for development in an urban environment with a distance less than 0.5 mile of a BART Station.

Vehicle Miles Traveled Analysis

As discussed in Attachment I, the City recently adopted new thresholds of significance and Transportation Impact Study Guidelines related to transportation impacts, "in order to implement the directive from California SB 743 to modify local environmental review process by removing automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA." The new thresholds replace LOS with criteria for VMT to determine whether a project causes a significant impact on the environment related to transportation.

The City provides initial screening criteria for assessing the potential significance of impacts from VMT for land use development projects based on project size, project location related to a low-VMT area, and project location related to transit stations. If the project meets any one of the screening criteria, its impacts on transportation are presumed to be less than significant and a detailed VMT analysis is not required. The screening guidelines are as follows, accompanied by the applicability of each criterion to the proposed project:

1. **Presumption of Less Than Significant Impact for Small Projects**: Absent substantial evidence indicating that a project would generate a potentially significant level of vehicle miles traveled, projects that generate fewer than 100 vehicle trips per day generally may be assumed to cause a less-than-significant transportation impact.

   Project: The proposed project would generate more than 100 vehicle trips per day (see Table 7.16-1 above), so it does not meet the presumption of less than significant impacts based on project size.

2. **Presumption of Less Than Significant Impact for Residential, Retail, and/or Office Projects in Low-VMT Areas:** The proposed project meets map-based screening criteria by being located in an area that exhibits below threshold VMT, or 15 percent or more below the regional average. Residential, retail, and office projects that locate in areas with low VMT, and that incorporate similar features (e.g., density, mix of uses, transit accessibility) will tend to exhibit similarly low VMT. Therefore, maps illustrating areas that exhibit below threshold VMT should be used to screen out residential, office, and retail projects which may not require a detailed VMT analysis.

   Project: Based on the Metropolitan Transportation Commission's map of VMT by Transit Area Zones (TAZ), the proposed project is in TAZ 1001, which has a per capita VMT of 9.5, which is 36 percent lower than the Plan Bay Area regional average of 14.9 for 2020. The per employee VMT for TAZ 1001 is 20.8, which is 10 percent below the regional average of 23.2 for 2020 (Table 7.16-2). Based on the per employee VMT for TAZ 1001, the proposed project does not meet the presumption of less than significant impacts based on VMT.

Table 7.16-2: VMT Analysis

Commuter	Bay Area		TAZ 1001
	Regional Average	Regional Average minus 15%	
Commercial (workers)	23.2	19.7	20.8
Residential (Per Capita)	14.9	12.6	9.5

3. **Presumption of Less Than Significant Impact Near Transit Stations:** Presume that residential, retail, and office projects, as well as mixed-use projects which are a mix of these uses, proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less than significant impact on VMT. This presumption

would not apply; however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT.

Project: The project site is located within approximately 0.25 miles from the Ashby BART Station and AC Transit Line 6. There is no project-specific or location-specific information which indicates that the proposed project would generate significant levels of VMT. Therefore, its transportation impacts are presumed less than significant and detailed VMT analysis is not required.

The proposed project meets screening criteria #3 for VMT; therefore, it is reasonable to conclude that the project impact on VMT would be less than significant.

c) The proposed project would not add any new roadways in the area or incorporate new design features which could result in traffic hazards to motor vehicles, bicycles, or pedestrians. As discussed above, the proposed project would comply with the City's established VMT threshold criteria and would not substantially induce vehicle travel in the project area. The proposed project would have a less than significant impact on the capacity of the surrounding roadway network.

Additionally, independent of CEQA, all projects within the City of Oakland are required to comply with City **SCA TRA-2 (#77):** Construction Activity in the Public ROW**.** City **SCA TRA-2 (#77)** requires Applicants to obtain an Obstruction Permit from the City prior to placing any temporary construction-related obstruction in the public ROW (including City streets and sidewalks), submit a Traffic Control Plan to the City, and repair any damage to the public ROW, including streets and sidewalks caused by project construction. During construction, the proposed project would be required to comply with **SCA TRA-2 (#77)** to reduce project construction activity impacts in the public ROW.

The Prior EIRs and Addendum determined traffic and transportation impacts would be less than significant with implementation of mitigation measures and City SCAs. As discussed above, the previously identified LUTE EIR Mitigation Measure B.3 Mitigation Measure B.4a, Mitigation Measure B.4b, Mitigation Measure B.4c, and Mitigation Measure B.4d are not applicable to the proposed project because the project site is not within either the Coliseum Showcase District or Downtown Showcase District. The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. Therefore, the proposed project would be required to comply with City **SCA TRA-1 (#78)** and **SCA TRA-2 (#77)**. The proposed project would also comply with City **SCA TRA-3 (#81)**: Transportation Impact Fee, per City of Oakland Municipal Code Chapter 15.74, and **SCA TRA-4 (#84)**: Plug-In Electric Vehicle Charging Infrastructure, and provide a public charging station for each residential unit next to their parking spot on the ground floor.

In addition, the Housing Element EIR and Addendum identified the following SCAs to reduce potential impacts related to traffic: SCA 25 (currently SCA #80), SCA 33 (currently SCA #13), and SCA 92 (currently SCA #82). However, none of these previously identified SCAs would apply to the proposed project because the project would generate less than 50 new net peak hour vehicle

trips, would construct less than 50 dwelling units and less than 50,000 square feet of nonresidential floor area, and because the project site is not located in the southeast Oakland Traffic Impact Fee Program Area.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to transportation and traffic that were not identified in the Prior EIRs and Addendum.

7.17 UTILITIES AND SERVICE SYSTEMS

	Would the Project:	Equal or Less Severity of Impact Previously Identified in Prior EIRs	Substantial increase in Severity of Previously Identified Significant Impact in Prior EIRs	New Significant Impact
a)	Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board?	☒	☐	☐
b)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☒	☐	☐
c)	Exceed water supplies available to serve the proposed 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?	☒	☐	☐
d)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☒	☐	☐
e)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☒	☐	☐
f)	Violate applicable federal, State, and local statutes and regulations related to solid waste?	☒	☐	☐
g)	Violate applicable federal, State, and local statutes and regulations relating to energy standards?	☒	☐	☐
h)	Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☒	☐	☐

Previously Completed Environmental Analysis

LUTE EIR

The LUTE EIR identified that implementation of the LUTE would allow for the continued development of hill area subdivisions and additional development of vacant land in the Oakland Hills, which could increase stormwater drainage problems. The LUTE EIR determined that this impact would be less than significant with the incorporation of previously identified Mitigation Measure D.3-2a, Mitigation Measure D.3-2b, Mitigation Measure D.3-2c, and Mitigation Measure D.3-2d. These mitigation measures call for the City to review new development proposals within the Oakland Hills area to determine project water, wastewater, and storm drainage loads. Additionally, these mitigation measures call for the preparation of a comprehensive drainage study for the Oakland Hills area and identify additional drainage policies for the area in the City's Safety Element. Due to the nature of the proposed project, these mitigation measures are not applicable, as discussed below.

The LUTE EIR also found that new development consistent with the LUTE would increase the demand for solid waste services. The LUTE EIR determined that this impact would be less than significant with incorporation of Mitigation Measure D.4-1a, Mitigation Measure D.4-1b, and Mitigation Measure D.4-1c. These mitigation measures call for the City to continue to implement programs and incentives that reduce the amount of solid waste by encouraging recycling, composting, and other activities consistent with the City's Source Reduction and Recycling Element. These mitigation measures are now incorporated into the applicable City of Oakland SCAs and discussed below.

The LUTE EIR identified that development consistent with the LUTE would result in an increase in water demand, flows to the regional wastewater treatment plant, and an increase in stormwater runoff. The LUTE EIR determined these potential impacts would be less than significant.

The LUTE EIR identified that increased water demand and sanitary sewer flows would require localized improvements to the water delivery system and sewage collection systems. These increases could require the addition of new infrastructure. The LUTE EIR determined that these impacts would be less than significant with implementation of Mitigation Measure D.1-2 and Mitigation Measure D.2-2. Mitigation Measure D.1-2 and Mitigation Measure D.2-2 call for the review of new major development projects to determine projected water, wastewater, and storm drainage loads (City of Oakland 1998). Mitigation Measure D.2-2 are now incorporated into the applicable City of Oakland SCAs and discussed below.

Full descriptions of Mitigation Measure D.1-2, Mitigation Measure D.2-2, Mitigation Measure D.3-2a, Mitigation Measure D.3-2b, Mitigation Measure D.3-2c, Mitigation Measure D.3-2d, Mitigation Measure D.4-1a, Mitigation Measure D.4-1b, and Mitigation Measure D.4-1c are provided in Attachment D.

2010 Housing Element EIR and 2014 Addendum

The 2010 Housing Element EIR and 2014 Addendum determined compliance with General Plan Policies I/C1.9, T5.1, D4.1, N7.2, CO-1.1, CO-4.1, CO-4.2, CO-4.3, CO-4.4; LUTE EIR Mitigation Measures D.2-2, D.4-1a, D.4-1b, D.4-1c; and City SCA 91 (currently SCA #90 and SCA #91) to confirm capacity of the City's surrounding stormwater and sewer system, SCA 78 (currently SCA #52) for implementation of site design measures to reduce stormwater , SCA 80 (currently SCA #54) for preparation of a post-construction stormwater plan and maintenance agreement, and SCA 36 (currently SCA #85) for waste reduction and recycling would ensure impacts related to utilities and service systems are less than significant. The Housing Element EIR determined development under the Housing Element would have a less than significant impact related to utilities and service systems (City of Oakland 2009; City of Oakland 2014).

Project Analysis and Conclusion

a-i) Water Supply Facilities

Water supply is provided to the project site by EBMUD. As discussed in the Housing Element EIR, EBMUD has accounted for future water demand associated with City wide development and has planned for improvements to the City's water treatment system to improve system reliability and accommodate projected growth. Therefore, development under the Housing Element would not prompt the need to expand treatment facilities. Anticipated water consumption for the residential portion of the proposed project is approximately 90 gallons per unit per day (pers. Comm. A. Magganas, August 2017). Therefore, the total anticipated water consumption for the residential portion of the proposed project would be approximately 1,620 gallons per day (18 units x 90 gallons per day).

For the commercial portion of the proposed project, the anticipated water demand would range from approximately 691 to 1,975 gallons per day ([0.35 gallons per day x 1,975 square feet] and [1 gallons per day x 1,975 square feet]). This is considered a conservative estimate. It is expected the commercial portion of the project would be occupied by small café type uses; however, commercial tenants have not been identified at this time. Nonetheless, due to the overall square footage of the commercial space it is expected that the water demand for the commercial portion of the proposed project would not be significant. Furthermore, all plumbing fixtures would be low water use for the commercial and residential portions of the project.

Water supply facilities for the proposed project would connect to the existing City water main facilities to provide water to the project site. Anticipated water demand for the proposed project is consistent with the Housing Element and would be consistent with the density requirements of the City's Municipal Code through the approval of a CUP. Therefore, the proposed project would have a less than significant impact on existing water supplies and facilities.

Wastewater Facilities

The Housing Element EIR determined EBMUD has adequate wastewater treatment capacity to accommodate increased sewer generation in the project area and that development under the Housing Element would not require or result in the construction of new wastewater treatment facilities, or the expansion of existing treatment facilities. The proposed project would develop 18 residential units and approximately 1,975 square feet of ground floor commercial space. Sanitary sewer facilities for the proposed project would connect to existing facilities located in 65th Street, which ultimately connect to the sewer line in Adeline Street. Due to the size of the proposed project, wastewater generated at the project site would not be significant, and would not be required to submit a Sanitary Sewer Impact Analysis to the City for review because it would construct less than 50 residential units and less than 50,000 square feet of nonresidential floor area. The proposed project would be consistent with the Housing Element and would be consistent with the density requirements of the City's Municipal Code through the approval of a CUP. Wastewater generated by the proposed project would be subject to both primary and secondary treatment and would not violate the wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. As such, the proposed project would have a less than significant impact on wastewater treatment facilities.

Stormwater Drainage

The proposed project would not substantially increase impervious surfaces due to the small project area size and previously disturbed nature of the site. The total site area is approximately 8,334 square feet. The total post-project impervious surface would be approximately 8,000 square feet. Stormwater runoff from the project site would be directed to landscaped areas, permeable pavement, and flow through planters prior to discharge to the existing gutter along 65th street and the city's stormwater drainage system. These project features would control the rate and amount of stormwater flow generated on the project site. The proposed project would also implement City **SCA HYD-2 (#52):** Site Design Measures to Reduce Stormwater Runoff, **SCA HYD-3 (#53)**: Source Control Measures to Limit Stormwater Pollution, and **SCA HYD-4 (#55)**: NPDES C.3 Stormwater Requirements for Small Projects, to address potential impacts on stormwater drainage facilities. As such, impacts on stormwater drainage facilities would be less than significant with implementation of the proposed project.

Solid Waste and Recycling

Solid waste collection service at the project site is provided by Waste Management. Trash from the project site would be disposed of at the Altamont Landfill. The Prior EIRs and Addendum determined the Altamont Landfill has sufficient capacity to accommodate solid waste generated by new housing and commercial development. The Prior EIRs also determined that new development would be designed in accordance with state and local solid waste regulations. The proposed project would be consistent with the findings of the Prior EIRs and there would be sufficient capacity to accept nonhazardous waste generated by the new employees and residents at the project site. To further reduce

waste generated by project construction and operation activities, the proposed project would also be required to comply with City **SCA UTIL-1 (#85):** Construction and Demolition Waste Reduction and Recycling, and **SCA UTIL-2 (#87):** Recycling Collection and Storage Space. Therefore, impacts pertaining to solid waste services and landfill capacity would be less than significant.

Energy

New residential and nonresidential development is subject to Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. As such, the proposed project would be required to comply with the standards of Title 24. In addition, the proposed project would be required to implement **SCA UTIL-3 (#86):** Underground Utilities, and **SCA UTIL-4 (#88)**: Green Building Requirements, which require all construction projects to implement underground all new gas, electric, cable, and telephone facilities, and incorporate energy-conserving design measures to minimize energy demand. All new utilities would be installed in accordance with standard specifications of the utility provider. The proposed project would have a less than significant impact related to energy resources.

The Prior EIRs and Addendum determined impacts related to utilities and service systems would be less than significant with implementation of mitigation measures and SCAs. As discussed above, development of the proposed project would not require the expansion of water treatment facilities, wastewater facilities, or solid waste disposal facilities, and therefore previously identified LUTE EIR Mitigation Measure D.1-2 and Mitigation Measure D.2-2 would not be applicable to the project.

The project site is not located in the Oakland Hills area, and therefore previously identified LUTE EIR Mitigation Measure D.3-2a, Mitigation Measure D.3-2b, Mitigation Measure D.3-2c, and Mitigation Measure D.3-2d are not applicable to the proposed project. Mitigation Measures D.4-1a, D.4-1b, and D.4-1c are applicable to the proposed project; however, would be implemented as City **SCA UTIL-1(#85)** and **SCA-UTIL-2 (#87),** which are equivalent or more stringent than the previously identified LUTE EIR mitigation measures.

The City has incrementally updated their SCAs since the adoption of the Housing Element EIR and Addendum. The updated SCAs further clarify and expand on previously identified SCAs in the Housing Element EIR and Addendum, and have been found to be equivalent or more stringent. The proposed project would be required to comply with City **SCA HYD-2 (#52)**, **SCA HYD-3 (#53)**, **SCA HYD-4 (#55), SCA UTIL-1 (#85), SCA UTIL-2 (#87), SCA UTIL-3 (#86)**, **SCA UTIL-4 (#88).** In addition to these SCAs, the Housing Element EIR and Addendum identified the following SCAs to reduce potential impacts related to utilities and service systems: City SCA 91 (currently SCA #90 and #91), and SCA 80 (currently SCA #54), none of which would be applicable to the proposed project. These previously identified SCAs would not be applicable because the project would construct less than 50 residential units and less than 50,000 square feet of nonresidential floor area, and would replace less than 10,000 square feet of impervious surface.

Based on the project-specific analysis and the findings and conclusions in the Prior EIRs and Addendum, implementation of the proposed project would not substantially increase the severity of previously identified significant impacts, or result in new significant impacts related to utilities and service systems that were not identified in the Prior EIRs and Addendum

8.0 REFERENCES

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9.0 LIST OF PREPARERS

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Attachment A

ATTACHMENT A: STANDARD CONDITIONS OF APPROVAL COMPLIANCE

The purpose of the City of Oakland Standard Conditions of Approval (SCA) is to briefly describe the roles and responsibilities of government agencies in implementing and enforcing the adopted SCAs identified in the Infill Environmental Checklist prepared for the 6501 Shattuck Avenue Mixed-Use Project (proposed project).

The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental impacts. These SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project's environmental impacts. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and would, avoid or substantially reduce a project's environmental effects.

The City and its contractors will be required to comply with the SCAs in all respects. In any instance where non-compliance occurs, the City-designated environmental monitors will issue a warning to the party responsible for implementation and the City's Project Manager. Any decisions to halt work due to non-compliance will be made by the City. The City's designated environmental monitors will keep records of any incidents that are non-compliant with the SCAs. Copies of these documents will be supplied to the City.

The following SCA compliance matrix includes the applicable SCAs identified in the Infill Environmental Checklist, prepared for the proposed project. The purpose of the compliance table is to provide the City with a comprehensive list of the SCAs. The SCAs will be implemented through the verification of required approvals by City staff. The compliance matrix consists of the following components:

- The first column identifies the SCA applicable to the resource category in the Infill Checklist document.
- The second column identifies the monitoring schedule or timing applicable to the proposed project.
- The third column identifies the party responsible for initial approval of the required action for the proposed project.
- The fourth column identifies the party responsible for monitoring the required action for the proposed project.

The City will be responsible for ensuring compliance with the SCAs applicable to the proposed project. Staff will prepare, or require preparation of reports which identify compliance with the SCAs. Once construction has begun and is underway, the City will carry out monitoring of the SCAs associated with construction. The SCA compliance matrix will be maintained in the City's files for use in construction and operation of the proposed project. The SCAs included in the Infill Exemption document and this Appendix are numbered sequentially, and referred by an abbreviation for the environmental topic area. In addition, the SCA number that corresponds to the City's master SCA list is included with each SCA for reference (e.g., **SCA AIR-1 (#21)**, **SCA AIR-2 (#22)**, etc.).

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Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Section 7.1: Aesthetics			
SCA AES-1 (#18): Landscape Plan a. *Landscape Plan Required* Requirement: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominately drought-tolerant. Specifications 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/oakcal/groups/pwa/documents/report/oak042662.pdf http://www2.oaklandnet.com/oakcal/groups/pwa/documents/form/oak025595.pdf respectively), and with any applicable streetscape plan. b. *Landscape Installation* Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid. c. *Landscape Maintenance* Requirement: All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	a. Prior to approval of construction-related permit b. Prior to final building permit c. Ongoing	a. Bureau of Planning b. Bureau of Planning c. N/A	a. N/A b. Bureau of Building c. Bureau of Building
SCA AES-2 (#17): Graffiti Control a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti	Ongoing	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required).			
SCA AES-3 (#16): Trash and Blight 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.	Ongoing	N/A	Bureau of Building
SCA AES-4 (#19): Lighting Requirement: Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to final building permit.	N/A	Bureau of Building
Section 7.2: Agriculture and Forestry Resources			
There are no SCAs pertaining to agriculture and forestry resources applicable to the proposed project.			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Section 7.3: Air Quality			
SCA AIR-1 (#21): Dust Controls – Construction Related Requirement: The project applicant shall implement all the following applicable dust control measures during construction of the project: a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Limit vehicle speeds on unpaved roads to 15 miles per hour. e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel.	During construction.	N/A	Bureau of Building
SCA AIR-2 (#22): Criteria Air Pollutant Controls – Construction Related Requirement: The project applicant shall implement all the following applicable basic control measures for criteria air pollutants during construction of the project as applicable: a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to	During Construction.	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
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.			
SCA AIR-3 (#27): Asbestos in Structures Requirement: The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.	Prior to approval of construction related permit.	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction
Section 7.4: Biological Resources			
There are no SCAs pertaining to biological resources applicable to the proposed project.			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Section 7.5: Cultural Resources			
SCA CUL-1 (#33): Archaeological and Paleontological Resources- Discovery During Construction Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional	During construction.	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
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.			
SCA CUL-2 (#35): Human Remains- Discovery During Construction Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt, and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.	During construction.	N/A	Bureau of Building
Section 7.6: Geology and Soils			
SCA GEO-1 (#37): Construction- Related Permit(s) Requirement: The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.	Prior to approval of construction-related permit.	Bureau of Building	Bureau of Building
SCA GEO-2 (#40): Seismic Hazards Zone (Landslide/Liquefaction) Requirement: The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit.	Bureau of Building	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
SCA GEO-3 (#38) Soils Report The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit.	Bureau of Building	Bureau of Building
The project would also comply with **SCA HAZ-1 (#43)**: Hazardous Materials Related to Construction**, SCA HAZ-2 (#44):** Hazardous Building Materials and Site Contamination, **SCA HAZ-3 (#15)**: Regulatory Authorizations, and **SCA HYD-1 (#48):** Erosion and Sedimentation Control Measures for Construction See Section 7.8, Hazards and Hazardous Materials and Section 7.9, Hydrology and Water Quality, for full descriptions of these SCAs.			
Section 7.7: Greenhouse Gases			
The proposed project is subject to City's SCAs, some of which reduce GHG emissions. These include but are not limited to **SCA UTIL-1 (#85):** Construction and Demolition Waste Reduction and Recycling**; SCA UTIL-2 (#87):** Recycling Collection and Storage Space; **SCA UTII-4 (#88):** Green Building Requirements; and **SCA AIR-1 (#21):** Dust Controls- Construction Related. See Section 7.17, Utilities and Service Systems; and Section 7.3, Air Quality, for full descriptions of these applicable SCAs.			
Section 7.8: Hazards and Hazardous Materials			
SCA HAZ-1 (#43): Hazardous Materials Related to Construction Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals;	During construction.	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
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.			
SCA HAZ-2 (#44) Hazardous Building Materials and Site Contamination a. Hazardous Building Materials Assessment Requirement: The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. b. Environmental Site Assessment Required Requirement: The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations	a. Prior to approval of demolition, grading, or building permits b. Prior to approval of construction-related permit c. Prior to approval of construction-related permit d. During construction	a. Bureau of Building b. Applicable regulatory agency with jurisdiction c. Bureau of Building d. N/A	a. Bureau of Building b. Applicable regulatory agency with jurisdiction c. Bureau of Building d. Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
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. c. *Health and Safety Plan Required* Requirement: The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan. d. *Best Management Practices (BMPs) Required for Contaminated Sites* Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following: i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.			
SCA HAZ-3 (#15): Regulatory Permits and Authorizations from Other Agencies Requirement: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.	Prior to activity requiring permit/authorization from regulatory agency.	Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning	Applicable regulatory agency with jurisdiction

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
The proposed project is also required to comply with **SCA AIR-2 (#27):** Asbestos in Structures. See Section 7.3: Air Quality, for a full description of this applicable SCA.			
Section 7.9: Hydrology and Water Quality			
SCA HYD-1 (#48): Erosion and Sedimentation Control Measures for Construction Requirement: The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.	During Construction	N/A	Bureau of Building
SCA HYD-2 (#52): Site Design Measures to Reduce Stormwater Runoff Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate site design measures into the project to reduce the amount of stormwater runoff. These measures may include, but are not limited to, the following: a. Minimize impervious surfaces, especially directly connected impervious surfaces and surface parking areas; b. Utilize permeable paving in place of impervious paving where appropriate; c. Cluster structures; d. Direct roof runoff to vegetated areas; e. Preserve quality open space; and f. Establish vegetated buffer areas.	Ongoing	N/A	N/A
SCA HYD-3 (#53): Source Control Measures to Limit Stormwater Pollution Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate source control measures to limit pollution in stormwater runoff. These measures may include, but are not limited to, the following: a. Stencil storm drain inlets "No Dumping – Drains to Bay;" b. Minimize the use of pesticides and fertilizers; c. Cover outdoor material storage areas, loading docks, repair/maintenance bays and fueling areas; d. Cover trash, food waste, and compactor enclosures; and	Ongoing	N/A	N/A

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
e. Plumb the following discharges to the sanitary sewer system, subject to City approval: f. Discharges from indoor floor mats, equipment, hood filter, wash racks, and, covered outdoor wash racks for restaurants; g. Dumpster drips from covered trash, food waste, and compactor enclosures; h. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories; i. Swimming pool water, if discharge to on-site vegetated areas is not feasible; and j. Fire sprinkler teat water, if discharge to on-site vegetated areas is not feasible.			
SCA HYD-4 (#55): NPDES C.3 Stormwater Requirements for Small Projects Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant shall incorporate one or more of the following site design measures into the project: a. Direct roof runoff into cisterns or rain barrels for reuse; b. Direct roof runoff onto vegetated areas; c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas; d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas; e. Construct sidewalks, walkways, and/or patios with permeable surfaces; or f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces. The project drawings submitted for construction-related permits shall include the proposed site design measure(s) and the approved measure(s) shall be installed during construction. The design and installation of the measure(s) shall comply with all applicable City requirements.	Prior to approval of construction-related permit.	Bureau of Planning; Bureau of Building	Bureau of Building
SCA HYD-5 (#56): Trash Capture Devices Requirement: Plans shall be submitted for review and approval by the City of Oakland that show a full trash capture device installed at all storm drain inlets or catch basins located on the property and on the adjacent right of way. The plans shall show the design of the device. The Director of Public Works or his/her designee may require that the plans also show the device installed near projects that may generate a large quantity of trash. The applicant shall install these devices according to the approved plans. The owner is responsible for the maintenance of the devices.	Plans shall be approved prior to approval of any construction-related permit. Installation shall be completed prior to issuance of certificate of occupancy.	Bureau of Planning based on standard specifications from the Bureau of Engineering and Construction; Department of Transportation approves devices to be in the public Right-of-Way.	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
The proposed project is also required to comply with **SCA LAND-1 (#11)**: Public Improvements, **SCA AIR-2 (#27)**: Asbestos in Structures, **SCA HAZ-1 (#43)**: Hazardous Materials Related to Construction, and **SCA HAZ-2 (#44)**: Hazardous Building Materials and Site Contamination. See Section 7.3, Air Quality; Section 7.8, Hazards and Hazardous Materials; and Section 7.10, Land Use and Planning for full descriptions of these applicable SCAs.			
Section 7.10: Land Use and Planning			
SCA LAND-1 (#11): Public Improvements The project applicant shall obtain all necessary permits/approvals, such as encroachment permits, obstruction permits, curb/gutter/sidewalk permits, and public improvement ("p-job") permits from the City for work in the public right-of-way, including but not limited to, streets, curbs, gutters, sidewalks, utilities, and fire hydrants. Prior to any work in the public right-of-way, the applicant shall submit plans for review and approval by the Bureau of Planning, the Bureau of Building, Engineering Services, Department of Transportation, and other City departments as required. Public improvements shall be designed and installed to the satisfaction of the City.	Prior to work in the public right-of-way	Bureau of Planning; Bureau of Building	Bureau of Building
SCA LAND-2 (#3): Compliance with Other Requirements. The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Bureau of Building, Fire Marshal, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition #4.	Ongoing	Bureau of Building	Bureau of Building
SCA LAND-3 (#5): Compliance with Conditions of Approval a. The project applicant and property owner, including successors, (collectively referred to hereafter as the "project applicant" or "applicant") shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland. b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project applicant's expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action. c. Violation of any term, Condition, or project description relating to the Approval is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approval or alter these Conditions if it is found that there is violation of any of the Conditions or the provisions of the Planning	a. Prior to approval of construction related permit. b. Prior to final building permit.	Bureau of Building	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Approval or Conditions.			
Section 7.11: Mineral Resources			
There are no SCAs pertaining to mineral resources applicable to the proposed project.			
Section 7.12: Noise			
SCA NOI-1 (#66): Project-Specific Construction Noise Reduction Measures Requirement: The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts. The project applicant shall implement the approved Plan during construction.	Prior to approval of construction-related permit.	Bureau of Building	Bureau of Building
SCA NOI-2 (#63): Construction Days/Hours Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and	During construction.	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
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.			
SCA NOI-3 (#64): Construction Noise Requirement: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. 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.	During construction.	N/A	Bureau of Building
SCA NOI-4 (#65): Extreme Construction Noise a. Construction Noise Management Plan Required	Prior to approval of construction-related	Bureau of Building	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings using 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. b. Public Notification Required Requirement: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.	permit and during construction.		
SCA NOI-5 (#67): Construction Noise Complaints 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**:**	Prior to approval of construction-related permits.	Bureau of Building	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
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 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.			
SCA NOI-6 (#69): Operational Noise Requirement: Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing.	N/A	Bureau of Building
SCA NOI-7 (#68): Exposure to Community Noise Requirement: The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following: a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Section 7.13: Population and Housing			
SCA POP-1 (#73) Affordable Housing Impact Fee Requirement: The project applicant shall comply with the requirements of the City of Oakland Affordable Housing Impact Fee Ordinance (chapter 15.72 of the Oakland Municipal Code).	Prior to issuance of building permit; subsequent milestones pursuant to ordinance.	Bureau of Building	N/A
Section 7.14: Public Services			
SCA PUB-1 (#74): Capital Improvement Impact Fee Requirement: The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit.	Bureau of Building	N/A
The proposed project would comply with **SCA HAZ-2 (#44)**: Hazardous Building Materials and Site Contamination, **SCA HAZ-3 (#15)**: Regulatory Permits and Authorizations from Other Agencies, and **TRA-3 (#80)**: Transportation Impact Fee. See Section 7.9, Hazards and Hazardous Materials; Section 7.10, Land Use and Planning; and Section 7.16, Traffic and Transportation for full descriptions of these applicable SCAs.			
Section 7.15: Recreation			
There are no SCAs pertaining to recreation applicable to the proposed project.			
Section 7.16: Traffic and Transportation			
SCA TRA-1 (#78): Bicycle Parking Requirement: The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.	Prior to approval of construction-related permit.	Bureau of Planning	Bureau of Building
SCA TRA-2 (#77): Construction Activity in the Public Right-of-Way a. Obstruction Permit Required Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks. b. Traffic Control Plan Required	a. Prior to approval of construction related permit	a. Bureau of Building b. Public Works Department,	a. Bureau of Building b. Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Requirement: In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction. c. Repair of City Streets Requirement: The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.	b. Prior to final building permit	Transportation Services Division c. N/A	c. Bureau of Building
SCA TRA-3 (#81): Transportation Impact Fee Requirement: The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit.	Bureau of Building	N/A
SCA TRA-4 (#84): Plug-In electric Vehicle Charging Infrastructure a. *PEV-Ready Parking Spaces* Requirement: The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces. b. *PEV-Capable Parking Spaces* Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal	Prior to issuance of building permit.	Bureau of Building	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces. c. ADA-Accessible Spaces 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).			
Section 7.17: Utilities and Service Systems			
SCA UTIL-1 (#85): Construction and Demolition Waste Reduction and Recycling Requirement: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.	Prior to approval of construction-related permit.	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
SCA UTIL-2 (#87): Recycling Collection and Storage Space Requirement: The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.	Prior to approval of construction-related permit.	Bureau of Planning	Bureau of Building
SCA UTIL-3 (#86): Underground Utilities Requirement: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other	During construction.	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.			
SCA UTIL-4 (#88): Green Building Requirements *a. Compliance with Green Building Requirements During Plan-Check* Requirement: The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code). i. The following information shall be submitted to the City for review and approval with the application for a building permit: • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. ii. The set of plans in subsection (i) shall demonstrate compliance with the following: • CALGreen mandatory measures.	a. Prior to approval of construction-related permit b. During Construction c. Prior to Final Approval	a. Bureau of Building b. N/A c. Bureau of Planning	a. N/A b. Bureau of Building c. Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
• 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. b. Compliance with Green Building Requirements During Construction <u>Requirement:</u> The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. c. *Compliance with Green Building Requirements After Construction* <u>Requirement</u>: Prior to the final Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.			
The proposed project is also required to comply with **SCA HYD-2 (#52):** Site Design Measures to Reduce Stormwater Runoff, **SCA HYD-3 (#53):** Source Control Measures to Limit Stormwater Pollution, and **SCA HYD-4 (#55):** NPDES C.3 Stormwater Requirements for Small Projects. See Section 7.9, Hydrology and Water Quality, for full descriptions of these applicable SCAs.			

Attachment B

ATTACHMENT B: PROJECT CONSISTENCY WITH COMMUNITY PLANS OR ZONING, PER CEQA GUIDELINES SECTION 15183

Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

Project. The proposed project includes the demolition of the existing vacant brick structure, formerly occupied by the East Bay Smog Center. The proposed project would develop a four-story 17,480 square foot (excluding parking) mixed-use building consisting of 18 multifamily residential units and approximately 1,975 square feet of ground floor commercial space that opens onto Shattuck Avenue and 65th Street. It is anticipated small restaurants and cafes would occupy the space. The residential units would be a mix of six junior units, six 1-bedroom units, and six 2-bedroom units. The proposed project would include approximately 4,582 square feet of podium garage space, with a total of 18 parking stalls, consistent with the City's updated Parking Requirements. The proposed project would provide approximately 4,759 square feet of usable open space. Project open space would consist of approximately 1,583 square feet of public open space, which includes a 682 square foot rooftop communal courtyard, and 3,146 square feet of private open space.

The height of the building would be approximately 43 feet, consistent with the 45 feet height limit applicable to the Local Retail Commercial Zone (C-10) zoning. The building's front and rear yard setbacks are approximately 15 feet. The side yard setback is approximately 5 feet at the request of the adjacent neighbors. The project setbacks are consistent with the C-10 zoning requirements.

Project Consistency

The City of Oakland completed an update of the General Plan Land Use and Transportation Element (LUTE) in March 1998. The LUTE includes the City's current Land Use and Transportation Diagram as well as strategies, policies, and priorities for Oakland's development and enhancement during a two-decade period. The EIR certified for the LUTE is used to simplify the task of preparing environmental documents on later projects that occur as a result of LUTE implementation. Cumulative environmental effects identified in the LUTE's EIR as (a) significant and unavoidable or (b) significant but can be reduced to less than significant through mitigation, are limited to the following topics: aesthetics/winds, cultural resources, hazards/hazardous materials, land use/planning, transportation/circulation, population/housing, and public services.

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

Criterion §15183(a): General Plan & Zoning Consistency

Yes	No	
☒	☐	**The Project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified.**

General Plan-- Land Use and Transportation Element

The project site is located in the North Oakland Planning Area, as described in the LUTE. The land use designation for the project site is Neighborhood Center Mixed Use (CN). The intent of the CN classification is to identify, create, maintain, and enhance mixed use neighborhood commercial centers. These centers are typically characterized by smaller scale pedestrian-oriented, continuous street frontage with a mix of retail, housing, office active open space, eating and drinking places, personal and business services, and smaller scale educational, cultural, or entertainment uses.

1. **The Project is aligned with policies set forth in the LUTE of the General Plan as listed below:**

   In Neighborhood Center Mixed Use areas, the General Plan promotes future development that is commercial or mixed use, and that is urban residential with ground floor commercial.41 Development in these areas must fulfill the following policy objectives, as detailed in the LUTE: Neighborhood Objectives N1, N2, N3, N6, N8, N9, N10, N11, and related policies; Industry and Commercial Objectives I/C1, I/C2, and I/C3; and Transportation Objectives T2 and T6

   Specifically, the proposed project is consistent with the following policies in the LUTE:

   - **Policy N1.1 Concentrating Commercial Development.** Commercial development in the neighborhoods should be concentrated in areas that are economically viable and provide opportunities for smaller scale, neighborhood-oriented retail.
   - **Policy N1.2 Placing Public Transit Stops.** The majority of commercial development should be accessible by public transit. Public transit stops should be placed in strategic locations in Neighborhood Activity Centers and Transit-Oriented Districts to promote browsing and shopping by transit users.
   - **Policy N1.5 Designing Commercial Development.** Commercial development should be designed in a manner that is sensitive to surrounding residential uses.
   - **Policy N1.8 Making Compatible Development.** The height and bulk of commercial development in "Neighborhood Mixed-Use Center" and "Community Commercial" areas should be compatible with that which is allowed for residential development.
   - **Policy N3.2 Encouraging Infill Development.** In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland.

The proposed project is consistent with the above General Plan policies for the following reasons:

- An existing vacant brick structure currently occupies the project site. The proposed project would demolish this building and replace it with infill housing and commercial uses on the ground floor. The proposed project would comply with the City's design standards and respect the surrounding streetscape, as specified by the City's Planning's Code. The proposed project would be subject to the City's design review process. Compliance with the City's design review process would ensure the proposed project is designed in an attractive manner, and is compatible with the surrounding residential and commercial land uses.

- The proposed project would redevelop an existing unused developed lot with a mixed-use residential development that would include ground floor commercial uses and provide new infill housing in a neighborhood mixed-use center.
- The proposed project would be compatible with the mixed-use buildings surrounding the project site. The proposed project would provide residential uses above ground floor commercial, which would complement the surrounding buildings that also provide similar uses.

Therefore, the proposed project would be consistent with the General Plan policies detailed above.

2. The Project is consistent with the Housing Element 2015-2023 of the General Plan

- It is an underutilized site with outdated facilities and/or marginal existing use;
- The proposed project is located along Shattuck Avenue, a key corridor identified by the LUTE. The proposed project utilizes ground floor commercial space with housing above, as encouraged by zoning and development guidelines to maximize residents' access to services including retail opportunities, transportation alternatives, and civic activities, while reducing the need for automobiles and increasing the sustainability of such development.

3. The Project is consistent with the development density established by existing Zoning, Community Plan or General Plan policies.

On April 14, 2011, the zoning classification for the project site changed from C-10 to Neighborhood Commercial – 3 Zone (CN-3) after the City adopted new zoning classifications within the city boundaries. However, the land use designations did not change. The purpose of the CN-3 Zone is to: "create, improve, and enhance areas neighborhood commercial centers that have a compact, vibrant pedestrian environment (City of Oakland 2017)." However, the Project Application was deemed complete by the City prior to the City's approval of the new zoning on April 14, 2011. Therefore, the proposed project would be processed under the C-10 zoning requirements.

The proposed project would include the development of 18 residential units on a 0.19 acre lot. The proposed project residential density is 94.74 dwelling units per acre. As such, in accordance with the C-10 zoning requirements the proposed project would require a Major Conditional Use Permit (CUP) to develop multifamily units (more than two dwelling units). Commercial activities such as general food sales, general retail sales, consumer service, and small sidewalk cafes (subject to the provisions of Section 17.102.335) are permitted facilities within the C-10 zone. The proposed project height of 43 feet is consistent with the C-10 zoning requirements maximum height (45 feet). The project front (15 feet), rear (15 feet), and side yard setback (5 feet at the request of the adjacent neighbors) are also consistent with the C-10 zoning requirements. The proposed project would be consistent with the development density/intensity requirements for the C-10 zone upon the approval of the CUP.

Therefore, the proposed project adheres to the criteria of CEQA Guidelines Section 15183(a) as being consistent with both the General Plan and applicable zoning regulations for the site.

Since the proposed project is consistent with the development assumptions for the site as provided under the LUTE EIR, and would be within the overall range of development within the Neighborhood Center Mixed Use designation as assumed by the Housing Element EIR, the proposed project's potential contribution to cumulatively significant effects has already been addressed in these prior EIRs. Therefore, the proposed project is eligible for consideration of an

exemption under California Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines.

Attachment C

ATTACHMENT C: INFILL PERFORMANCE STANDARDS PER CEQA GUIDELINES SECTION 15183.3

Based on California Environmental Quality Act (CEQA) Guidelines Section 15183.3(d)(1), the Lead Agency must examine an eligible infill project in light of the Prior Environmental Impact Report (EIR) to determine whether the infill project would cause any effects that require additional review under CEQA. This evaluation shall:

a) Document whether the infill project satisfies the applicable performance standards in Appendix M.

b) Explain whether the effects of the infill project were analyzed in a prior EIR.

c) Explain whether the infill project will cause new specific effects (defined as "an effect that was not addressed in the prior EIR and that is specific to the infill project or the infill project site").

d) Explain whether substantial new information shows that the adverse environmental effects of the infill project are more significant (defined as "substantially more severe") than described in the prior EIR.

If the infill project will cause new specific effects or more significant effects, the evaluation should indicate whether uniformly applicable development policies or standards will substantially mitigate those effects.

The following information demonstrates that the proposed project is eligible for permit streamlining pursuant to CEQA Guidelines Section 15183.3 as a qualified infill project, and fulfills the review requirements of its provisions.

Appendix M Performance Standards

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

CEQA Eligibility Criteria		Eligible / Notes for Proposed Project
1	Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter. For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way	**Yes.** The project site has been previously developed as a gas station and service center. The proposed project is in an urban area, and adjoined by existing urban uses, as described in Section 5.0, Project Description, of the CEQA Analysis document.
2	Satisfy the performance Standards provided in Appendix M (CEQA Guidelines Section 15183.3[b][b]) as presented in 2a and 2b below:	
2a	*Performance Standards Related to Project Design. All Projects must implement all of the following:*	
	Non-Residential Projects. All nonresidential Projects shall include onsite renewable power generation, such as solar photovoltaic, solar thermal, and wind power generation, or clean back-up power supplies, where feasible. **Residential Projects.** Residential Projects are also encouraged to include such onsite renewable power generation	**Not Applicable.** According to Section IV (G) of CEQA Appendix M, for mixed-use Projects "…the performance standards in this section that apply to the predominant use shall govern the entire Project." Because the predominant use is residential, the proposed project is not required to include onsite renewable power generation.

CEQA Eligibility Criteria		Eligible / Notes for Proposed Project
	Soil and Water Remediation. If the Project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, the Project shall document how it has remediated the site, if remediation is completed. Alternatively, the Project shall implement the recommendations provided in a preliminary endangerment assessment or comparable document that identifies remediation appropriate for the site.	**Yes.** The project site is listed in the State Water Resources Control Board (SWRCB) GeoTracker online database, one of the lists included under Section 65962.5 of the Government Code. According to the SWRCB GeoTracker online database, six onsite underground storage tanks (USTs) were removed from the site in October 2009 under oversight by Alameda County Environmental Health Department (ACEHD). Following removal of the six USTs, site remediation was completed. On June 26, 2014, ACEHD issued a Case Closure Letter for the site, confirming the completion of the investigation and cleanup of the reported UST release at the site, deeming the case closed. Following the case closure, additional assessments were undertaken to ensure that the site is adequate for residential occupation. Based on the additional data collected at the site by SOMA Engineering, it was determined that "containment levels remained in soil and groundwater after site remediation are significantly lower than the recommended Low Threat Closure Policy (LTCP) criteria soil and groundwater. As such, on September 12, 2016, ACEHD issued a letter to the Applicant concluding that the level of cleanup at the site is suitable for both commercial and residential use.

CEQA Eligibility Criteria		Eligible / Notes for Proposed Project
	Residential Units Near High-Volume Roadways and Stationary Sources. If a Project includes residential units located within 500 feet, or other distance determined to be appropriate by the local agency or air district based on local conditions, of a high volume roadway or other significant sources of air pollution, the Project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code, or community risk reduction plan for the protection of public health from such sources of air pollution. If the local government has not adopted such plans or policies, the Project shall include measures, such as enhanced air filtration and Project design, that the lead agency finds, based on substantial evidence, will promote the protection of public health from sources of air pollution. Those measures may include, among others, the recommendations of the California Air Resources Board, air districts, and the California Air Pollution Control Officers Association.	**Not Applicable.** For Projects that include residential units, the BAAQMD recommends evaluating the cumulative health risks to the residents from mobile and stationary sources of TAC emissions within 1,000 feet of the Project. A Health Risk Assessment was completed for the proposed project. The Shattuck Auto Collision Center is the only stationary source of toxic air contaminants within 1,000 feet of the project site. The project site is adjacent to Shattuck Avenue and 65th Street, which are anticipated to have less than 5,000 vehicles per day; therefore, the project is not considered to be located near high-volume roadways. Based on a comparison of the carcinogenic and non-carcinogenic thresholds established by Office of Environmental Health Hazard Assessment and the City of Oakland, hazardous emissions generated from the stationary and mobile sources within 1,000 feet of the project site are not anticipated to pose an actual or potential endangerment to residents occupying the project site (Attachment F).
2b	Additional Performance Standards by Project Type. In addition to implementing all the features described in criterion 2a above, the Project must meet eligibility requirements provided below by Project type.	

	CEQA Eligibility Criteria	Eligible / Notes for Proposed Project
	Residential. A residential Project must meet one of the following: A. Projects achieving below average regional per capita vehicle miles traveled. A residential Project is eligible if it is located in a "low vehicle travel area" within the region; B. Projects located within ½ mile of an Existing Major Transit Stop or High Quality Transit Corridor. A residential Project is eligible if it is located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor (A major transit stop is defined as "a site containing... the intersection of two or more major bus routes with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods"); or C. Low – Income Housing. A residential or mixed-use Project consisting of 300 or fewer residential units all of which are affordable to low income households is eligible if the developer of the development Project provides sufficient legal commitments to the lead agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.	**The project satisfies both A and B.** A. The project site is located in a Transit Area Zone that is below the average level of per capita residential vehicle miles traveled (VMT) in the Region. B. The project site is within a ½ mile of an Existing Major Transit Stop (Ashby BART Station). The project site is also served by various AC Transit bus and shuttle lines including bus route 18, along Shattuck Avenue; and route 688 along Alcatraz Avenue, within 500 feet of the project site.
	Commercial/Retail. A commercial/retail Project must meet one of the following: A. Regional Location. A commercial Project with no single-building floor-plate greater than 50,000 square feet is eligible if it locates in a "low vehicle travel area"; or B. Proximity to Households. A Project with no single building floor-plate greater than 50,000 square	**Not Applicable.** According to Section IV (G) of CEQA Appendix M, for mixed-use Projects "…the performance standards in this Section that apply to the predominant use shall govern the entire Project." Because the predominant use is residential, the requirements for commercial/retail projects do not apply.

	CEQA Eligibility Criteria	Eligible / Notes for Proposed Project
	feet located within ½ mile of 1,800 households is eligible	
	Office Building. An office building Project must meeting one of the following: A. Regional Location. Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area; or B. Proximity to a Major Transit Stop. Office buildings, both commercial and public, within ½ mile of an existing major transit stop, or ¼ mile of an existing stop along a high quality transit corridor, are eligible	**Not Applicable.**
	Schools. Elementary schools within 1 mile of 50 percent of the Projected student population are eligible. Middle schools and high schools within 2 miles of 50 percent of the Projected student population are eligible. Alternatively, any school within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor is eligible. Additionally, to be eligible, all schools shall provide parking and storage for bicycles and scooters, and shall comply with the requirements of Sections 17213, 17213.1, and 17213.2 of the California Education Code.	**Not Applicable.**
	Transit. Transit stations, as defined in Section 15183.3(e)(1), are eligible.	**Not Applicable.**
	Small Walkable Community Projects. Small walkable community Projects, as defined in Section 15183.3, subdivision (f)(5), that implement the Project features in 2a above are eligible.	**Not Applicable.**
3	Be consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in either a sustainable communities strategy or an alternative planning strategy, except as provided in CEQA Guidelines Sections 15183.3(b)(3)(A) or (b)(3)(B). (CEQA Guidelines Section 15183.3[b][3])	**Yes.** The adopted Plan Bay Area (2017) serves as the sustainable communities strategy for the Bay Area, per Senate Bill 375. Plan Bay Area identifies Priority Development Areas (PDAs), where new

CEQA Eligibility Criteria		Eligible / Notes for Proposed Project
		development will support the needs of residents and workers in a pedestrian friendly environment served by transit. The project site is located within Oakland's PDA, as established by Plan Bay Area. In addition, the General Plan Housing Element 2015-2023, identifies the project site within a Potential Planned PDA. The mixed-use project would be consistent with the general land use designation, density, building intensity, and applicable policies specified in the General Plan, as described in further detail in Attachment B. The General Plan land use designation for the site is Neighborhood Center Mixed Use; this classification is intended to enhance the character of established neighborhood commercial centers that have a compact, vibrant pedestrian environment. The proposed mixed-use project would be consistent with this designation.

Attachment D

ATTACHMENT D: PREVIOUSLY IDENTIFIED LUTE EIR MITIGATION MEASURES

Section 7.1: Aesthetics
LUTE EIR Mitigation Measure F.2a: Develop guidelines or a "step back" ordinance for height and bulk for new development projects in the downtown area. Projects should be encouraged to be designed at pedestrian-scale on the street-side, with high towers or strong vertical elements stepping back from the street.
LUTE EIR Mitigation Measure F.2b: Analyze the desired height of downtown office development and develop zoning regulations that support the preferred skyline design.
LUTE EIR Mitigation Measure F.2c: Define view corridors and, based upon these views, designate appropriate height limits and other requirements. Views of Lake Merritt, the Estuary, and architecturally or historically significant buildings should be considered.
LUTE EIR Mitigation Measure F.3a: Standard design guidelines for all Neighborhood Commercial areas should be developed that require continuous or nearly continuous storefronts located along the front yard setback, promote small scale commercial activities rather than large scale establishments at the street level, restrict front yard parking lots and driveways, require small scale pedestrian-oriented signage, have a relatively low height limit. and promote the pedestrian friendly amenities at the streel level.
LUTE EIR Mitigation Measure F.3b: Ensure that structures and sites are designed in an attractive manner which harmonizes with or enhances the visual appearance of the surrounding environment by preparing and adopting industrial and commercial design guidelines.
LUTE EIR Mitigation Measure F.3c: Develop design guidelines for parking facilities of all types.
Section 7.3: Air Quality
LUTE EIR Mitigation Measure E.4: Where residential development would be located above commercial uses, parking garages, or any other uses with a potential to generate odors, the odor-generating use should be properly vented (e.g., located on rooftops) and designed (e.g., equipped with after burners) so as to minimize the potential for nuisance odor problems.
LUTE EIR Mitigation Measure E.5a: The following Basic Control Measures shall be implemented at all construction sites: • Water all active construction areas at least twice daily. • Cover all trucks hauling soil, sand, and other loose debris *or* require all trucks to maintain at least two feet of freeboard. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. • Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites. • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
LUTE EIR Mitigation Measure E.5b: The following enhanced control measures shall be implemented at all construction sites when more than four acres are under construction at any one time: • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). • Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.) • Limit traffic speeds on unpaved roads to 15 mph. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible.

LUTE EIR Mitigation Measure E.5c: BAAQMD dust control measures would be implemented by contractors of future development projects as outlined in BAAQMD *CEQA Guidelines* (1996) or any subsequent applicable BAAQMD updates. They are as follows: • Any stationary motor sources (such as generators and compressors) to be located within 100 feet of any residence or school (sensitive receptors) would be equipped with a supplementary pollution control system on its exhaust as required by Bay Area Air Quality Management District (BAAQMD) and California Air Resources Board (CARB). • To minimize construction equipment emissions, low- NOx tune-ups should be performed on all construction equipment. Contractors should be required to utilize equipment with recent (within 30 days) low- NOx tune-ups to minimize NOx emissions. This would apply to all diesel-powered equipment greater than 50 horsepower and periodic tune-ups (every 90 days) would be required for equipment used continuously for construction of a specific development.
Section 7.5: Cultural Resources
LUTE EIR Mitigation Measure G.2: Establish criteria and interdepartmental referral procedures for determining when discretionary City approval of ground-disturbing activities should be subject to special conditions to safeguard potential archaeological resources.
LUTE EIR Mitigation Measure G.3a: Amend the Zoning Regulations text to incorporate the new preservation regulations and incentives.
LUTE EIR Mitigation Measure G.3b: Develop and adopt design guidelines for Landmarks and Preservation Districts.
Section 7.12: Noise
LUTE EIR Mitigation Measure L.3a: Establish design requirements for large-scale commercial development that requires adequate buffers from residential uses. Use of open space, recreation space, or transit installations as buffers should be encouraged. (Neighborhood Working Group)
LUTE EIR Mitigation Measure L.3b: Mixed residential/ non-residential neighborhoods should be rezoned after determining which should be used for residential, mixed, or non-residential uses. Some of the factors that should be considered when rezoning mixed use areas include the future intentions of the existing residents or businesses, natural features, or health hazards. (Neighborhood Working Group)
LUTE EIR Mitigation Measure L.4: Where high density residential development would be located adjacent to existing lower density residential development, new development shall be designed to minimize noise impacts on any existing residential uses due to increased traffic on local roadways and increased parking activities.
LUTE EIR Mitigation Measure L.5a: The City should develop distinct definitions for home occupation, live/work and work/live operations; define appropriate locations for these activities and performance criteria for their establishment; and create permitting procedures and fees that facilitate the establishment of those activities which meet the performance criteria. (Neighborhood Working Group)
LUTE EIR Mitigation Measure L.5b: Avoid proliferation of existing incompatible uses by eliminating, through appropriate rezoning actions, pockets of residential zoning within predominantly industrial areas. (Neighborhood Working Group)
LUTE EIR Mitigation Measure L.5c: Establish performance-based standards which designate appropriate levels of noise, odors, light/glare, traffic volumes, or other such characteristics for industrial activities located near commercial or residential areas. (Neighborhood Working Group)
LUTE EIR Mitigation Measure L.5d: Develop performance zoning regulations which permit industrial and commercial uses based upon their compatibility with other adjacent or nearby uses. (Neighborhood Working Group)

LUTE EIR Mitigation Measure L.7: Future transit improvements shall be designed sufficiently so that future noise levels along these streets can be adequately estimated and considered in the design of future residential or other noise-sensitive developments.
Section 7.14: Public Services
LUTE EIR Mitigation Measure D.5-1a: In reviewing major land use or policy decisions, consider the availability of police and fire protection services, park and recreation services, schools, and library services in the affected areas, as well as the impact of the project on current service levels.
LUTE EIR Mitigation Measure D.5-1b: Develop target ratios of police officers and firefighters to population for annual budgeting purposes. These ratios should be used to assess the feasibility and merits of service fees on new development which finance additional police officers and fire fighters. (Neighborhood Working Group)
LUTE EIR Mitigation Measure D.5-1c: Increase police foot patrols and cruisers in high visibility downtown areas and locate funding sources to support them. (Downtown Working Group)
Mitigation Measure D.5-1d: Analyze the distribution of services provided by the public and privately operated civic and institutional uses, identify underserved areas of the City and increase services in those areas. (Neighborhood Working Group)
LUTE EIR Mitigation Measure D.5-1e: Solicit comments from the Oakland Police and Fire Departments on major new development proposals to ensure that law enforcement and fire protection impacts are appropriately addressed and mitigated.
LUTE EIR Mitigation Measure D.6-1a: In reviewing major land use or policy decisions, consider the availability of police and fire protection services, park and recreation services, schools, and library services in the affected areas, as well as the impact of the project on current service levels.
LUTE EIR Mitigation Measure D.6-1b: Develop target ratios of police officers and firefighters to population for annual budgeting purposes. These ratios should be used to assess the feasibility and merits of service fees on new development which finance additional police officers and fire fighters. (Neighborhood Working Group)
LUTE EIR Mitigation Measure D.6-1c: Retain the existing Fire Stations at all three military bases to facilitate the provision of adequate public services to users of these sites as well as to surrounding properties.
LUTE EIR Mitigation Measure D.6-1d: Solicit comments from the Oakland Police and Fire departments on major new development proposals to ensure that law enforcement and fire protection impacts are appropriately addressed and mitigated during project planning and design.
LUTE EIR Mitigation Measure D.7-1a: Mitigation measures available to the School District to reduce overcrowding include: 1. Reassigning students among district schools to account for changing population and new development; 2. Continuation and expansion of year-round school; 3. More efficient use of underutilized and/or abandoned school facilities; 4. Addition of portable classrooms; and 5. The busing of students to less crowded schools. If these measures do not reduce overcrowding, OUSD may have to expand existing schools or construct new schools. All of these measures would require varying amounts of funding. If current sources of funding including the City of Oakland school mitigation fees, increases in property taxes and sales tax revenues, and increases in state funding are insufficient to pay for the cost of these mitigating overcrowding, the OUSD should formulate and implement specific measures to raise additional funds. Funding sources which may be considered by OUSD include: 1. Adjustments of school mitigation fees on commercial and residential development;

2. The creation of special assessment or Mello Roos districts or annexation to a Community Facilities District; 3. Sale of surplus OUSD property; and 4. Any other funding mechanisms available to the OUSD by state law or local ordinances, including those measures identified in the OUSD's 1996 Developer Fee Justification Study.
LUTE EIR Mitigation Measure D.7-1b: In reviewing major land use or policy decisions, the City will consider the availability of police and fire protection services, park and recreational services, schools, and library services in the affected areas and the impact of the project on the current service levels.
LUTE EIR Mitigation Measure D.7-1c: Support the School District's efforts to use local bond issues and voter approved assessment districts as a means of providing adequate school facilities.
LUTE EIR Mitigation Measure D.7-1d: Where feasible and appropriate, encourage the inclusion of child care centers in major residential and commercial developments near transit centers, community centers, and schools.
LUTE EIR Mitigation Measure D.7-1e: Continue to assist the Oakland Unified School District in securing all of the fees, grants, and other financial resources possible. (Neighborhood Working Group)
LUTE EIR Mitigation Measure D.7-1f: Work with the School District to coordinate land use and school facility planning and continue efforts by the City to collect impact fees and monitor the school capacity impacts of new development.
LUTE EIR Mitigation Measure D.7-1g: The Office of Parks and Recreation, Real Estate Division of the Office of Public Works, and the Oakland Unified School District should assess the use of City and school-owned parcels for use as civic, institutional, or recreational facilities. (Neighborhood Working Group)
LUTE EIR Mitigation Measure D.7-1h: Support state and federal legislation to promote affordable, safe, high-quality child care, including children with special needs
LUTE EIR Mitigation Measure D.8-1: In reviewing major land use or policy decisions, consider the availability of police and fire protection services, park and recreation services, schools, and library services in the affected areas, as well as the impact of the project on current service levels.
Section 7.16: Transportation and Traffic
LUTE EIR Mitigation Measure B.3: The impacts at the intersection of 12th Street and Brush Street can be mitigated by increasing the cycle length to 120 seconds. This would result in a LOS D.
LUTE EIR Mitigation Measure B.4a: Install a traffic signal at the intersection of 66th Avenue and I-880 southbound ramps and restripe the lanes of the southbound off-ramp. This intersection meets the Caltrans peak hour signal warrants under PM peak hour conditions.
LUTE EIR Mitigation Measure B.4b: Install a traffic signal at the intersection of 66th Avenue and I-880 northbound ramps. This intersection meets the Caltrans peak hour signal warrants under PM peak hour conditions.
LUTE EIR Mitigation Measure B.4c: Install a traffic signal at the intersection of 66th Avenue and Oakport Street and widen Oakport Street to provide a through and turn lane in each direction. This intersection meets the Caltrans peak hour signal warrants under PM peak hour conditions.
LUTE EIR Mitigation Measure B.4d: Widen the northbound approach at the High Street and Coliseum Way intersection to provide an additional left-turn lane or restripe the eastbound approach to provide double left-turn lanes and a shared through/right-turn lane. This intersection may be subject to changes in traffic patterns as a result of the current studies being conducted to reconfigure the High Street and 42 Street intersection. The identified mitigation measure should be implemented only after the reconfiguration of the High Street and 42nd Street intersection is approved.

Section 7.17: Utilities and Service Systems
LUTE EIR Mitigation Measure D.1-2: Review major new development proposals to determine projected water, wastewater, and storm drainage loads compared with available water, sewer, and storm drain capacity. Where appropriate, determine appropriate capital improvement requirements, fiscal impacts, and funding sources prior to project approval.
LUTE EIR Mitigation Measure D.2-2: Review major new development proposals to determine projected water, wastewater, and storm drainage loads compared with available water, sewer, and storm drain capacity. Where appropriate, determine appropriate capital improvement requirements, fiscal impacts, and funding sources prior to project approval.
LUTE EIR Mitigation Measure D.3-2a: Review major new development proposals to determine projected water, wastewater, and storm drainage loads compared with available water, sewer, and storm drain capacity. Where appropriate, determine appropriate capital improvement requirements, fiscal impacts, and funding sources prior to project approval.
LUTE EIR Mitigation Measure D.3-2b: Require major new developments to include a combination of onsite and off-site drainage improvements to ensure that such projects do not create downstream erosion or flood hazards, or adversely impact the City's ability to manage stormwater runoff.
LUTE EIR Mitigation Measure D.3-2c: Address hill area drainage needs and develop additional drainage policies in the updated Safety Element.
LUTE EIR Mitigation Measure D.3-2d: Prepare a comprehensive study of hill area drainage needs and identify policies, programs, and capital improvements to address these needs in the future.
LUTE EIR Mitigation Measure D.4-1a: Continue to implement programs that reduce the amount of solid waste generated in the City by encouraging recycling, composting, and other activities consistent with the City's Source Reduction and Recycling Element.
LUTE EIR Mitigation Measure D.4-1b: Support solid waste collection, recycling, and disposal rates that are sufficient to cover the cost of adequate, efficient service delivery.
LUTE EIR Mitigation Measure D.4-1c: Establish guidelines and incentives for the recycling of construction and demolition debris and the use of recycled concrete and other recycled products in the construction of new buildings, roads, and infrastructure.

Attachment E

ALAMEDA COUNTY
HEALTH CARE SERVICES
AGENCY
ALEX BRISCOE, Director

ENVIRONMENTAL HEALTH DEPARTMENT
ENVIRONMENTAL PROTECTION
1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94502-6577
(510) 567-6700
FAX (510) 337-9335

June 26, 2014

Athan Magganas
Bruder, LLC
2550 Appain Way, #201
Pinole, CA 94564
Sent via E-mail to: magganas@prodigy.net

Ali Reza Khashabi
4220 Clayton Road
Clayton, CA 94520

Subject: Case Closure for Fuel Leak Case No. RO3066 and GeoTracker Global ID T10000002456, Gas Station/East Bay Smog Center & Auto Repair, 6501 Shattuck Avenue, Oakland, CA 94609

Dear Gentlemen:

This letter transmits the enclosed underground storage tank (UST) case closure letter in accordance with Chapter 6.75 (Article 4, Section 25296.10[g]). The State Water Resources Control Board adopted this letter on February 20, 1997. As of March 1, 1997, the Alameda County Environmental Health (ACEH) is required to use this case closure letter for all UST leak sites. We are also transmitting to you the enclosed case closure summary. These documents confirm the completion of the investigation and cleanup of the reported release at the subject site. The subject fuel leak case is closed. This case closure letter and the case closure summary can also be viewed on the State Water Resources Control Board's Geotracker website (http://geotracker.waterboards.ca.gov) and the Alameda County Environmental Health website (http://www.acgov.org/aceh/index.htm).

If you have any questions, please call Karel Detterman at (510) 567-6708. Thank you.

Sincerely,

Dilan Roe, P.E.
LOP and SCP Program Manager

Enclosures: 1. Remedial Action Completion Certification
2. Case Closure Summary

cc with enclosures:

Ann Clevenger, Planner III, City of Oakland Planning and Building Department, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612 (sent via e-mail to: aclevenger@oaklandnet.com)

Mansour Sepehr, SOMA Environmental Engineering, Inc., 6620 Owens Drive, Pleasanton, CA 94588 (sent via e-mail to: msepehr@somaenv.com)

Dilan Roe, ACEH, (sent via e-mail to: dilan.roe@acgov.org)
Karel Detterman (sent via electronic mail to: karel.detterman@acgov.org
eFile, GeoTracker

ALAMEDA COUNTY
HEALTH CARE SERVICES
AGENCY
ALEX BRISCOE, Agency Director

DEPARTMENT OF ENVIRONMENTAL HEALTH
OFFICE OF THE DIRECTOR
1131 HARBOR BAY PARKWAY
ALAMEDA, CA 94502
(510) 567-6777
FAX (510) 337-9135

REMEDIAL ACTION COMPLETION CERTIFICATION

June 26, 2014

Athan Magganas
Bruder, LLC
2550 Appain Way, #201
Pinole, CA 94564
Sent via E-mail to: magganas@prodigy.net

Ali Reza Khashabi
4220 Clayton Road
Clayton, CA 94520

Subject: Case Closure for Fuel Leak Case No. RO3066 and GeoTracker Global ID T10000002456, Gas Station/East Bay Smog Center & Auto Repair, 6501 Shattuck Avenue, Oakland, CA 94609

Dear Gentlemen:

This letter confirms the completion of a site investigation and remedial action for the underground storage tanks formerly located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tank(s) are greatly appreciated.

Based on information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tank(s) site is in compliance with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release(s) at the site is required.

Please be aware that claims for reimbursement of corrective action costs submitted to the Underground Storage Tank Cleanup Fund more than 365 days after the date of this letter or issuance or activation of the Fund's Letter of Commitment, whichever occurs later, will not be reimbursed unless one of the following exceptions applies:

- Claims are submitted pursuant to Section 25299.57, subdivision (k) (reopened UST case); or
- Submission within the timeframe was beyond the claimant's reasonable control, ongoing work is required for closure that will result in the submission of claims beyond that time period, or that under the circumstances of the case, it would be unreasonable or inequitable to impose the 365-day time period.

This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code. Please contact our office if you have any questions regarding this matter.

Sincerely,

Ariu Levi
Director

Alameda County Environmental Health

CASE CLOSURE SUMMARY
LEAKING UNDERGROUND FUEL STORAGE TANK - LOCAL OVERSIGHT PROGRAM

I. AGENCY INFORMATION

Date: June 26, 2014

Agency Name: Alameda County Environmental Health	Address: 1131 Harbor Bay Parkway
City/State/Zip: Alameda, CA 94502-6577	Phone: (510) 567-6708
Responsible Staff Person: Karel Detterman	Title: Hazardous Materials Specialist

II. CASE INFORMATION

Site Facility Name: East Bay Smog Center and Auto Repair		
Site Facility Address: 6501 Shattuck Ave., Oakland, CA		
RB Case No.: ----	Previous Case STiD No.: ----	LOP Case No.: RO0003066
GeoTracker ID: T10000002456		APN: 16-1428-11-2
Current Land Use: Closed auto repair business, Commercial		

Responsible Parties	Addresses	Phone Numbers
Bruder LLC	2550 Appian Way, Suite 201, Pinole, CA 94564	510-520-1482

This Case Closure Summary along with the Case Closure Transmittal letter and the Remedial Action Completion Certification provides documentation of the case closure. This closure approval is based upon the available information and with the provision that the information provided to this agency was accurate and representative of site conditions. Additional information on the case can be viewed in the online case file. The entire case file can be viewed over the Internet on the Alameda County Environmental Health (ACEH) website (http://www.acgov.org/aceh/lop/ust.htm) or the State of California Water Resources Control Board GeoTracker website (http://geotracker.waterboards.ca.gov). Not all historic documents for the fuel leak case may be available on GeoTracker. A more complete historic case file for this site is located on the ACEH website.

III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause and Type of Release: Release from underground storage tank (UST) system.		
Number of monitoring wells installed: 3	Number of monitoring wells destroyed: 3	Number of monitoring wells remaining: 0
Highest Groundwater Depth Below Ground Surface: 2.94 feet bgs	Lowest Depth: 8.60 feet bgs	Flow Direction: Southwest
Most Sensitive Current Groundwater Use: Potential drinking water source		

Summary of Production Wells in Vicinity: No sensitive receptor survey has been performed for the site. However a sensitive receptor survey conducted for nearby Fuel Leak Case (RO0000078) located at 6407 Telegraph Ave, Oakland indicated one irrigation well was located at 3215 Adeline Street, Berkeley, a distance of approximately 1,300 feet downgradient from subject site. Based on the non-detect contaminant levels, this irrigation well is not expected to be a receptor for the site. No other water supply wells were identified within 2,000 feet of the site.	
Are drinking water wells affected? No	Aquifer Name: East Bay Plain
Is surface water affected? No	Nearest Surface Water Name: Claremont Creek is located approximately 950 feet upgradient and northeast of the site.

LTCP GROUNDWATER SPECIFIC CRITERIA						
LTCP Groundwater Specific Scenario under which case was closed: Scenario 1						
Site Data			LTCP Scenario 1 Criteria (ppb)	LTCP Scenario 2 Criteria (ppb)	LTCP Scenario 3 Criteria (ppb)	LTCP Scenario 4 Criteria (ppb)
Plume Length	<100 feet		<100 feet	<250 feet	<250 feet	<1,000 feet
Free Product	No free product		No free product	No free product	Removed to maximum extent practicable	No free product
Plume Stable or Decreasing	Stable		Stable or decreasing	Stable or decreasing	Stable or decreasing for minimum of 5 Years	Stable or decreasing
Distance to Nearest Water Supply Well	Approximately 1,300 feet downgradient		>250 feet	>1,000 feet	>1,000 feet	>1,000 feet
Distance to Nearest Surface Water and Direction	Claremont Creek 950 feet upgradient		>250 feet	>1,000 feet	>1,000 feet	>1,000 feet
Property Owner Willing to Accept a Land Use Restriction?	Not Applicable		Not applicable	Not applicable	Yes	Not applicable
GROUNDWATER CONCENTRATIONS						
Constituent	Historic Site Maximum (ppb)	Current Site Maximum (ppb)	LTCP Scenario 1 Criteria (ppb)	LTCP Scenario 2 Criteria (ppb)	LTCP Scenario 3 Criteria (ppb)	LTCP Scenario 4 Criteria (ppb)
Benzene	59	<0.5	No criteria	3,000	No criteria	1,000
MTBE	1.9	<0.5	No criteria	1,000	No criteria	1,000
List other chemicals of specific concern						
Scenario 5: If the site does not meet scenarios 1 through 4, has a determination been made that under current and reasonably expected future scenarios, the contaminant plume poses a low threat to human health and safety and to the environment and water quality objectives will be achieved within a reasonable time frame?			----			

LTCP VAPOR SPECIFIC CRITERIA							
LTCP Vapor Specific Scenario under which case was closed: Scenario 3A							
Active Fueling Station	Active as of ----						
Site Data		LTCP Scenario 1 Criteria	LTCP Scenario 2 Criteria	LTCP Scenario 3A Criteria	LTCP Scenario 3B Criteria	LTCP Scenario 3C Criteria	LTCP Scenario 4 Criteria
Unweathered NAPL	No NAPL	LNAPL in groundwater	LNAPL in soil	No NAPL	No NAPL	No NAPL	No criteria
Thickness of Bioattenuation Zone Beneath Foundation	15 feet	≥30 feet	≥30 feet	≥5 feet	≥10 feet	≥5 feet	≥5 feet
Total TPH in Bioattenuation Zone	67 ppm	<100 ppm	<100 ppm	<100 ppm	<100 ppm	<100 ppm	<100 ppm
Maximum Current Benzene Concentration in Groundwater	<0.5 ppb	No criteria	No criteria	<100 ppb	≥100 and <1,000 ppb	<1,000 ppb	No criteria
Oxygen Data within Bioattenuation Zone	No oxygen data	No criteria	No criteria	No oxygen data or <4%	No oxygen data or <4%	≥4% at lower end of zone	≥4% at lower end of zone
Depth of soil vapor measurement beneath foundation	----	No criteria	No criteria	No criteria	No criteria	No criteria	≥5 feet

SCENARIO 4 DIRECT MEASUREMENT OF SOIL VAPOR CONCENTRATIONS						
Site Soil Vapor Data			No Bioattenuation Zone		Bioattenuation Zone	
Constituent	Historic Maximum ($\mu g/m^3$)	Current Maximum ($\mu g/m^3$)	Residential	Commercial	Residential	Commercial
Benzene	----	----	<85	<280	<85,000	<280,000
Ethylbenzene	----	----	<1,100	<3,600	<1,100,000	<3,600,000
Naphthalene	----	----	<93	<310	<93,000	<310,000
If the site does not meet scenarios 1 through 4, does a site-specific risk assessment for the vapor intrusion pathway demonstrate that human health is protected?			----			
If the site does not meet scenarios 1 through 4, has a determination been made that petroleum vapors from soil or groundwater will have no significant risk of adversely affecting human health as a result of controlling exposure through the use of mitigation measures or through the use of institutional controls?			----			

LTCP DIRECT CONTACT AND OUTDOOR AIR EXPOSURE CRITERIA						
LTCP Direct Contact and Outdoor Air Exposure Specific Scenario under which case was closed: Maximum concentrations of petroleum hydrocarbons are less than or equal to those in Table 1 below						
Are maximum concentrations less than those in Table 1 below?				Yes		
Constituent		Residential		Commercial/Industrial		Utility Worker
		0 to 5 feet bgs (ppm)	Volatilization to outdoor air (5 to 10 feet bgs) ppm	0 to 5 feet bgs (ppm)	Volatilization to outdoor air (5 to 10 feet bgs) ppm	0 to 10 feet bgs (ppm)
Site Maximum	Benzene	----	<0.15	----	<0.15	<0.15
LTCP Criteria	Benzene	≤1.9	≤2.8	≤8.2	≤12	≤14
Site Maximum	Ethylbenzene	----	0.18	----	0.18	0.18
LTCP Criteria	Ethylbenzene	<21	≤32	≤89	≤134	≤314
Site Maximum	Naphthalene	----	<0.0047	----	<0.0047	<0.0047
LTCP Criteria	Naphthalene	≤9.7	≤9.7	≤45	≤45	≤219
Site Maximum	PAHs	----	0.093	----	0.093	0.093
LTCP Criteria	PAHs	≤0.063	NA	≤0.68	NA	≤4.5
If maximum concentrations are greater than those in Table 1, are they less than levels from a site-specific risk assessment?				Not Applicable		
If maximum concentrations are greater than those in Table 1, has a determination been made that the concentrations of petroleum in soil will have no significant risk of adversely affecting human health as a result of controlling exposure through the use of mitigation measures or through the use of institutional controls?				Not Applicable		

IV. CLOSURE

Does corrective action protect public health for current land use? Alameda County Environmental Health staff does not make specific determinations concerning public health risk. However, based upon the information available in our files to date, closure of this site appears to be consistent with the policies established by the State Water Resources Control Board Low-Threat Underground Storage Tank Closure Policy which became effective on August 17, 2012.
Site Management Requirements: This fuel leak case has been evaluated for closure consistent with the State Water Resource Control Board Low-Threat Underground Storage Tank Closure Policy (LTCP). Based on this evaluation, no site management requirements appear to be necessary. However, excavation or construction activities in areas of residual contamination require planning and implementation of appropriate health and safety procedures by the responsible party prior to and during excavation and construction activities. This site is to be entered into the City of Oakland Permit Tracking System due to the residual contamination on site.
Should corrective action be reviewed if land use changes? Yes

Was a deed restriction or deed notification filed? No	Date Recorded: ----

V. ADDITIONAL COMMENTS AND CONCLUSION

Conclusion: Alameda County Environmental Health staff believe that the site meets the conditions for case closure under the State Water Resources Control Board Low-Threat Underground Storage Tank Closure Policy. Based upon the information available in our files to date, no further investigation or cleanup for the fuel leak case is necessary at this time.

VI. LOCAL AGENCY REPRESENTATIVE DATA

Prepared by: Karel Detterman, PG	Title: Hazardous Materials Specialist
Signature: Karel Detterman	Date: 6/26/2014
Approved by: Dilan Roe, PE	Title: LOP and SCP Program Manager
Signature: Dilan Roe	Date: 6/30/2014

VII. REGIONAL BOARD AND PUBLIC NOTIFICATION

Regional Board Staff Name: Cherie McCaulou	Title: Engineering Geologist
Regional Board Notification Date: 3/27/2014	
Public Notification Date: 3/14/2014	

VIII. MONITORING WELL DESTRUCTION

Date Requested by ACEH: 03/12/2014	Date of Well Destruction Report: 06/03/2014	
All Monitoring Wells Destroyed: Yes	Number Destroyed: 3	Number Retained: 0
Reason Wells Retained: ----		
Additional requirements for submittal of groundwater data from retained wells: ----		
ACEH Concurrence - Signature: Karel Detterman		Date: 6/26/2014

Attachments:

1. Site Vicinity Map and Aerial Photo (2 pp)
2. Site Plan (1 p)
3. Groundwater Contour and Chemical Concentration Maps (2 pp)
4. Soil Analytical Data (4 pp)
5. Groundwater Analytical Data (3 pp)

ATTACHMENT 1

(Google Earth, 2013)

N

approximate scale in feet

0 50 100

Figure 1: Site vicinity map.

SOMA ENVIRONMENTAL ENGINEERING, INC.

ATTACHMENT 2

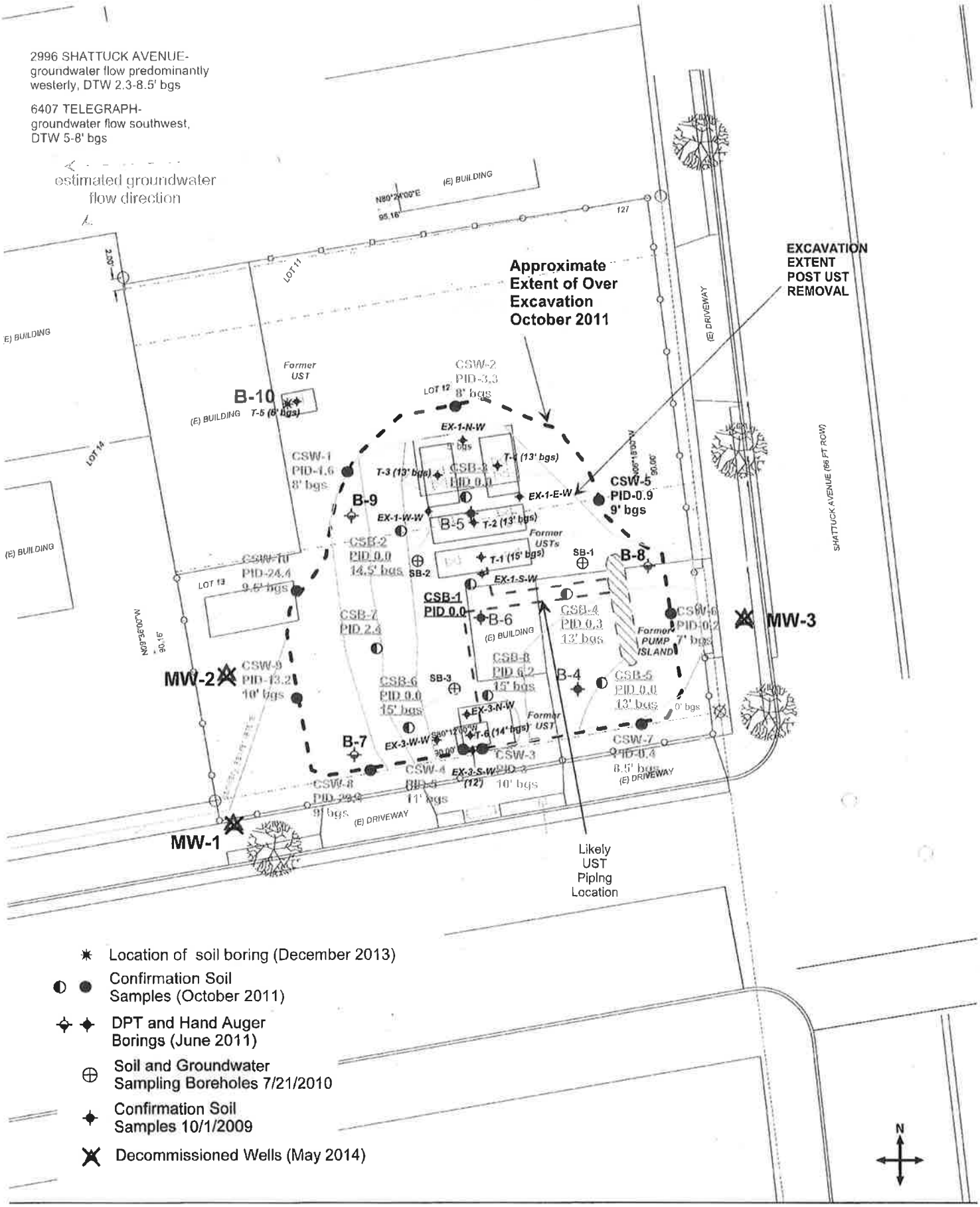

Figure 2: Site Plan

ATTACHMENT 3

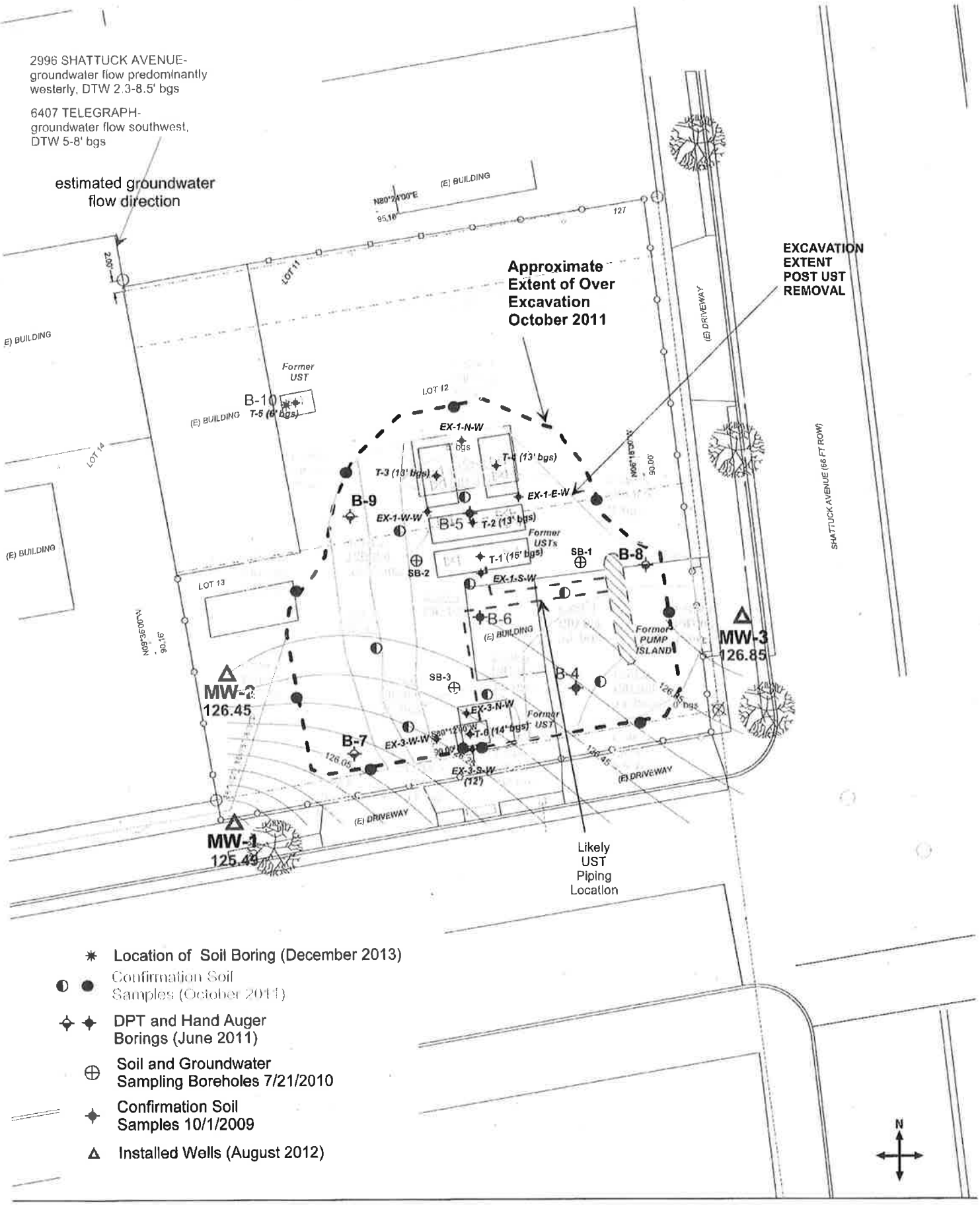

Figure 3: Groundwater elevation contour map in feet, March 3, 2014

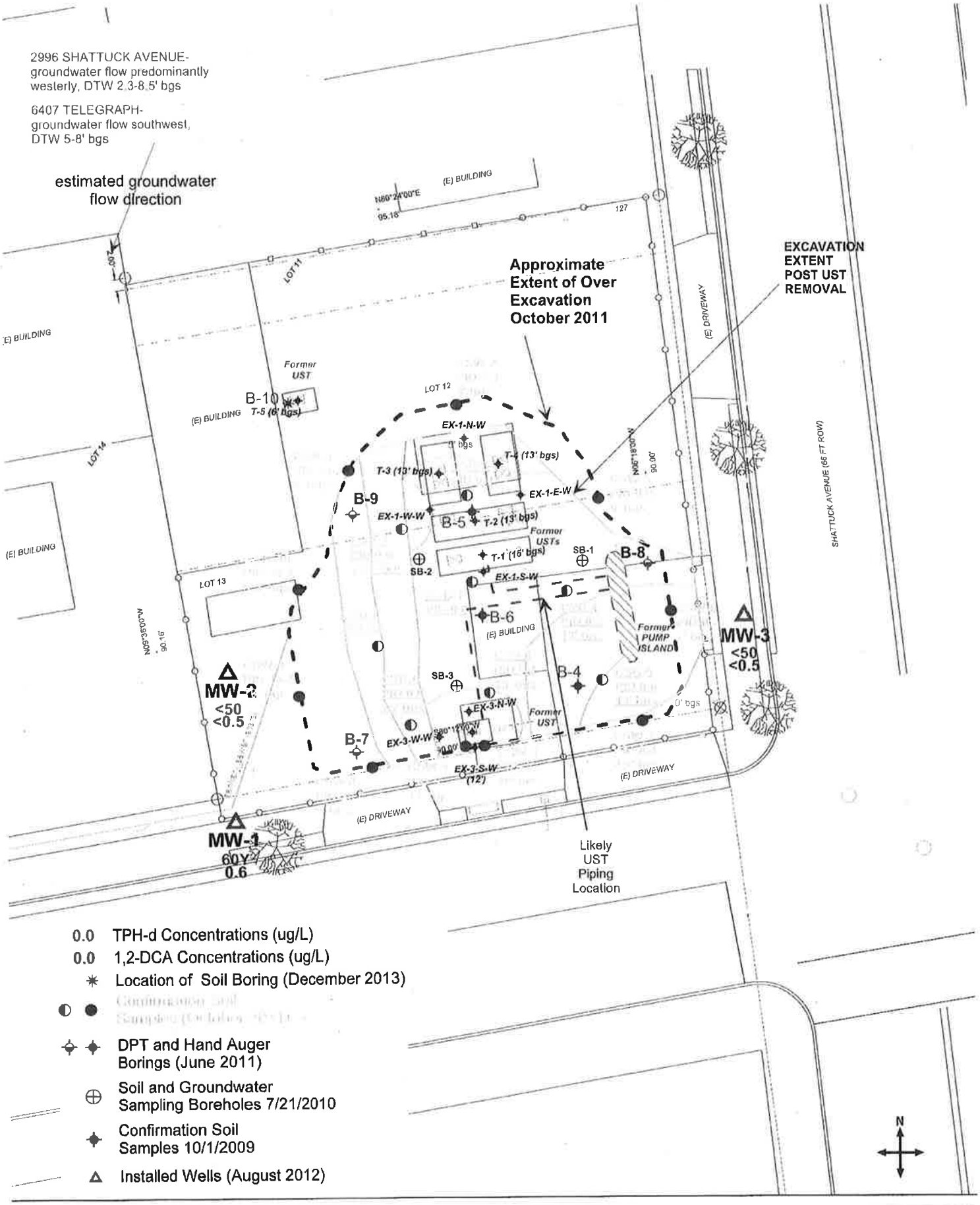

Figure 4: Map showing TPH-d and 1,2-DCA concentrations in groundwater, March 3, 2014

ATTACHMENT 4

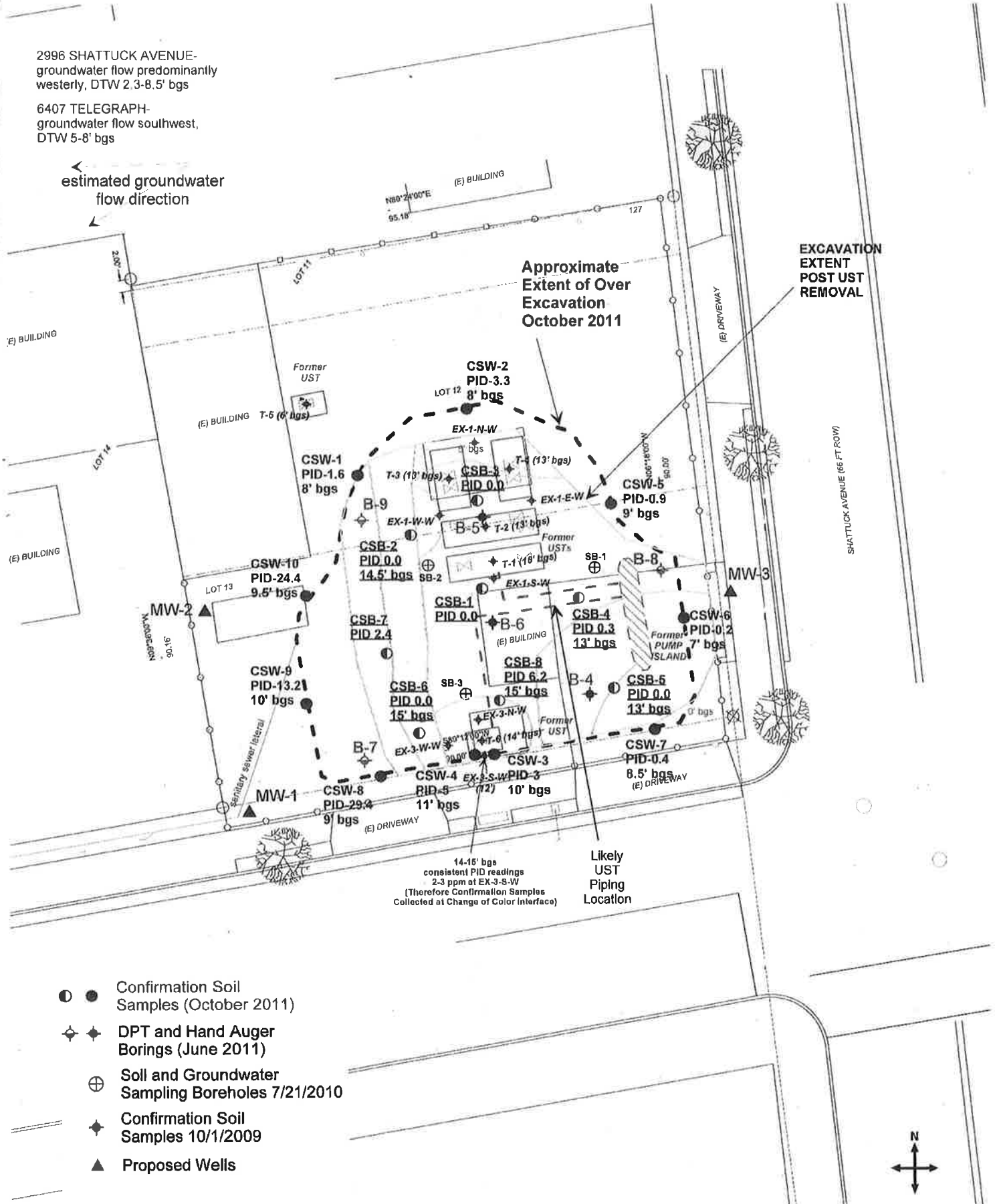

Figure 3: Site Map Showing Excavated Area and Confirmation Soil Sampling

Table 1
UST Confirmation Soil Analytical Data (10/1/2009)
6501 Shattuck Ave, Oakland, CA

Sample ID	Soil Sample Depth (feet bgs)	TPH-g (mg/kg)	TPH-d (mg/kg)	TPH-mo (mg/kg)	Benzene (mg/kg)	Toluene (mg/kg)	Ethyl-Benzene (mg/kg)	Total Xylenes (mg/kg)	MtBE 8260B (mg/kg)	Lead 6010 (mg/kg)	Zinc 6010 (mg/kg)	Minimum anticipated over-excavation depth (ft bgs)
T-1	15	8.2	2.6	NA	<0.5	<0.5	<0.5	0.013	<5	6.5	66	-
T-2	13	420	270	NA	0.16	<0.1	<0.1	0.72	<1	14	220	- per conf B-5 results
T-3	13	100	58	NA	<0.1	<0.1	0.24	1.4	<1	14	99	13.5
T-4	13	1.8	2.5	NA	<0.5	<0.5	0.02	0.09	<5	7	63	-
T-5	6	8	11	44	<0.5	<0.5	<0.5	0.02	<5	12	45	-
T-6	14	280	230	NA	0.45	1.9	2.7	15	<2.5	95	290	15
EX-1-E-W	13	93	76	NA	<0.1	0.18	<0.1	0.15	<1	8.7	21	13.5
EX-1-N-W	10	8.2	3.5	NA	<0.5	0.0099	<0.5	0.035	<5	9.9	31	-
EX-1-S-W	12	490	170	NA	0.54	0.12	3.6	1.6	<1	8.9	58	13
EX-1-W-W	13	1,700	1,800	NA	<0.25	<0.25	1.9	5.9	<2.5	92	580	14.5
EX-3-E-W	13	2,100	680	NA	2.7	3	15	60	<5	4,200	3,900	14.5
EX-3-N-W	13	180	48	NA	0.71	5.9	2.7	17	<1	320	480	14
EX-3-S-W	12	2,900	780	NA	5	27	36	200	<5	240	560	13
EX-3-W-W	12	95	41	NA	0.42	<0.1	0.11	0.28	<1	10	25	12.5
ESL for Drinking Water	100	100	100	0.044	2.9	3.3	2.3	0.023	39	80	NA	
ESL for Non-Drinking Water	500	210	500	1.2	9.3	4.7	10	5.4	320	600	NA	

Notes:
ESL: California Regional Water Quality Control Board, Environmental Screening Levels, Interim Final 2013
< : below Laboratory Detection Limits
Y: Sample exhibits chromatographic pattern which does not resemble standard
NA: Not Analyzed

Table 2
Soil Analytical Results
6501 Shattuck Ave, Oakland, CA

Sample ID	Soil Sample Depth (feet bgs)	Depth to Water (feet bgs)	Date	TPH-g (mg/kg)	TPH-d (mg/kg)	TPH-mo (mg/kg)	Benzene (mg/kg)	Toluene (mg/kg)	Ethyl-Benzene (mg/kg)	Total Xylenes (mg/kg)	MtBE 8260B (mg/kg)
SB-1@2.5ft	9	10	7/21/2010	23Y	20	<5.0	<0.25	<0.25	<0.25	<0.25	<0.25
SB-2@3ft	9	10	7/21/2010	**510Y**	50	<5.0	<0.5	<0.5	0.65	<0.5	<0.5
SB-3@1.5ft	8.5	8.5	7/21/2010	3.2Y	24	48	<0.0048	<0.0048	<0.0048	<0.0048	<0.0048
B-4	9	13.22	6/10/2011	<1.0	<1.0	<5.0	<0.005	<0.005	<0.005	<0.005	<0.005
B-5	8	NA	6/10/2011	18 Y	59 Y	<5.0	<0.25	<0.25	<0.25	<0.25	<0.25
B-6	7	NA	6/10/2011	<1.0	<1.0	<5.0	<0.0048	<0.0048	<0.0048	<0.0048	<0.0048
B-7	10	12.45	6/10/2011	**180**	35 Y	<5.0	<0.25	<0.25	<0.25	<0.25	<0.25
B-7	12	12.45	6/10/2011	<0.98	NA	NA	NA	NA	NA	NA	NA
B-8	4.5	NA	6/10/2011	<1.1	3.2 Y	23	<0.0049	<0.0049	<0.0049	<0.0049	<0.0049
B-9	8	11.5	6/10/2011	**140**	58 Y	6.1	<0.25	<0.25	<0.25	<0.25	<0.25
B-9	10	11.5	6/10/2011	<1.0	NA	NA	NA	NA	NA	NA	NA
CSW-1	10	NA	10/13/2011	1.7 [Y]	4.3 [Y]	<5.0	<0.005	<0.005	<0.005	<0.005	<0.005
CSW-2@8ft	8	NA	10/17/2011	<0.017	<0.759	6.9	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSW-3@10'	10	NA	10/14/2011	38	7.8	<1.65	<0.15	<0.098	0.18	<0.19	<0.26
CSW-4@11'	11	NA	10/14/2011	<0.017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSW-5@9ft	9	NA	10/17/2011	<0.017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSW-6@7ft	7	NA	10/17/2011	<0.017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSW-7@8.5ft	8.5	NA	10/17/2011	<0.017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSW-8@9ft	9	NA	10/24/2011	0.56 [X]	2.9 [X]	10	<0.0038	<0.0025	<0.0022	<0.0046	<0.0065
CSW-9@10ft	10	NA	10/24/2011	<0.017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSW-10@9.5ft	9.5	NA	10/24/2011	3.4 [X]	8.2 [X]	7.5	<0.0075	<0.0049	<0.0043	<0.0093	<0.013
CSB-1	14	NA	10/13/2011	<1.0	<1.0	<5.0	<0.0049	<0.0049	<0.0049	<0.0049	<0.0049
CSB-2	14.5	NA	10/13/2011	<1.0	<1.0	<5.0	<0.0049	<0.0049	<0.0049	<0.0049	<0.0049
CSB-3	13	NA	10/13/2011	<1.1	<1.0	<5.0	<0.005	<0.005	<0.005	<0.005	<0.005
CSB-4	13	NA	10/17/2011	<0.0017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSB-5	13	NA	10/17/2011	<0.0017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSB-6	15	NA	10/24/2011	<0.0017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
CSB-7	14.5	NA	10/24/2011	5.4 [X]	24 [X]	25	<0.0075	<0.0049	<0.0043	<0.0093	<0.013
CSB-8	15	NA	10/24/2011	<0.0017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
Fill Black-1	NA	NA	10/14/2011	<0.0017	<0.759	23	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
Fill Black-2	NA	NA	10/14/2011	<0.0017	<0.759	7.6	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
Fill Brown-1	NA	NA	10/14/2011	<0.017	<0.759	42	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
Fill Brown-2	NA	NA	10/14/2011	<0.017	<0.759	28	<0.0015	<0.00098	<0.00086	<0.0019	<0.0026
Compfill-3	NA	NA	10/28/2011	<0.017	<0.759	<1.65	<0.0015	<0.00098	<0.00086	<0.0019	NA
B-10	7	17	12/20/2013	7.1 Y	NA	NA	<0.0049	<0.0049	<0.0049	<0.0049	<0.0049
B-10	9	17	12/20/2013	3.5 Y	NA	NA	<0.0048	<0.0048	<0.0048	<0.0048	<0.0048
B-10	10	17	12/20/2013	<1.0	NA	NA	<0.0049	<0.0049	<0.0049	<0.0049	<0.0049
B-10	15	17	12/20/2013	<1.0	NA	NA	<0.0047	<0.0047	<0.0047	<0.0047	<0.0047
B-10	21	17	12/20/2013	<0.98	NA	NA	<0.0048	<0.0048	<0.0048	<0.0048	<0.0048
ESL Drinking Water Resource				100	100	100	0.044	2.9	3.3	2.3	0.023
ESL Non-Drinking Water (Commercial)				500	110	500	12	93	47	15	5.3

Table 2
Soil Analytical Results
6501 Shattuck Ave, Oakland, CA

Sample ID	Soil Sample Depth (feet bgs)	Depth to Water (feet bgs)	Date	Phenanthrene (mg/kg)	Pyrene (mg/kg)	Chrysene (mg/kg)	Cadmium (mg/kg)	Chromium (mg/kg)	Lead (mg/kg)	Nickel (mg/kg)	Zinc (mg/kg)
SB-1@2.5ft	9	10	7/21/2010	NA	NA	NA	NA	NA	7.9	NA	NA
SB-2@3ft	9	10	7/21/2010	NA	NA	NA	NA	NA	5.7	NA	NA
SB-3@1.5ft	8.5	8.5	7/21/2010	NA	NA	NA	NA	NA	58	NA	NA
B-4	9	13.22	6/10/2011	NA	NA	NA	NA	NA	NA	NA	NA
B-5	8	NA	6/10/2011	NA	NA	NA	NA	NA	<0.25	NA	NA
B-6	7	NA	6/10/2011	NA	NA	NA	NA	NA	<0.0048	NA	NA
B-7	10	12.45	6/10/2011	NA	NA	NA	NA	NA	<0.25	NA	NA
B-7	12	12.45	6/10/2011	NA	NA	NA	NA	NA	NA	NA	NA
B-8	4.5	NA	6/10/2011	NA	NA	NA	NA	NA	<0.0049	NA	NA
B-9	8	11.5	6/10/2011	NA	NA	NA	NA	NA	<0.25	NA	NA
B-9	10	11.5	6/10/2011	NA	NA	NA	NA	NA	NA	NA	NA
B-10	7	17	12/20/2013	0.061	0.093	0.076	0.55	31	7.5	36	54
B-10	9	17	12/20/2013	<0.0051	0.0065	<0.0051	0.54	33	5.6	36	48
B-10	10	17	12/20/2013	<0.005	0.0083	<0.005	0.95	41	10	62	52
B-10	15	17	12/20/2013	<0.005	<0.005	<0.005	0.67	44	9	68	52
B-10	21	17	12/20/2013	<0.0049	<0.0049	<0.0049	0.48	30	7.9	37	47
ESL Drinking Water (Residential)				11	85	3.8	12	[illegible]	80	150	600
ESL non-Drinking Water (Commercial)				11	85	19	12	2,500	320	150	600

Notes:
ESL: California Regional Water Quality Control Board, Environmental Screening Levels, Interim Final 2013
< : below Laboratory Detection Limits
Y: Sample exhibits chromatographic pattern which does not resemble standard
X: Does not match pattern of refernce Gasoline standard. Reported value is the result of contribution from hydrocarbons heavier than requested fule in range of C5-C12 quantified as gasoline
X: Not typical of Diesel standard pattern (possibly fuel lighter than diesel)
Note: Depth to groundwater is tentative, since some locations had slower water recovery rates, and does not represent the actual stabilized groundwater elevation across the site
NA: Not Analyzed

ATTACHMENT 5

Table 3
Grab Groundwater Analytical Results
6501 Shattuck Ave, Oakland, CA

Sample ID	Date	TPH-g (µg/L)	TPH-d (µg/L)	TPH-mo (µg/L)	Benzene (µg/L)	Toluene (µg/L)	Ethyl-Benzene (µg/L)	Total Xylenes (µg/L)	MtBE 8260B (µg/L)
SB-1	7/21/2010	**1,500**	**930**	<300	5.1	1.8	32	25	1.9
SB-2	7/21/2010	**1,700**	**5,300**	**1,400**	59	4.8	18	13.7	0.66
SB-3	7/21/2010	**4,000**	**11,000**	**800**	30	4.1	15	10.9	<0.5
B-4	6/10/2011	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5
B-5	6/10/2011	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5
B-6	6/16/2011	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5
B-7	6/10/2011	**160 Y**	61 Y	<300	**1.1**	0.9	1.2	0.9	<0.5
B-8	6/10/2011	<50	<63	<380	<0.5	<0.5	<0.5	<0.5	<0.5
B-9	6/10/2011	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5
ESL Drinking Water (Residential)		100	100	100	1	40	30	20	5
ESL Non-Drinking Water (Commercial)		210	210	210	46	130	43	100	1800

Sample ID	Date	Cadmium (µg/L)	Chromium (µg/L)	Lead (µg/L)	Nickel (µg/L)	Zinc (µg/L)
SB-1	7/21/2010	<5.0	<5.0	<5.0	<5.0	<20
SB-2	7/21/2010	<5.0	<5.0	<5.0	**12**	41
SB-3	7/21/2010	<5.0	<5.0	<5.0	**19**	**350**
ESL Drinking Water (Residential)		0.25	50	2.5	8.2	81
ESL Non-Drinking Water (Commercial)		0.25	180	2.5	8.2	81

Notes:
ESL: California Regional Water Quality Control Board, Environmental Screening Levels, Interim Final 2013
< : below Laboratory Detection Limits
Y: Sample exhibits chromatographic pattern which does not resemble standard

Table 4
Groundwater Analytical Results
6501 Shattuck Ave, Oakland, CA

Monitoring Well	Date	Top of Casing Elevation (Ft.)	Depth to Groundwater (Ft.)	Groundwater Elevation	TPH-g µg/L	TPH-d µg/L	TPH-mo µg/L	Benzene µg/L	Toluene µg/L	Ethylbenzene µg/L	Xylenes µg/L	MtBE µg/L	1,2-DCA µg/L	EDB µg/L
MW-1	9/11/2012	128.70	6.14	122.56	<50	<52	<310	<0.5	<0.5	<0.5	<0.5	<0.5	1.30	<0.5
	12/20/2012	128.70	2.94	125.76	<50	<51	<310	<0.5	<0.5	<0.5	<0.5	<0.5	0.90	<0.5
	3/25/2013	128.70	4.48	124.22	<50	<56	<330	<0.5	<0.5	<0.5	<0.5	<0.5	1.00	<0.5
	6/12/2013	128.70	5.35	123.35	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	1.00	<0.5
	9/5/2013	128.70	6.31	122.39	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	0.80	<0.5
	12/4/2013	128.70	5.79	122.91	<50	<52	<310	<0.5	<0.5	<0.5	<0.5	<0.5	0.80	<0.5
	3/3/2014	**128.70**	**3.21**	**125.49**	**<50**	**60 Y**	**<300**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**0.60**	**<0.5**
MW-2	9/11/2012	130.32	7.81	122.51	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	12/20/2012	130.32	6.61	123.71	76 Y	<51	<310	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	3/25/2013	130.32	7.65	122.67	<50	<57	<340	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	6/12/2013	130.32	8.60	121.72	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	9/5/2013	130.32	7.62	122.70	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	12/4/2013	130.32	6.95	123.37	<50	<52	<310	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	3/3/2014	**130.32**	**3.87**	**126.45**	**<50**	**<50**	**<300**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**<0.5**
MW-3	9/11/2012	131.34	7.89	123.45	<50	<53	<320	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	12/20/2012	131.34	4.55	126.79	<50	<51	<310	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	3/25/2013	131.34	4.99	126.35	<50	<58	<350	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	6/12/2013	131.34	5.95	125.39	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	9/5/2013	131.34	6.70	124.64	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	12/4/2013	131.34	6.23	125.11	<50	<50	<300	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
	3/3/2014	**131.34**	**4.49**	**126.85**	**<50**	**<50**	**<300**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**<0.5**	**<0.5**

Note:

< : Below Laboratory Reporting Limit (Method Detection Limit)

All other VOCs were below laboratory-reporting limits in groundwater samples

ALAMEDA COUNTY
HEALTH CARE SERVICES
AGENCY
REBECCA GEBHART, Interim Director

ENVIRONMENTAL HEALTH SERVICES
ENVIRONMENTAL PROTECTION
1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94502-6577

September 12, 2016

Ms. Ann Clevenger (Sent via email to: aclevenger@oaklandnet.com)
Mr. Scott Miller (Sent via email to: smiller@oaklandnet.com)
City of Oakland, Bureau of Planning
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

Subject: Voluntary Remedial Program; Case No. RO0003207 and Closed Fuel Leak Case No. RO0003066 and GeoTracker Global ID T10000002456, Gas Station/East Bay Smog Center & Auto Repair, 6501 Shattuck Avenue, Oakland, CA 94609

Dear Ms. Clevenger and Mr. Miller:

Alameda County Department of Environmental Health (ACDEH) provided regulatory oversight for the former fuel leak case located at 6501 Shattuck Avenue, Oakland, California and issued a Remedial Action Completion Certificate (RACC) in June 2014. Mr. Athan Magganas, the Responsible Party (RP) for the closed fuel leak case, indicated to ACDEH his intent to redevelop the property as mixed use commercial and residential. ACDEH staff met with Mr. Magganas, Mr. Moshe Dinar, Dinar and Associates, and Mr. Mansour Sepehr, SOMA Environmental Engineering, Inc., on July 12, 2016 to review the proposed development plans comprised of a nine page plan set entitled "6501 Shattuck Avenue", dated May 4, 2015, generated by Dinar and Associates. The proposed redevelopment project is located on one parcel (Assessor Parcel Number 16-1428-11-2) with the address of 6501 Shattuck Avenue. The parcel is currently occupied by a building formerly used with the East Bay Smog Center and the entire site surrounded by a chain link fence.

The submitted plans indicate that the proposed redevelopment will consist of a four-story mixed use building with commercial storefronts and a parking garage on the ground floor and residential use on the three upper floors. One elevator and one stair case that terminates at grade will provide access to the upper stories. Because the construction documents have not been completed for this specific site, on August 23, 2016 Dinar and Associates e-mailed a comparable typical elevator shaft section from another project. The typical elevator shaft section indicates that the elevator pit will be four feet deep with a sump measuring two-feet deep by two feet square, for a total depth six feet. The proposed development plans do not include a basement or any other below grade elements.

ACDEH staff inquired if surface excavation was expected to occur to facilitate the construction of the building foundation. Dinar and Associates' soils and structural engineers responded that they are not projecting any significant grading or soil removal because the site is approximately 30 inches below the projected level of the slab, which will allow ample space for any foundation system that the engineer may select.

Based on data in the case files and the findings described above, the level of cleanup at the site is suitable for residential and commercial use.

Our online case file is available for review at the following website: http://www.acgov.org/aceh/index.htm. If you have any questions, please do not hesitate to call me at (510) 567-6876 or send me an electronic mail message at karel.detterman@acgov.org

Sincerely,

Digitally signed by Karel Detterman
DN: cn=Karel Detterman, o, ou, email=karel.detterman@acgov.org, c=US
Date: 2016.09.12 12:51:50 -07'00'

Karel Detterman, PG
Hazardous Materials Specialist

Enclosures: Attachment 1 – Responsible Party (ies) Legal Requirements / Obligations
Electronic Report Upload (ftp) Instructions

cc: Athan Magganas, Bruder, LLC, 2550 Appain Way, #201 Pinole, CA 94564 (Sent via E-mail to: magganas@prodigy.net

Moshe Dinar, Dinar and Associates, P.O. Box 70601, Oakland, CA 94612 (Sent via E-mail to: dinararch@sbcglobal.net)

Mansour Sepehr, SOMA Environmental Engineering, Inc., 6620 Owens Drive, Pleasanton, CA 94588 (sent via e-mail to: msepehr@somaenv.com)

Dilan Roe, ACDEH, (Sent via electronic mail to: dilan.roe@acgov.org)

Karel Detterman, ACDEH, (Sent via electronic mail to: karel.detterman@acgov.org)

Electronic File, GeoTracker

Attachment 1

Responsible Party(ies) Legal Requirements / Obligations

REPORT REQUESTS

These reports are being requested pursuant to California Health and Safety Code Section 25296.10. 23 CCR Sections 2652 through 2654, and 2721 through 2728 outline the responsibilities of a responsible party in response to an unauthorized release from a petroleum UST system, and require your compliance with this request.

ELECTRONIC SUBMITTAL OF REPORTS

ACEH's Environmental Cleanup Oversight Programs (LOP and SLIC) require submission of reports in electronic form. The electronic copy replaces paper copies and is expected to be used for all public information requests, regulatory review, and compliance/enforcement activities. Instructions for submission of electronic documents to the Alameda County Environmental Cleanup Oversight Program FTP site are provided on the attached "Electronic Report Upload Instructions." Submission of reports to the Alameda County FTP site is an addition to existing requirements for electronic submittal of information to the State Water Resources Control Board (SWRCB) GeoTracker website. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for all groundwater cleanup programs. For several years, responsible parties for cleanup of leaks from underground storage tanks (USTs) have been required to submit groundwater analytical data, surveyed locations of monitoring wells, and other data to the GeoTracker database over the Internet. Beginning July 1, 2005, these same reporting requirements were added to Spills, Leaks, Investigations, and Cleanup (SLIC) sites. Beginning July 1, 2005, electronic submittal of a complete copy of all reports for all sites is required in GeoTracker (in PDF format). Please visit the SWRCB website for more information on these requirements (http://www.waterboards.ca.gov/water_issues/programs/ust/electronic_submittal/).

PERJURY STATEMENT

All work plans, technical reports, or technical documents submitted to ACEH must be accompanied by a cover letter from the responsible party that states, at a minimum, the following: "I declare, under penalty of perjury, that the information and/or recommendations contained in the attached document or report is true and correct to the best of my knowledge." This letter must be signed by an officer or legally authorized representative of your company. Please include a cover letter satisfying these requirements with all future reports and technical documents submitted for this fuel leak case.

PROFESSIONAL CERTIFICATION & CONCLUSIONS/RECOMMENDATIONS

The California Business and Professions Code (Sections 6735, 6835, and 7835.1) requires that work plans and technical or implementation reports containing geologic or engineering evaluations and/or judgments be performed under the direction of an appropriately registered or certified professional. For your submittal to be considered a valid technical report, you are to present site specific data, data interpretations, and recommendations prepared by an appropriately licensed professional and include the professional registration stamp, signature, and statement of professional certification. Please ensure all that all technical reports submitted for this fuel leak case meet this requirement.

UNDERGROUND STORAGE TANK CLEANUP FUND

Please note that delays in investigation, later reports, or enforcement actions may result in your becoming ineligible to receive grant money from the state's Underground Storage Tank Cleanup Fund (Senate Bill 2004) to reimburse you for the cost of cleanup.

AGENCY OVERSIGHT

If it appears as though significant delays are occurring or reports are not submitted as requested, we will consider referring your case to the Regional Board or other appropriate agency, including the County District Attorney, for possible enforcement actions. California Health and Safety Code, Section 25299.76 authorizes enforcement including administrative action or monetary penalties of up to $10,000 per day for each day of violation.

Alameda County Environmental Cleanup Oversight Programs (LOP and SLIC)	**REVISION DATE:** May 15, 2014
	ISSUE DATE: July 5, 2005
	PREVIOUS REVISIONS: October 31, 2005; December 16, 2005; March 27, 2009; July 8, 2010, July 25, 2010
SECTION: Miscellaneous Administrative Topics & Procedures	**SUBJECT:** Electronic Report Upload (ftp) Instructions

The Alameda County Environmental Cleanup Oversight Programs (LOP and SLIC) require submission of all reports in electronic form to the county's ftp site. Paper copies of reports will no longer be accepted. The electronic copy replaces the paper copy and will be used for all public information requests, regulatory review, and compliance/enforcement activities.

REQUIREMENTS

- **Please do not submit reports as attachments to electronic mail.**
- Entire report including cover letter must be submitted to the ftp site as **a single portable document format (PDF) with no password protection**.
- It is **preferable** that reports be converted to PDF format from their original format, (e.g., Microsoft Word) rather than scanned.
- **Signature pages and perjury statements must be included and have either original or electronic signature.**
- **Do not password protect the document**. Once indexed and inserted into the correct electronic case file, the document will be secured in compliance with the County's current security standards and a password. **Documents with password protection will not be accepted**.
- Each page in the PDF document should be rotated in the direction that will make it easiest to read on a computer monitor.
- Reports must be named and saved using the following naming convention:

  RO#_Report Name_Year-Month-Date (e.g., RO#5555_WorkPlan_2005-06-14)

Submission Instructions

1) Obtain User Name and Password
   a) Contact the Alameda County Environmental Health Department to obtain a User Name and Password to upload files to the ftp site.
      i) Send an e-mail to deh.loptoxic@acgov.org
   b) In the subject line of your request, be sure to include **"ftp PASSWORD REQUEST"** and in the body of your request, include the **Contact Information, Site Addresses**, and the **Case Numbers (RO# available in Geotracker) you will be posting for**.

2) Upload Files to the ftp Site
   a) Using Internet Explorer (IE4+), go to ftp://alcoftp1.acgov.org
      (i) Note: Netscape, Safari, and Firefox browsers will not open the FTP site as they are NOT being supported at this time.
   b) Click on Page located on the Command bar on upper right side of window, and then scroll down to Open FTP Site in Windows Explorer.
   c) Enter your User Name and Password. (Note: Both are Case Sensitive.)
   d) Open "My Computer" on your computer and navigate to the file(s) you wish to upload to the ftp site.
   e) With both "My Computer" and the ftp site open in separate windows, drag and drop the file(s) from "My Computer" to the ftp window.

3) Send E-mail Notifications to the Environmental Cleanup Oversight Programs
   a) Send email to deh.loptoxic@acgov.org notify us that you have placed a report on our ftp site.
   b) Copy your Caseworker on the e-mail. Your Caseworker's e-mail address is the entire first name then a period and entire last name @acgov.org. (e.g., firstname.lastname@acgov.org)
   c) The subject line of the e-mail must start with the RO# followed by **Report Upload**. (e.g., Subject: RO1234 Report Upload) If site is a new case without an RO#, use the street address instead.
   d) If your document meets the above requirements and you follow the submission instructions, you will receive a notification by email indicating that your document was successfully uploaded to the ftp site.

SOMA
ENVIRONMENTAL ENGINEERING, INC.
6620 Owens Drive, Suite A • Pleasanton, CA 94588
TEL (925)734-6400 • FAX (925)734-6401

November 24, 2015

Mr. Athan Magganas
Bruder, LLC
2550 Appian Way
Suite 201
Pinole, CA 94564

Subject: Case Closure Letter Issued for 6501 Shattuck, Avenue, Oakland, CA 94609

Dear Athan:

Thank you for giving opportunity to SOMA Environmental Engineering, Inc. (SOMA) to assist you in site characterization and cleanup processes for the subject property. After conclusion of SOMA's remediation activities, the closure letter that Alameda County Health Care Services (ACHCS) issued for the subject site on June 26, 2014 indicates that the site is meeting Low Threat Closure Policy (LTCP) criteria for both commercial as well as residential land use scenarios.

The attached document prepared by the ACHCS clearly shows that the contaminant levels remained in soil and groundwater after site remediation ,are significantly lower than the recommended LTCP criteria for soil and groundwater. As such, the site is eligible to be utilized for both residential and commercial purposes. As specified by the ACHCS, prior and during excavation and construction activities in the area of residual contamination it requires planning and implementation of appropriate health and safety procedures by the responsible party.

Sincerely,

Mansour Sepehr, Ph.D., PE
Principal Hydrogeologist

cc: Moshe Dinar

Attachment F

Stantec

Memo

To:	City of Oakland	From:	Elena Nuño Senior Air Quality Analyst 7502 N. Colonial, Suite 101, Fresno, CA 93711
File:	6501 Shattuck Avenue	Date:	August 29, 2018

Reference: **Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed Use Project**

Stantec Consulting Services, Inc. (Stantec) has conducted an analysis to evaluate whether the proposed project would cause significant air quality or greenhouse gas impacts. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the Bay Area Air Quality Management District (BAAQMD) California Environmental Quality Act (CEQA) Air Quality Guidelines recommendations for quantification of emissions and evaluation of potential air quality and greenhouse as impacts.

PROJECT SUMMARY

The proposed project involves the development of a mixed-use project consisting of an 18-unit apartment complex with ground floor commercial space of 1,975 square feet and 18 parking stalls, The total floor area of the building is 17,480 square feet on 0.19 acres.

CRITERIA POLLUTANT EMISSIONS

The City of Oakland has adopted quantitative thresholds of significance for ozone precursors [reactive organic gases (ROG) and nitrogen oxides (NO_X)] and particulate matter with aerodynamic resistance diameters equal to or less than 10 microns (PM10) and 2.5 microns (PM2.5).

BAAQMD recommends the use of the California Emissions Estimator Model (CalEEMod) to estimate construction and operational emissions of pollutants for a proposed project. CalEEMod uses default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) provided by the various California Air Districts to account for local requirements and conditions for a variety of land uses and also allows for the use of site-specific information where available. Detailed information on the CalEEMod inputs and the CalEEMod reports are provided in Appendix A. The primary input data used to estimate emissions associated with the project's land-use type is summarized in Table 1.

Table 1: Summary of Land-Use Input Parameters for CalEEMod

Project Land Use Type	CalEEMod Land Use Type	CalEEMod Land Use Subtype	Proposed Project Size
Apartments	Residential	Apartments Mid-Rise	18 dwelling units (18,000 square feet)
Parking Garage	Parking	Enclosed Parking with Elevator	18 spaces (7,200 square feet)
Sit-down Restaurant	Recreational	High-Turnover (Sit Down Restaurant)	1,980 square feet

Notes: The total lot acreage = 0.19
A maximum project scenario; includes 18 dwelling units

CONSTRUCTION-PHASE CRITERIA POLLUTANT EMISSIONS

Construction is anticipated to begin in January 2019 and be completed by November 2019. If construction were delayed to later years, the emissions would be expected to decrease as new regulations requiring lower polluting construction equipment take effect that would require the turnover of higher polluting equipment.

Construction activities associated with development activities contemplated by the project would include grading, building construction, paving, and application of architectural coatings. Generally, the most substantial air pollutant emissions would be fugitive dust (PM 2.5 and PM10) generated from grading. If uncontrolled, these emissions could lead to both health and nuisance impacts. Construction activities would also temporarily create emissions of equipment exhaust and other air contaminants.

BAAQMD bases the determination of significance for fugitive dust on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended by BAAQMD are implemented for a project, then fugitive dust emissions during construction are not considered significant. Therefore, without application of best management practices, this impact is potentially significant. Incorporation of the City's Standard Conditions of Approval (SCA) 21 Dust Controls – Construction Related and SCA 22 Criteria Air Pollutant Controls – Construction Related would reduce this impact to less than significant.

Off-road construction equipment is a large source of oxides of nitrogen (NO_X), reactive organic gases (ROG) and diesel particulate matter in the Bay Area. NO_X and ROG are ozone precursor pollutants that contribute to regional ozone formation. Diesel particulate matter contributes to elevated PM_{10} and $PM_{2.5}$ concentrations and is a TAC.

The construction analysis includes inputs based on the following project activities:

- Minimal site preparation (i.e., vegetation removal) because the project site has marginal vegetation comprised of weedy habitat.

- Approximately 2,000 square feet of demolition debris from excavation of the existing building and 50 cubic yards of soil export was assumed to calculate emissions from off-site hauling trips.

Table 2 summarizes the construction-generated emissions by construction phase in annual tons. The project sponsor has estimated that construction will last approximately 11 months. Based on the total emissions estimated in CalEEMod, the average daily emissions during construction were estimated over that time period and compared to the City's thresholds of significance in Table 2. As shown in Table 2 the project would not exceed the City of Oakland thresholds of significance. The modeled data show that the estimated unmitigated emissions were below the applicable thresholds and, therefore, would have a less-than-significant impact on air quality standards.

Table 2: Construction Criteria Air Pollutant Emissions (Tons)

Phase	ROG	NO_X	CO	SO_2	Fugitive PM_{10} (Dust)	Exhaust PM_{10}	Total PM_{10}	Fugitive $PM_{2.5}$ (Dust)	Exhaust $PM_{2.5}$	Total $PM_{2.5}$
Demolition										
Fugitive Dust	0.000	0.000	0.000	0.000	0.001	0.000	0.001	0.000	0.000	0.000
Off-road Equipment	0.002	0.014	0.012	0.000	0.001	<0.001	<0.001	<0.001	<0.001	<0.001
Offsite	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000
Site Preparation										
Fugitive Dust	0.000	0.000	0.00	0.00	0.001	0.000	0.001	0.000	0.000	0.000
Off-road Equipment	0.000	0.004	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Site Grading										
Fugitive Dust	0.000	0.000	0.000	0.000	0.001	0.000	0.001	0.000	0.000	0.000
Off-road Equipment	0.000	0.004	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Offsite	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Building Construction										
Off-road Equipment	0.057	0.579	0.448	0.001	0.000	0.036	0.036	0.000	0.033	0.033
Offsite	0.009	0.048	0.064	0.000	0.017	0.000	0.017	0.005	0.000	0.005

Table 2 Construction Criteria Air Pollutant Emissions (Tons) - Continued

Phase	ROG	NO_X	CO	SO_2	Fugitive PM_{10} (Dust)	Exhaust PM_{10}	Total PM_{10}	Fugitive $PM_{2.5}$ (Dust)	Exhaust $PM_{2.5}$	Total $PM_{2.5}$
Paving										
Off-road Equipment	0.001	0.011	0.010	0.000	0.000	0.001	0.001	0.000	0.001	0.001
Paving	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Offsite	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Architectural Coating										
Painting	0.139	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Off-road Equipment	0.001	0.005	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Offsite	0.0000	0.0000	0.0002	0.0000	0.0001	0.0000	0.000	0.0000	0.0000	0.000
Total Tons	0.21	0.67	0.55	0.00	0.02	0.04	0.06	0.01	0.04	0.04
Total Pounds	417.02	1,333.44	1,091.14	3.14	38.92	77.88	116.80	10.56	71.80	82.36
Average Daily Emissions*	1.76	5.63	4.60	0.01	0.16	0.33	0.49	0.04	0.30	0.35
City of Oakland Threshold	**54**	**54**	**N/A**	**N/A**	**-**	**-**	**82**	**-**	**-**	**54**
Exceed Threshold?	**No**	**No**	**N/A**	**N/A**	**-**	**-**	**No**	**-**	**-**	**54**
Significant Impact?	**No**	**No**	**N/A**	**N/A**	**-**	**-**	**No**	**-**	**-**	**54**

Note: * Based on 237 estimated work days in 2018. Offsite refers to hauling trips, vendor trips, and construction worker trips

Reference: Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed

Operational Emissions

Long-term operation of the project would generate an increase in traffic volumes on the local roadways within the project vicinity and would increase localized emissions. Note that operational emissions have not been estimated for potential stationary source equipment such as generators since none have currently been proposed. Additionally, any stationary source equipment would be subject to BAAQMD permitting requirements.

The 2016 California Building Energy Efficiency Standards (Title 24, Part 6) adopted by the City of Oakland use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating compared to the 2008 Standards. CalEEMod incorporates the most recent Title 24 standards into the modeling. The City of Oakland has also adopted a Green Building Ordinance for private development projects. In accordance with the Green Building Ordinance, the proposed project must implement mandatory measures from the statewide CALGreen Code and complete a Green Building Compliance Checklist (e.g., LEED or GreenPoint Rater). While implementation of the CALGreen Code could potentially result in additional reductions in energy use, these potential reductions are not known at this time and therefore were not included in the analysis to estimate unmitigated emissions of criteria pollutants for the proposed project.

The annual operational emissions for the project are shown in Table 3. Table 4 shows the daily operational emissions. As shown in the tables, the project would not exceed the City of Oakland's annual or daily significance thresholds.

Table 3: Annual Operational Emissions (2020)

	Annual Emissions (tons)			
	ROG	NO_x	PM_{10}	$PM_{2.5}$
Project Operations	0.16	0.36	0.12	0.04
City of Oakland Threshold of Significance	10	10	15	10
Exceed Significance Threshold?	No	No	No	No

Table 4: Daily Operational Emissions (2020)

	Overall Operational lbs./day (Maximum Daily Emissions – Criteria Pollutants)			
	ROG	NO_x	PM_{10}	$PM_{2.5}$
Project Operations	0.98	2.32	0.55	0.19
City of Oakland Thresholds of Significance	54	54	82	54
Exceed Significance Threshold?	No	No	No	No
Notes: ROG emissions reported from summer results because they are higher; NOx emissions reported from winter results because they are higher; PM emissions are the same for summer and winter				

Conclusion

Project construction emissions would not exceed the City of Oakland's thresholds of significance for regional construction emissions. Operational emissions would not exceed the City of Oakland's thresholds of significance for regional operational emissions. SCAs 21, and 22 would ensure that all appropriate emissions controls for fugitive dust are implemented during construction, and thus would further reduce fugitive dust impacts to a less than significant level. This impact would be less than significant.

TOXIC AIR CONTAMINANTS

HEALTH RISK ASSESSMENT ANALYSIS

A sensitive receptor is defined as the following "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas" (BAAQMD 2017).

Two scenarios have the potential for exposing sensitive receptors to TACs. The first is when a project includes a new or modified source of TACs and would be located near an existing or proposed sensitive receptor. The second scenario involves a residential or other sensitive receptor development locating near an existing or planned source of TACs. Because the project would house sensitive receptors, the project itself is also a sensitive receptor.

The BAAQMD guidance identifies the area within 1,000 feet of the project site as the zone of influence for toxic air contaminates. The project's zone of influence was reviewed to identify locations of existing sensitive receptors. The nearest existing sensitive receptors are residences located directly adjacent to the project's western boundary. Therefore, this analysis examines potential exposure of off-site receptors from construction and operation of the project site as well as potential exposure of on-site receptors from surrounding uses. Based on the City's thresholds, significant impacts to sensitive receptors from TAC emissions would result under project conditions resulting in an increase in cancer risk level greater than 10 in one million, an acute or chronic non-cancer hazard index (HI) greater than 1.0, or an ambient PM2.5 concentration greater than an annual average of 0.3 micrograms per cubic meter (µg/m3). Under cumulative conditions, significant impacts to sensitive receptors include a cancer risk level greater than 100 in a million, an acute or chronic HI greater than 10.0, or an ambient PM2.5 concentration greater than an annual average of 0.8 µg/m^3.

Construction

The TAC emissions generated during construction of the project, are primarily emissions of diesel particulate matter (DPM) from the exhaust of heavy duty equipment engines operating on the construction site. The analysis of the proposed project's health risk impacts is performed using the guidance and methodologies recommended by the Office of Environmental Health Hazard Assessment's (OEHHA).

In accordance with the OEHHA guidance, emissions of PM10 were used as surrogate for the DPM in calculating health risks associated with project construction emissions. The annual average concentrations of DPM and PM2.5 concentrations were estimated within 1,000 feet of the project site using the EPA's AERMOD (American Meteorological Society/ EPA Regulatory dispersion model). Because the BAAQMD does not provide guidance on how to model the dispersion of DPM emissions from a construction site, the dispersion modeling was performed in accordance with guidance from the Sacramento Metropolitan Air Quality Management District (SMAQMD, 2015). Following the SMAQMD guidelines and consistent with the methodology used for HRA of projects within the Bay Area and the City of Oakland, the emissions sources were modeled as volume sources covering the construction site. The release height for each volume source was assumed to be 5 meters (16.4 feet), which represents the height of the exhaust pipe of the heavy duty off-road vehicles/ construction equipment. Construction activities assumed to occur during weekdays (Monday through Friday) on an 8 hour per day schedule, from 8 AM through 4 PM.

The receptors were spaced 10 meters apart out to a distance of 120-meter from project site and then 20 meters apart to the rest of the 1000 feet (320 meters) zone of influence. The meteorological input data for model included 5 years of data that was recorded in the Oakland STP Station. The AERMOD-ready data files were requested from and provided by the BAAQMD[1]. The details of procedure and assumptions used for performing dispersion modeling and HRA analysis are provided in the Attachment to this technical memorandum. The other parameters used for input in AERMOD included: terrain data to calculate the digital elevation for sources and receptors; urban modeling using an area population of 420,000 (estimated Oakland population for 2017)[2]; and a default roughness length of 1 meter for urban area option.

The HRA was conducted using the results from the dispersion modeling of project construction emissions. In accordance with guidelines form BAAQMD and OEHHA, analyses were conducted to estimate the incremental cancer risk and chronic hazard index (HI) at the sensitive receptors from project construction site emissions of DPM. The acute HI for DPM was not calculated because an acute reference exposure level has not been approved by OEHHA and CARB, and the BAAQMD does not recommend analysis of acute non-cancer health hazards from construction activities. The annual average concentration of DPM (exhaust PM10) at the maximally exposed individual resident (MEIR) was used to conservatively assess potential health risks to nearby sensitive receptors.

The cancer risk from exposure to project construction emissions was estimated based on the most conservative assumption of exposure at the MEIR, that is beginning from the third trimester of pregnancy until about the age of one. The equation and detail of input parameters and the results are provided in the Attachment.

The results of analysis and estimated cancer risk and HI, as well as the increase in concentration of PM2.5 at the MEIR from exhaust emissions of PM2.5 from project construction are presented in Table 5 and compared with corresponding thresholds of significance. As Table 5 shows, the estimated excess cancer risk and chronic HI for DPM and annual average PM2.5 concentration from unmitigated

[1] Bay Area Air Quality Management District (BAAQMD); Planning and Climate Protection Division- Research and Modeling Section, received data on July 30, 2018.

[2] Bay Area Census Web site: http://www.bayareacensus.ca.gov/cities/Oakland.htm ; Accessed August 10, 2018

construction emissions were below the City's thresholds. Therefore, the project's construction emissions of DPM and PM2.5 would have a less-than-significant impact on nearby sensitive receptors.

Table 5: Summary of Health Risks to MEIR during Project Construction

Emissions Description	DPM		Exhaust $PM_{2.5}$
	Cancer Risk (per million)	Chronic Hazard Index	Annual Average Concentration ($\mu g/m^3$)
At MEIR from Construction Activities	7.36	0.02	0.11
City of Oakland's Significance Threshold	10	1.0	0.3

Notes: $\mu g/m^3$ = micrograms per cubic meter
Source: See Attachment

Operation-Phase TAC Emissions

No stationary sources of TAC emissions (e.g., backup generator) are proposed for the project. As such, the potential or impacts related to operational TAC would be less than significant.

Cumulative TAC Emissions

To evaluate the cumulative health risks to nearby sensitive receptors from the project's TAC emissions during construction, the BAAQMD recommends using their online screening tools to evaluate existing TAC emissions from stationary and mobile sources within 1,000 feet of the project site. The screening tools provide conservative estimates of how much existing TAC sources would contribute to cancer risk, HI, and/or fine particulate matter (PM2.5) concentrations in a community. The individual health risks associated with each source are summed to find the cumulative impact at the location of the MEIR.

Based on the BAAQMD's Stationary Source Screening Analysis Tool, one existing stationary source of TAC emissions was identified within 1,000 feet of the MEIR (Table 5). Preliminary health risk screening values at the MEIR from the stationary sources were determined using the BAAQMD's Stationary Source Screening Analysis Tool. As the area is largely residential no diesel engines were located within 1,000 feet of the project site.

The Shattuck Auto Collision Center is the only stationary source of TACs located within 1,000 feet of the project site. The BAAQMD Stationary Source Screening Analysis tool was used to estimate risks and hazards for this source. (See Figure 1)

The BAAQMD's Gas Station Distance Multiplier Tool was used to refine the screening values associated with the gas stations to represent the attenuated health risks that can be expected with increasing distance from the source of emissions.

The BAAQMD recommends estimating health risk screening values for major roadways with an average annual daily traffic (AADT) count volume greater than 10,000 vehicles per day. Only one major roadway was identified within the vicinity (Shattuck Ave).

- The project site is bordered on the east by Shattuck Avenue and on the south by 65th Street. 65th Street is a residential street with traffic volumes anticipated to be less than 5,000 vehicles per day, therefore, it is not included in the screening which is focused on roadways with traffic volumes greater than 10,000 vehicles per day. Traffic volumes for Shattuck were calculated from historical traffic counts prepared within the City of Oakland by Kittleson and Associates for Shattuck Avenue between 62nd and 63rd Street in 2013 and applying a conservative 1-percent growth rate to obtain the 2019 traffic volume of 15,023 annual average daily traffic. The BAAQMD has prepared a risk assessment for roadways based on the level of anticipated traffic and distance to the nearest receptor. A 25-foot distance was used to determine the risks.

Table 6: Summary of cumulative Health Risks to MEIR

Source	Source Type	Distance from MEIR (Feet)	Cancer Risk (Per Million)	Chronic HI	PM2.5 Concentration (ug/m3)
Project Construction Emissions	Construction Equipment Exhaust	25	7.36	0.02	0.11
Existing Stationary Sources					
3207 Shattuck Auto Center (ID 1065)	Gas Station	Approx 200'	.52	.10	.0007
Mobile Sources					
Shattuck Ave	Major Roadway	0	9.05	0	.162
Cumulative Health Risks			**16.93**	**0.12**	**0.279**
City of Oakland's Cumulative Thresholds			**100**	**10**	**.8**
Threshold Exceeded			**No**	**No**	**No**

Estimates of the cumulative health risks from TAC emissions posed by the project, existing sources, and reasonably foreseeable future sources to the MEIR are summarized and compared to the City's cumulative thresholds in Table 5. The estimated excess cancer risk and chronic HI from TAC emissions and annual average PM2.5 concentration were below the City's cumulative threshold. Therefore,

the project's cumulative impact on nearby sensitive receptors from TAC emissions during construction would be less than significant.

Project as a Receptor

The project is locating new sensitive receptors (residents) in an area where they could be subject to existing and reasonably foreseeable sources of TACs. The approach for assessing the cumulative health risks to future sensitive receptors on the project site was the same as the methods described above to determine potential health risks to existing sensitive receptors. Sources of TAC emissions identified within 1,000 feet of the project site included one existing stationary sources and one major roadways. As shown in Table 6, the screening analysis, which is based on conservative assumptions, indicates that the cumulative excess cancer risk, chronic HI, and PM2.5 concentrations at the proposed project from existing and reasonably foreseeable future sources of TACs would be less than the City's cumulative thresholds. Therefore, the proposed project would not be required to implement health risk reduction measures and the potential health impacts to new project receptors would be less than significant.

Table 7: provides a summary of the cumulative screening health risk assessment.

Table 7: Screening Health Risk Assessment Cumulative Results

Source	Lifetime Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
Shattuck Avenue	9.05	0.00	0.00	0.162
Shattuck Avenue Collision Center	0.52	0.004	0.00	0.004
Total	**9.57**	**0.004**	**0.00**	**0.166**
City of Oakland Project-level Threshold[1]	10	1.0	1.0	0.30
Exceed City of Oakland Project-level Threshold?	No	No	No	No
City of Oakland Cumulative Threshold	100	10	10	0.80
Exceed Either Project-Level or Cumulative Threshold?	No	No	No	No

Conclusion

Based on a comparison to the carcinogenic and non-carcinogenic thresholds established by OEHHA and the City of Oakland, hazardous air emissions generated from the stationary and mobile sources within 1,000 feet of the project site are not anticipated to pose an actual or potential endangerment

to residents occupying the project site and no mitigation measures are required. Impacts from TAC sources would be less than significant.

OTHER AIR QUALITY IMPACTS OF POTENTIAL CONCERN

OPERATIONAL CO HOTSPOT

Localized high levels of CO (CO hotspot) are associated with traffic congestion and idling or slow-moving vehicles. The BAAQMD recommends a screening analysis to determine if a project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is necessary. The project would result in a less than significant impact to air quality for local CO if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; or
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

A review of the 2015 Congestion Management Plan for Alameda County indicates that the project is consistent with the applicable congestion management plan. According to the Traffic Impact Study prepared for the project by Stantec Consulting Services, the project would generate approximately 20 net new trips during the a.m. peak hour and 22 net new trips during the p.m. peak hour and would not substantially increase traffic volumes on nearby roadways above 44,000 vehicles per hour. Furthermore, the adjacent roadways are not located in an area where vertical and/or horizontal mixing, or the free movement of the air mass, is not substantially limited by physical barriers such as bridge overpasses or urban or natural canyon walls. Therefore, the project would not significantly contribute to an existing or projected CO hotspot. Impacts are less than significant.

ODORS

Typical odor sources are generally associated with municipal, industrial, or agricultural land uses, such as wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of receptors. As a mixed-use development, the project would not be expected to generate significant odors. Land uses surrounding the project site include mixed residential and commercial land uses, which would also not be expected to generate significant odors. Therefore, project impacts related to odors would be less than significant.

GREENHOUSE GASES

Construction-Phase Greenhouse Gas Emissions

The project would emit greenhouse gas emissions during construction from the off-road equipment, worker vehicles, and any hauling that may occur. The BAAQMD does not presently provide a construction-related greenhouse gas generation threshold, but recommends that construction-generated greenhouse gases be quantified and disclosed and provide a significance determination for construction-generated greenhouse gas emissions. Therefore, the project operational emission threshold of 1,100 $MTCO_2e$ is used in this analysis to determine significance of project construction emissions. Greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 8.

Table 8: Construction Greenhouse Gas Emissions

Year	Emissions ($MTCO_2e$)
2019	88
Amortized emissions (40 year life expectancy)	2

The project's construction emissions in addition to the operational emissions are less than the 1,100 $MTCO_2e$ screening threshold established by the BAAQMD. Therefore, construction emissions would not conflict with the AB 32 Scoping Plan and would be less than significant.

Operational-Phase Greenhouse Gas Emissions

Long-term, operational GHG emissions would result from project generated vehicular traffic, onsite combustion of natural gas, operation of any landscaping equipment, offsite generation of electrical power over the life of the project, the energy required to convey water to and wastewater from the project site, and the emissions associated with the hauling and disposal of solid waste from the project site. Operational emissions for the project are shown in Table 9. As noted previously, the results include the benefits from project design and location using the CalEEMod mitigation component (increased density, location to transit, pedestrian infrastructure). These design measures and regulations are considered part of the project baseline; however, the results are presented in the CalEEMod mitigated model output and are not considered mitigation required for CEQA compliance.

Table 9: Operational Greenhouse Gas Emissions (2020)

Emission Source	Emissions ($MTCO_2e$)
Area Sources	2
Energy	78

Mobile (Motor Vehicles)	110
Waste	16
Water	6
Total Operational Emissions[1]	212
Amortized Construction Emissions[2]	2
Total GHG Emissions	**214**
Service Population[3]	51
City of Oakland Significance Threshold 1	**1,100**
City of Oakland Significance Threshold 2	**4.6 $MTCO_2e$/SP/yr**
Project Emission Generation	**4.2 $MTCO_2e$/SP/yr**
Exceed City of Oakland Significance Threshold 2	**No**
Significant Impact?	**No**

Notes:
SP = Service Population
Yr = year
1. Includes CalEEMod "mitigation" for increased density, locational features, and compliance with regulatory measure.
2. . Construction emissions annualized over an anticipated 40-year project lifespan.
3. Based on CalEEMod default estimate based on Alameda County specific data for individuals per household

The City of Oakland set the thresholds of 1,100 $MTCO_2e$ **and** 4.6 $MTCO_2e$/sp as the significance threshold for determining whether projects would have significant GHG emissions. As shown above, the project would not exceed the efficiency threshold of 4.6 $MTCO_2e$/sp nor the 1,100 $MTCO_2e$ significance threshold established by the City of Oakland. Projects that are below the significance thresholds would not have the potential to cause a significant GHG impact. Accordingly, the project impacts to GHGs would be less than significant.

REFERENCES

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Reference: Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed

APPENDIX A: METHODOLOGY AND ASSUMPTIONS

Reference: Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed

MODELING PARAMETERS AND ASSUMPTIONS

MODEL SELECTION

The California Emissions Estimator Model (CalEEMod) was used to estimate construction and operational impacts of the project.

ASSUMPTIONS

Construction Modeling Assumptions

The proposed project was assumed to start construction in January 2019. The proposed constructed schedule duration was estimated to be approximately 11months. Table 10 provides the anticipated construction schedule.

Table 10: Construction Schedule

Construction Phase	Anticipated Phase Start Date	Anticipated Phase End Date	Total Number of Days
Demolition	1/2/2019	1/8/2019	5
Site Preparation	1/9/2019	1/9/2019	1
Site Grading	1/10/2019	1/11/2019	2
Building Construction	1/14/2019	11/15/2019	220
Paving	11/20/2019	11/25/2019	4
Architectural Coating	11/26/2019	12/2/2019	5

Construction emissions can vary substantially from day to day, depending on the level of activity, the type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Additionally, paving operations and application of architectural coatings would release ROG emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10} and $PM_{2.5}$).

The construction equipment list is shown in Table 11. The air emission estimates for construction equipment is based on the horsepower and load factors of the equipment. In general, the horsepower is the power of an engine—the greater the horsepower, the greater the power. The load factor is the average power of a given piece of equipment while in operation compared with its maximum rated horsepower. A load factor of 1.0 indicates that a piece of equipment continually operates at its maximum operating capacity.

Table 11: Off-Road Construction Equipment Assumptions

Construction Phase	Equipment	Unit Amount	Hours per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saw	1	4	81	0.73
	Rubber Tired Dozers	1	1	247	0.40
	Tractors/Loaders/Backhoes	2	4	97	0.37
Site Preparation	Graders	1	8	187	0.41
	Tractors/Loaders/Backhoes	1	8	97	0.37
Grading	Concrete/Industrial Saw	1	4	81	0.73
	Tractors/Loaders/Backhoes	2	4	97	0.37
Building Construction	Cranes	1	2	231	0.29
	Forklifts	2	4	89	0.20
	Tractors/Loaders/Backhoes	2	4	97	0.37
Paving	Cement and Mortar Mixers	2	6	9	0.56
	Pavers	1	6	125	0.42
	Rollers	1	6	80	0.38
	Tractors/Loaders/Backhoes	1	3	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48

Construction on-road vehicle assumptions are provided in Table 12.

Table 12: On-Road Construction Vehicle Assumptions

Construction Phase	# of Worker Trips Per Day	# Vendor Trips Per Day	Total # of Haul Trips
Demolition	5	0	9
Site Preparation	5		6
Grading	10	0	
Building Construction	17	3	
Paving	8	0	
Architectural Coating	3	0	

Worker vehicles are assumed to be comprised of Light-Duty Automobiles and Light-Duty Trucks. Vendor vehicles are assumed to be comprised of Heavy-Heavy Duty Trucks and Medium-Heavy Duty Trucks. Haul vehicles are assumed to be Heavy-Heavy Duty Trucks.

CalEEMod default trip lengths were assumed for all vehicle classes as shown below:

- Workers – 10.8 miles
- Vendors – 7.3 miles
- Hauling – 20 miles

Operational Modeling Assumptions

Operational emissions are those emissions that occur during operation of the project. The major sources are summarized below.

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the project site.

The trip generation is presented in Table 4a and 4b. The trip generation rates in Table 4a were derived from the Traffic Memo prepared for the project. Using the Table 13a, trip generation rates were derived by land use type to calculate daily trips, by land use type, as required for input into the modeling program (Table 13b). The CalEEMod default trip lengths for Alameda County were used in the analysis. The default trips lengths are as follows:

- Home to Work – 10.8 miles
- Home to Shop – 4.8 miles
- Home to Other – 5.7 miles
- Commercial to Commercial – 7.3 miles
- Commercial to Work – 9.6 miles
- Commercial to Non-Work – 7.3 miles

Table 13a: Trip Generation Rates

Land Use (ITE Code)	Size	A.M. Peak Hour				P.M. Peak Hour				Daily (Week Day)		Saturday		Sunday	
		Rate	In	Out	Total	Rate	In	Out	Total	Rate	Trips	Rate	Trips	Rate	Trips
Apartments (220)	18 DU	0.50	2	7	9	0.67	8	4	12	6.65	120	6.39	115	5.86	105
Sit Down Restaurant (932)	1975 GSF	10.81	12	10	22	9.85	13	7	20	127.15	252	158.37	313	131.84	261
Subtotal			14	17	31		21	11	32		372		428		367
Non-Auto Reduction[1]	46.9%		*7*	*8*	*15*		*10*	6	*16*		*175*		*201*		*173*
Project Totals			**7**	**9**	**16**		**11**	**5**	**16**		**197**		**227**		**194**

Source: ITE Trip Generation, 9th Edition, 2012; City of Oakland Transportation Impact Study Guidelines, 2017.
Notes:
1. DU = Dwelling Units, KSF = 1,000 square feet.
2. ITE Trip Generation (9th Edition) land use category 220 (Apartment):
Daily: T = 6.65*(X)
AM Peak Hour: T = 0.51*(X) (20% in, 80% out) PM Peak Hour: T = 0.62*(X) (65% in, 35% out)
3. ITE Trip Generation (9th Edition) land use category 932 (High-Turnover (Sit-Down) Restaurant): Daily: T =

127.15*(X)
AM Peak Hour: T = 10.81*(X) (55% in, 45% out)
PM Peak Hour: T = 9.85*(X) (60% in, 40% out)
4. Reduction of 46.9% assumed based on City of Oakland Transportation Impact Study Guidelines data for development in an urban environment with a distance less than 0.5 mile of a BART Station.
Source: Stantec Consulting Services, Inc. Traffic Memo, 2017

Table 13b: Trip Generation Rates

Land Use ITE Code	Size	Unit	Daily (Weekday)		Saturday		Sunday	
			Rate	Trips	Rate	Trips	Rate	Trips
Apartments (220)	18	DU	3.53*	**64**	3.39*	**61**	3.11*	**56**
Sit Down Restaurant (932)	1.95	KSF	67.52*	**133**	84.10*	**166**	70.0*	**138**
Total				**197**		**227**		**197**

Notes:
1. DU = Dwelling Units, KSF = 1,000 square feet.
2. ITE Trip Generation (9th Edition) land use category 220 (Apartment):
Daily: T = 6.65*(X)
AM Peak Hour: T = 0.51*(X) (20% in, 80% out) PM Peak Hour: T = 0.62*(X) (65% in, 35% out)
3. ITE Trip Generation (9th Edition) land use category 932 (High-Turnover (Sit-Down) Restaurant): Daily: T = 127.15*(X)
4. Reduction of 46.9% assumed based on City of Oakland Transportation Impact Study Guidelines data for development in an urban environment with a distance less than 0.5 mile of a BART Station.
5. Calculations:
6.65*0.469=3.11885 (46.9 percent reduction) ; Trip Rate = 6.65-3.1185 = 3.53
127.15*0.469=59.63335 (46.9 percent reduction); Trip Rate = 127.15-59.63335=67.52
Source: Stantec Consulting Services, Inc. Traffic Memo, 2017

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway. The CalEEMod default pass-by trip rates were used in the analysis.

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline- and diesel-powered vehicles). The CalEEMod default vehicle fleet mix was used for the project.

Reference: Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed

APPENDIX B: CALEEMOD OUTPUT FILES

6501 Shattuck Mixed Use - Alameda County, Annual

6501 Shattuck Mixed Use

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	18.00	Space	0.00	7,200.00	0
High Turnover (Sit Down Restaurant)	1.98	1000sqft	0.00	1,980.00	0
Apartments Mid Rise	18.00	Dwelling Unit	0.19	18,000.00	51

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description

Construction Phase - Estimated schedule

Off-road Equipment - estimated equip use

Off-road Equipment -

Off-road Equipment - estimated equip use

Off-road Equipment - estimated equip use

Off-road Equipment - estimated equip use

Off-road Equipment -

Grading -

Demolition -

Trips and VMT - est. trips

Vehicle Trips - Traffic Study

Woodstoves - no woodburning devices

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	220.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	5.00	4.00
tblConstructionPhase	PhaseEndDate	6/21/2019	12/2/2019
tblConstructionPhase	PhaseEndDate	6/7/2019	11/15/2019
tblConstructionPhase	PhaseEndDate	1/15/2019	1/8/2019
tblConstructionPhase	PhaseEndDate	1/18/2019	1/11/2019
tblConstructionPhase	PhaseEndDate	6/14/2019	11/25/2019
tblConstructionPhase	PhaseEndDate	1/16/2019	1/9/2019
tblConstructionPhase	PhaseStartDate	6/15/2019	11/26/2019
tblConstructionPhase	PhaseStartDate	1/19/2019	1/14/2019
tblConstructionPhase	PhaseStartDate	1/17/2019	1/10/2019
tblConstructionPhase	PhaseStartDate	6/8/2019	11/20/2019
tblConstructionPhase	PhaseStartDate	1/16/2019	1/9/2019
tblFireplaces	NumberGas	2.70	18.00
tblFireplaces	NumberNoFireplace	0.72	0.00
tblFireplaces	NumberWood	3.06	0.00
tblGrading	MaterialExported	0.00	50.00
tblLandUse	LotAcreage	0.16	0.00
tblLandUse	LotAcreage	0.05	0.00

tblLandUse	LotAcreage	0.47	0.19
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	4.00	2.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	3.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	HaulingTripNumber	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	5.00
tblTripsAndVMT	WorkerTripNumber	8.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	8.00
tblVehicleTrips	ST_TR	6.39	3.39
tblVehicleTrips	ST_TR	158.37	84.10
tblVehicleTrips	SU_TR	5.86	3.11
tblVehicleTrips	SU_TR	131.84	70.00
tblVehicleTrips	WD_TR	6.65	3.53
tblVehicleTrips	WD_TR	127.15	67.52
tblWoodstoves	NumberCatalytic	0.36	0.00
tblWoodstoves	NumberNoncatalytic	0.36	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2085	0.6677	0.5458	9.7000e-004	0.0187	0.0390	0.0577	4.8800e-003	0.0359	0.0408	0.0000	87.8925	87.8925	0.0210	0.0000	88.4175
Maximum	**0.2085**	**0.6677**	**0.5458**	**9.7000e-004**	**0.0187**	**0.0390**	**0.0577**	**4.8800e-003**	**0.0359**	**0.0408**	**0.0000**	**87.8925**	**87.8925**	**0.0210**	**0.0000**	**88.4175**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2085	0.6677	0.5458	9.7000e-004	0.0180	0.0390	0.0570	4.7800e-003	0.0359	0.0407	0.0000	87.8924	87.8924	0.0210	0.0000	88.4175
Maximum	**0.2085**	**0.6677**	**0.5458**	**9.7000e-004**	**0.0180**	**0.0390**	**0.0570**	**4.7800e-003**	**0.0359**	**0.0407**	**0.0000**	**87.8924**	**87.8924**	**0.0210**	**0.0000**	**88.4175**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**3.69**	**0.00**	**1.20**	**2.05**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2019	4-1-2019	0.2004	0.2004
2	4-2-2019	7-1-2019	0.2044	0.2044
3	7-2-2019	9-30-2019	0.2044	0.2044
		Highest	0.2044	0.2044

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0967	3.4900e-003	0.1351	2.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	2.4658	2.4658	2.6000e-004	4.0000e-005	2.4845
Energy	2.6400e-003	0.0235	0.0168	1.4000e-004		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003	0.0000	77.2033	77.2033	2.8100e-003	9.6000e-004	77.5587
Mobile	0.0556	0.3351	0.5267	1.6200e-003	0.1140	1.9600e-003	0.1160	0.0307	1.8500e-003	0.0325	0.0000	149.5741	149.5741	8.0000e-003	0.0000	149.7742
Waste						0.0000	0.0000		0.0000	0.0000	6.4632	0.0000	6.4632	0.3820	0.0000	16.0124
Water						0.0000	0.0000		0.0000	0.0000	0.5627	3.5840	4.1467	0.0580	1.4000e-003	6.0124
Total	**0.1549**	**0.3621**	**0.6785**	**1.7800e-003**	**0.1140**	**4.6700e-003**	**0.1187**	**0.0307**	**4.5600e-003**	**0.0352**	**7.0260**	**232.8272**	**239.8531**	**0.4510**	**2.4000e-003**	**251.8421**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0967	3.4900e-003	0.1351	2.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	2.4658	2.4658	2.6000e-004	4.0000e-005	2.4845
Energy	2.6400e-003	0.0235	0.0168	1.4000e-004		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003	0.0000	77.2033	77.2033	2.8100e-003	9.6000e-004	77.5587
Mobile	0.0509	0.2914	0.4253	1.1900e-003	0.0785	1.4300e-003	0.0800	0.0211	1.3500e-003	0.0225	0.0000	109.6527	109.6527	6.8500e-003	0.0000	109.8241
Waste						0.0000	0.0000		0.0000	0.0000	6.4632	0.0000	6.4632	0.3820	0.0000	16.0124
Water						0.0000	0.0000		0.0000	0.0000	0.5627	3.5840	4.1467	0.0580	1.4000e-003	6.0124
Total	**0.1502**	**0.3184**	**0.5772**	**1.3500e-003**	**0.0785**	**4.1400e-003**	**0.0827**	**0.0211**	**4.0600e-003**	**0.0252**	**7.0260**	**192.9058**	**199.9318**	**0.4499**	**2.4000e-003**	**211.8920**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.03**	**12.08**	**14.93**	**24.16**	**31.12**	**11.35**	**30.35**	**31.13**	**10.96**	**28.51**	**0.00**	**17.15**	**16.64**	**0.25**	**0.00**	**15.86**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	1/8/2019	5	5	
2	Site Preparation	Site Preparation	1/9/2019	1/9/2019	5	1	
3	Grading	Grading	1/10/2019	1/11/2019	5	2	
4	Building Construction	Building Construction	1/14/2019	11/15/2019	5	220	
5	Paving	Paving	11/20/2019	11/25/2019	5	4	
6	Architectural Coating	Architectural Coating	11/26/2019	12/2/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 36,450; Residential Outdoor: 12,150; Non-Residential Indoor: 2,970; Non-Residential Outdoor: 990; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	4.00	81	0.73
Grading	Concrete/Industrial Saws	1	4.00	81	0.73
Building Construction	Cranes	1	2.00	231	0.29
Building Construction	Forklifts	2	4.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	6.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	4.00	97	0.37

Demolition	Tractors/Loaders/Backhoes	2	4.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	4.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	3.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	5.00	0.00	9.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	6.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8000e-004	0.0000	9.8000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5100e-003	0.0141	0.0117	2.0000e-005		8.6000e-004	8.6000e-004		8.1000e-004	8.1000e-004	0.0000	1.6092	1.6092	3.4000e-004	0.0000	1.6178
Total	**1.5100e-003**	**0.0141**	**0.0117**	**2.0000e-005**	**9.8000e-004**	**8.6000e-004**	**1.8400e-003**	**1.5000e-004**	**8.1000e-004**	**9.6000e-004**	**0.0000**	**1.6092**	**1.6092**	**3.4000e-004**	**0.0000**	**1.6178**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4000e-003	2.4000e-004	0.0000	8.0000e-005	1.0000e-005	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3482	0.3482	2.0000e-005	0.0000	0.3487
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	3.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0907	0.0907	0.0000	0.0000	0.0907
Total	**9.0000e-005**	**1.4400e-003**	**6.0000e-004**	**0.0000**	**1.8000e-004**	**1.0000e-005**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.4389**	**0.4389**	**2.0000e-005**	**0.0000**	**0.4394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.4000e-004	0.0000	4.4000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5100e-003	0.0141	0.0117	2.0000e-005		8.6000e-004	8.6000e-004		8.1000e-004	8.1000e-004	0.0000	1.6092	1.6092	3.4000e-004	0.0000	1.6178
Total	**1.5100e-003**	**0.0141**	**0.0117**	**2.0000e-005**	**4.4000e-004**	**8.6000e-004**	**1.3000e-003**	**7.0000e-005**	**8.1000e-004**	**8.8000e-004**	**0.0000**	**1.6092**	**1.6092**	**3.4000e-004**	**0.0000**	**1.6178**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4000e-003	2.4000e-004	0.0000	8.0000e-005	1.0000e-005	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3482	0.3482	2.0000e-005	0.0000	0.3487
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	3.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0907	0.0907	0.0000	0.0000	0.0907
Total	**9.0000e-005**	**1.4400e-003**	**6.0000e-004**	**0.0000**	**1.8000e-004**	**1.0000e-005**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.4389**	**0.4389**	**2.0000e-005**	**0.0000**	**0.4394**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	4.4600e-003	2.0700e-003	0.0000		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413
Total	**3.6000e-004**	**4.4600e-003**	**2.0700e-003**	**0.0000**	**2.7000e-004**	**1.8000e-004**	**4.5000e-004**	**3.0000e-005**	**1.7000e-004**	**2.0000e-004**	**0.0000**	**0.4378**	**0.4378**	**1.4000e-004**	**0.0000**	**0.4413**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.3000e-004	1.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2322	0.2322	1.0000e-005	0.0000	0.2325
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0182
Total	**4.0000e-005**	**9.4000e-004**	**2.3000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2503**	**0.2503**	**1.0000e-005**	**0.0000**	**0.2506**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	4.4600e-003	2.0700e-003	0.0000		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413
Total	**3.6000e-004**	**4.4600e-003**	**2.0700e-003**	**0.0000**	**1.2000e-004**	**1.8000e-004**	**3.0000e-004**	**1.0000e-005**	**1.7000e-004**	**1.8000e-004**	**0.0000**	**0.4378**	**0.4378**	**1.4000e-004**	**0.0000**	**0.4413**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.3000e-004	1.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2322	0.2322	1.0000e-005	0.0000	0.2325
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0182
Total	**4.0000e-005**	**9.4000e-004**	**2.3000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2503**	**0.2503**	**1.0000e-005**	**0.0000**	**0.2506**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-004	4.1300e-003	4.1500e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.6000e-004	2.6000e-004	0.0000	0.5478	0.5478	1.1000e-004	0.0000	0.5505
Total	**4.6000e-004**	**4.1300e-003**	**4.1500e-003**	**1.0000e-005**	**0.0000**	**2.7000e-004**	**2.7000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.5478**	**0.5478**	**1.1000e-004**	**0.0000**	**0.5505**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0725	0.0725	0.0000	0.0000	0.0726
Total	**4.0000e-005**	**3.0000e-005**	**2.9000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0725**	**0.0725**	**0.0000**	**0.0000**	**0.0726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-004	4.1300e-003	4.1500e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.6000e-004	2.6000e-004	0.0000	0.5478	0.5478	1.1000e-004	0.0000	0.5505
Total	**4.6000e-004**	**4.1300e-003**	**4.1500e-003**	**1.0000e-005**	**0.0000**	**2.7000e-004**	**2.7000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.5478**	**0.5478**	**1.1000e-004**	**0.0000**	**0.5505**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0725	0.0725	0.0000	0.0000	0.0726
Total	**4.0000e-005**	**3.0000e-005**	**2.9000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0725**	**0.0725**	**0.0000**	**0.0000**	**0.0726**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0571	0.5794	0.4477	6.7000e-004		0.0363	0.0363		0.0334	0.0334	0.0000	60.0403	60.0403	0.0190	0.0000	60.5152
Total	**0.0571**	**0.5794**	**0.4477**	**6.7000e-004**		**0.0363**	**0.0363**		**0.0334**	**0.0334**	**0.0000**	**60.0403**	**60.0403**	**0.0190**	**0.0000**	**60.5152**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4900e-003	0.0422	9.3400e-003	9.0000e-005	2.1700e-003	2.7000e-004	2.4400e-003	6.3000e-004	2.6000e-004	8.8000e-004	0.0000	8.7904	8.7904	5.4000e-004	0.0000	8.8039
Worker	7.0800e-003	5.4000e-003	0.0545	1.5000e-004	0.0148	1.1000e-004	0.0149	3.9300e-003	1.0000e-004	4.0300e-003	0.0000	13.5630	13.5630	3.9000e-004	0.0000	13.5726
Total	**8.5700e-003**	**0.0476**	**0.0639**	**2.4000e-004**	**0.0170**	**3.8000e-004**	**0.0173**	**4.5600e-003**	**3.6000e-004**	**4.9100e-003**	**0.0000**	**22.3533**	**22.3533**	**9.3000e-004**	**0.0000**	**22.3765**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0571	0.5794	0.4477	6.7000e-004		0.0363	0.0363		0.0334	0.0334	0.0000	60.0403	60.0403	0.0190	0.0000	60.5152
Total	**0.0571**	**0.5794**	**0.4477**	**6.7000e-004**		**0.0363**	**0.0363**		**0.0334**	**0.0334**	**0.0000**	**60.0403**	**60.0403**	**0.0190**	**0.0000**	**60.5152**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4900e-003	0.0422	9.3400e-003	9.0000e-005	2.1700e-003	2.7000e-004	2.4400e-003	6.3000e-004	2.6000e-004	8.8000e-004	0.0000	8.7904	8.7904	5.4000e-004	0.0000	8.8039
Worker	7.0800e-003	5.4000e-003	0.0545	1.5000e-004	0.0148	1.1000e-004	0.0149	3.9300e-003	1.0000e-004	4.0300e-003	0.0000	13.5630	13.5630	3.9000e-004	0.0000	13.5726
Total	**8.5700e-003**	**0.0476**	**0.0639**	**2.4000e-004**	**0.0170**	**3.8000e-004**	**0.0173**	**4.5600e-003**	**3.6000e-004**	**4.9100e-003**	**0.0000**	**22.3533**	**22.3533**	**9.3000e-004**	**0.0000**	**22.3765**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.1200e-003	0.0109	9.8700e-003	2.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	1.3335	1.3335	3.9000e-004	0.0000	1.3434
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.1200e-003**	**0.0109**	**9.8700e-003**	**2.0000e-005**		**6.1000e-004**	**6.1000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**1.3335**	**1.3335**	**3.9000e-004**	**0.0000**	**1.3434**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1161	0.1161	0.0000	0.0000	0.1161
Total	**6.0000e-005**	**5.0000e-005**	**4.7000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1161**	**0.1161**	**0.0000**	**0.0000**	**0.1161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.1200e-003	0.0109	9.8700e-003	2.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	1.3335	1.3335	3.9000e-004	0.0000	1.3434
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.1200e-003**	**0.0109**	**9.8700e-003**	**2.0000e-005**		**6.1000e-004**	**6.1000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**1.3335**	**1.3335**	**3.9000e-004**	**0.0000**	**1.3434**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1161	0.1161	0.0000	0.0000	0.1161
Total	**6.0000e-005**	**5.0000e-005**	**4.7000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1161**	**0.1161**	**0.0000**	**0.0000**	**0.1161**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1385					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5900e-003	4.6000e-003	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6397
Total	**0.1392**	**4.5900e-003**	**4.6000e-003**	**1.0000e-005**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6397**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0544	0.0544	0.0000	0.0000	0.0544
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0544**	**0.0544**	**0.0000**	**0.0000**	**0.0544**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1385					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5900e-003	4.6000e-003	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6397
Total	**0.1392**	**4.5900e-003**	**4.6000e-003**	**1.0000e-005**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6397**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0544	0.0544	0.0000	0.0000	0.0544
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0544**	**0.0544**	**0.0000**	**0.0000**	**0.0544**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0509	0.2914	0.4253	1.1900e-003	0.0785	1.4300e-003	0.0800	0.0211	1.3500e-003	0.0225	0.0000	109.6527	109.6527	6.8500e-003	0.0000	109.8241
Unmitigated	0.0556	0.3351	0.5267	1.6200e-003	0.1140	1.9600e-003	0.1160	0.0307	1.8500e-003	0.0325	0.0000	149.5741	149.5741	8.0000e-003	0.0000	149.7742

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	63.54	61.02	55.98	143,427	98,782
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	133.69	166.52	138.60	161,371	111,141
Total	197.23	227.54	194.58	304,797	209,923

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759
Enclosed Parking with Elevator	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759
High Turnover (Sit Down Restaurant)	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.0748	51.0748	2.3100e-003	4.8000e-004	51.2749
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.0748	51.0748	2.3100e-003	4.8000e-004	51.2749
NaturalGas Mitigated	2.6400e-003	0.0235	0.0168	1.4000e-004		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003	0.0000	26.1285	26.1285	5.0000e-004	4.8000e-004	26.2838
NaturalGas Unmitigated	2.6400e-003	0.0235	0.0168	1.4000e-004		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003	0.0000	26.1285	26.1285	5.0000e-004	4.8000e-004	26.2838

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	157148	8.5000e-004	7.2400e-003	3.0800e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.3860	8.3860	1.6000e-004	1.5000e-004	8.4358
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	332482	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7425	17.7425	3.4000e-004	3.3000e-004	17.8479
Total		**2.6400e-003**	**0.0235**	**0.0168**	**1.5000e-004**		**1.8300e-003**	**1.8300e-003**		**1.8300e-003**	**1.8300e-003**	**0.0000**	**26.1285**	**26.1285**	**5.0000e-004**	**4.8000e-004**	**26.2838**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	157148	8.5000e-004	7.2400e-003	3.0800e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.3860	8.3860	1.6000e-004	1.5000e-004	8.4358
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	332482	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7425	17.7425	3.4000e-004	3.3000e-004	17.8479
Total		**2.6400e-003**	**0.0235**	**0.0168**	**1.5000e-004**		**1.8300e-003**	**1.8300e-003**		**1.8300e-003**	**1.8300e-003**	**0.0000**	**26.1285**	**26.1285**	**5.0000e-004**	**4.8000e-004**	**26.2838**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	75995.8	22.1081	1.0000e-003	2.1000e-004	22.1947
Enclosed Parking with Elevator	42192	12.2741	5.6000e-004	1.1000e-004	12.3222
High Turnover (Sit Down Restaurant)	57380.4	16.6926	7.5000e-004	1.6000e-004	16.7580
Total		**51.0748**	**2.3100e-003**	**4.8000e-004**	**51.2749**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	75995.8	22.1081	1.0000e-003	2.1000e-004	22.1947
Enclosed Parking with Elevator	42192	12.2741	5.6000e-004	1.1000e-004	12.3222
High Turnover (Sit Down Restaurant)	57380.4	16.6926	7.5000e-004	1.6000e-004	16.7580
Total		**51.0748**	**2.3100e-003**	**4.8000e-004**	**51.2749**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0967	3.4900e-003	0.1351	2.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	2.4658	2.4658	2.6000e-004	4.0000e-005	2.4845
Unmitigated	0.0967	3.4900e-003	0.1351	2.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	2.4658	2.4658	2.6000e-004	4.0000e-005	2.4845

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0785					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.3000e-004	1.9400e-003	8.3000e-004	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.2471	2.2471	4.0000e-005	4.0000e-005	2.2605
Landscaping	4.1000e-003	1.5500e-003	0.1343	1.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	0.2187	0.2187	2.1000e-004	0.0000	0.2240
Total	**0.0967**	**3.4900e-003**	**0.1351**	**2.0000e-005**		**9.0000e-004**	**9.0000e-004**		**9.0000e-004**	**9.0000e-004**	**0.0000**	**2.4658**	**2.4658**	**2.5000e-004**	**4.0000e-005**	**2.4845**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0785					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.3000e-004	1.9400e-003	8.3000e-004	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.2471	2.2471	4.0000e-005	4.0000e-005	2.2605
Landscaping	4.1000e-003	1.5500e-003	0.1343	1.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	0.2187	0.2187	2.1000e-004	0.0000	0.2240
Total	**0.0967**	**3.4900e-003**	**0.1351**	**2.0000e-005**		**9.0000e-004**	**9.0000e-004**		**9.0000e-004**	**9.0000e-004**	**0.0000**	**2.4658**	**2.4658**	**2.5000e-004**	**4.0000e-005**	**2.4845**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.1467	0.0580	1.4000e-003	6.0124
Unmitigated	4.1467	0.0580	1.4000e-003	6.0124

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.17277 / 0.739357	2.9710	0.0383	9.3000e-004	4.2054
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.600997 / 0.0383615	1.1758	0.0196	4.7000e-004	1.8070
Total		**4.1467**	**0.0580**	**1.4000e-003**	**6.0124**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.17277 / 0.739357	2.9710	0.0383	9.3000e-004	4.2054
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.600997 / 0.0383615	1.1758	0.0196	4.7000e-004	1.8070
Total		**4.1467**	**0.0580**	**1.4000e-003**	**6.0124**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.4632	0.3820	0.0000	16.0124
Unmitigated	6.4632	0.3820	0.0000	16.0124

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	8.28	1.6808	0.0993	0.0000	4.1640
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	23.56	4.7825	0.2826	0.0000	11.8484
Total		**6.4632**	**0.3820**	**0.0000**	**16.0124**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	8.28	1.6808	0.0993	0.0000	4.1640
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	23.56	4.7825	0.2826	0.0000	11.8484
Total		**6.4632**	**0.3820**	**0.0000**	**16.0124**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

6501 Shattuck Mixed Use - Alameda County, Summer

6501 Shattuck Mixed Use

Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	18.00	Space	0.00	7,200.00	0
High Turnover (Sit Down Restaurant)	1.98	1000sqft	0.00	1,980.00	0
Apartments Mid Rise	18.00	Dwelling Unit	0.19	18,000.00	51

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description

Construction Phase - Estimated schedule

Off-road Equipment - estimated equip use

Off-road Equipment -

Off-road Equipment - estimated equip use

Off-road Equipment - estimated equip use

Off-road Equipment - estimated equip use

Off-road Equipment -

Grading -

Demolition -

Trips and VMT - est. trips

Vehicle Trips - Traffic Study

Woodstoves - no woodburning devices

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	220.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	5.00	4.00
tblConstructionPhase	PhaseEndDate	6/21/2019	12/2/2019
tblConstructionPhase	PhaseEndDate	6/7/2019	11/15/2019
tblConstructionPhase	PhaseEndDate	1/15/2019	1/8/2019
tblConstructionPhase	PhaseEndDate	1/18/2019	1/11/2019
tblConstructionPhase	PhaseEndDate	6/14/2019	11/25/2019
tblConstructionPhase	PhaseEndDate	1/16/2019	1/9/2019
tblConstructionPhase	PhaseStartDate	6/15/2019	11/26/2019
tblConstructionPhase	PhaseStartDate	1/19/2019	1/14/2019
tblConstructionPhase	PhaseStartDate	1/17/2019	1/10/2019
tblConstructionPhase	PhaseStartDate	6/8/2019	11/20/2019
tblConstructionPhase	PhaseStartDate	1/16/2019	1/9/2019
tblFireplaces	NumberGas	2.70	18.00
tblFireplaces	NumberNoFireplace	0.72	0.00
tblFireplaces	NumberWood	3.06	0.00
tblGrading	MaterialExported	0.00	50.00
tblLandUse	LotAcreage	0.16	0.00
tblLandUse	LotAcreage	0.05	0.00

tblLandUse	LotAcreage	0.47	0.19
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	4.00	2.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	3.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	HaulingTripNumber	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	5.00
tblTripsAndVMT	WorkerTripNumber	8.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	8.00
tblVehicleTrips	ST_TR	6.39	3.39
tblVehicleTrips	ST_TR	158.37	84.10
tblVehicleTrips	SU_TR	5.86	3.11
tblVehicleTrips	SU_TR	131.84	70.00
tblVehicleTrips	WD_TR	6.65	3.53
tblVehicleTrips	WD_TR	127.15	67.52
tblWoodstoves	NumberCatalytic	0.36	0.00
tblWoodstoves	NumberNoncatalytic	0.36	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923
Energy	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555
Mobile	0.4024	2.0435	3.2454	0.0106	0.7253	0.0120	0.7373	0.1944	0.0113	0.2057		1,070.5443	1,070.5443	0.0537		1,071.8862
Total	**1.0092**	**2.5381**	**4.9775**	**0.0136**	**0.7253**	**0.0584**	**0.7837**	**0.1944**	**0.0577**	**0.2521**	**0.0000**	**1,675.7462**	**1,675.7462**	**0.0678**	**0.0110**	**1,680.7340**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923
Energy	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555
Mobile	0.3730	1.7900	2.5456	7.7300e-003	0.4995	8.7700e-003	0.5083	0.1339	8.2700e-003	0.1421		785.3950	785.3950	0.0455		786.5326
Total	**0.9798**	**2.2846**	**4.2777**	**0.0108**	**0.4995**	**0.0551**	**0.5547**	**0.1339**	**0.0546**	**0.1885**	**0.0000**	**1,390.5969**	**1,390.5969**	**0.0597**	**0.0110**	**1,395.3804**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.92**	**9.99**	**14.06**	**20.67**	**31.13**	**5.57**	**29.22**	**31.13**	**5.30**	**25.22**	**0.00**	**17.02**	**17.02**	**12.06**	**0.00**	**16.98**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3730	1.7900	2.5456	7.7300e-003	0.4995	8.7700e-003	0.5083	0.1339	8.2700e-003	0.1421		785.3950	785.3950	0.0455		786.5326
Unmitigated	0.4024	2.0435	3.2454	0.0106	0.7253	0.0120	0.7373	0.1944	0.0113	0.2057		1,070.5443	1,070.5443	0.0537		1,071.8862

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	63.54	61.02	55.98	143,427	98,782
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	133.69	166.52	138.60	161,371	111,141
Total	197.23	227.54	194.58	304,797	209,923

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759
Enclosed Parking with Elevator	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759
High Turnover (Sit Down Restaurant)	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555
NaturalGas Unmitigated	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	430.542	4.6400e-003	0.0397	0.0169	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.6520	50.6520	9.7000e-004	9.3000e-004	50.9530
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	910.908	9.8200e-003	0.0893	0.0750	5.4000e-004		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003		107.1657	107.1657	2.0500e-003	1.9600e-003	107.8025
Total		**0.0145**	**0.1290**	**0.0919**	**7.9000e-004**		**0.0100**	**0.0100**		**0.0100**	**0.0100**		**157.8177**	**157.8177**	**3.0200e-003**	**2.8900e-003**	**158.7555**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.430542	4.6400e-003	0.0397	0.0169	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.6520	50.6520	9.7000e-004	9.3000e-004	50.9530
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.910908	9.8200e-003	0.0893	0.0750	5.4000e-004		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003		107.1657	107.1657	2.0500e-003	1.9600e-003	107.8025
Total		**0.0145**	**0.1290**	**0.0919**	**7.9000e-004**		**0.0100**	**0.0100**		**0.0100**	**0.0100**		**157.8177**	**157.8177**	**3.0200e-003**	**2.8900e-003**	**158.7555**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923
Unmitigated	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0408	0.3484	0.1482	2.2200e-003		0.0282	0.0282		0.0282	0.0282	0.0000	444.7059	444.7059	8.5200e-003	8.1500e-003	447.3486
Landscaping	0.0456	0.0173	1.4920	8.0000e-005		8.2000e-003	8.2000e-003		8.2000e-003	8.2000e-003		2.6783	2.6783	2.6200e-003		2.7438
Total	**0.5924**	**0.3656**	**1.6403**	**2.3000e-003**		**0.0364**	**0.0364**		**0.0364**	**0.0364**	**0.0000**	**447.3842**	**447.3842**	**0.0111**	**8.1500e-003**	**450.0923**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0408	0.3484	0.1482	2.2200e-003		0.0282	0.0282		0.0282	0.0282	0.0000	444.7059	444.7059	8.5200e-003	8.1500e-003	447.3486
Landscaping	0.0456	0.0173	1.4920	8.0000e-005		8.2000e-003	8.2000e-003		8.2000e-003	8.2000e-003		2.6783	2.6783	2.6200e-003		2.7438
Total	**0.5924**	**0.3656**	**1.6403**	**2.3000e-003**		**0.0364**	**0.0364**		**0.0364**	**0.0364**	**0.0000**	**447.3842**	**447.3842**	**0.0111**	**8.1500e-003**	**450.0923**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

6501 Shattuck Mixed Use - Alameda County, Winter

6501 Shattuck Mixed Use

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	18.00	Space	0.00	7,200.00	0
High Turnover (Sit Down Restaurant)	1.98	1000sqft	0.00	1,980.00	0
Apartments Mid Rise	18.00	Dwelling Unit	0.19	18,000.00	51

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description

Construction Phase - Estimated schedule

Off-road Equipment - estimated equip use

Off-road Equipment -

Off-road Equipment - estimated equip use

Off-road Equipment - estimated equip use

Off-road Equipment - estimated equip use

Off-road Equipment -

Grading -

Demolition -

Trips and VMT - est. trips

Vehicle Trips - Traffic Study

Woodstoves - no woodburning devices

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	220.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	5.00	4.00
tblConstructionPhase	PhaseEndDate	6/21/2019	12/2/2019
tblConstructionPhase	PhaseEndDate	6/7/2019	11/15/2019
tblConstructionPhase	PhaseEndDate	1/15/2019	1/8/2019
tblConstructionPhase	PhaseEndDate	1/18/2019	1/11/2019
tblConstructionPhase	PhaseEndDate	6/14/2019	11/25/2019
tblConstructionPhase	PhaseEndDate	1/16/2019	1/9/2019
tblConstructionPhase	PhaseStartDate	6/15/2019	11/26/2019
tblConstructionPhase	PhaseStartDate	1/19/2019	1/14/2019
tblConstructionPhase	PhaseStartDate	1/17/2019	1/10/2019
tblConstructionPhase	PhaseStartDate	6/8/2019	11/20/2019
tblConstructionPhase	PhaseStartDate	1/16/2019	1/9/2019
tblFireplaces	NumberGas	2.70	18.00
tblFireplaces	NumberNoFireplace	0.72	0.00
tblFireplaces	NumberWood	3.06	0.00
tblGrading	MaterialExported	0.00	50.00
tblLandUse	LotAcreage	0.16	0.00
tblLandUse	LotAcreage	0.05	0.00

tblLandUse	LotAcreage	0.47	0.19
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	4.00	2.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	3.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	HaulingTripNumber	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	5.00
tblTripsAndVMT	WorkerTripNumber	8.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	8.00
tblVehicleTrips	ST_TR	6.39	3.39
tblVehicleTrips	ST_TR	158.37	84.10
tblVehicleTrips	SU_TR	5.86	3.11
tblVehicleTrips	SU_TR	131.84	70.00
tblVehicleTrips	WD_TR	6.65	3.53
tblVehicleTrips	WD_TR	127.15	67.52
tblWoodstoves	NumberCatalytic	0.36	0.00
tblWoodstoves	NumberNoncatalytic	0.36	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923
Energy	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555
Mobile	0.3445	2.1007	3.4880	9.8700e-003	0.7253	0.0122	0.7375	0.1944	0.0115	0.2058		1,001.2724	1,001.2724	0.0574		1,002.7066
Total	**0.9513**	**2.5953**	**5.2202**	**0.0130**	**0.7253**	**0.0585**	**0.7838**	**0.1944**	**0.0578**	**0.2522**	**0.0000**	**1,606.4743**	**1,606.4743**	**0.0715**	**0.0110**	**1,611.5544**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923
Energy	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555
Mobile	0.3155	1.8232	2.8620	7.2200e-003	0.4995	8.9300e-003	0.5085	0.1339	8.4100e-003	0.1423		732.7833	732.7833	0.0496		734.0236
Total	**0.9223**	**2.3177**	**4.5941**	**0.0103**	**0.4995**	**0.0553**	**0.5548**	**0.1339**	**0.0548**	**0.1886**	**0.0000**	**1,337.9852**	**1,337.9852**	**0.0638**	**0.0110**	**1,342.8715**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.05**	**10.70**	**11.99**	**20.45**	**31.13**	**5.55**	**29.22**	**31.13**	**5.31**	**25.21**	**0.00**	**16.71**	**16.71**	**10.85**	**0.00**	**16.67**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3155	1.8232	2.8620	7.2200e-003	0.4995	8.9300e-003	0.5085	0.1339	8.4100e-003	0.1423		732.7833	732.7833	0.0496		734.0236
Unmitigated	0.3445	2.1007	3.4880	9.8700e-003	0.7253	0.0122	0.7375	0.1944	0.0115	0.2058		1,001.2724	1,001.2724	0.0574		1,002.7066

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	63.54	61.02	55.98	143,427	98,782
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	133.69	166.52	138.60	161,371	111,141
Total	197.23	227.54	194.58	304,797	209,923

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759
Enclosed Parking with Elevator	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759
High Turnover (Sit Down Restaurant)	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555
NaturalGas Unmitigated	0.0145	0.1290	0.0919	7.9000e-004		0.0100	0.0100		0.0100	0.0100		157.8177	157.8177	3.0200e-003	2.8900e-003	158.7555

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	430.542	4.6400e-003	0.0397	0.0169	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.6520	50.6520	9.7000e-004	9.3000e-004	50.9530
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	910.908	9.8200e-003	0.0893	0.0750	5.4000e-004		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003		107.1657	107.1657	2.0500e-003	1.9600e-003	107.8025
Total		**0.0145**	**0.1290**	**0.0919**	**7.9000e-004**		**0.0100**	**0.0100**		**0.0100**	**0.0100**		**157.8177**	**157.8177**	**3.0200e-003**	**2.8900e-003**	**158.7555**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.430542	4.6400e-003	0.0397	0.0169	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.6520	50.6520	9.7000e-004	9.3000e-004	50.9530
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.910908	9.8200e-003	0.0893	0.0750	5.4000e-004		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003		107.1657	107.1657	2.0500e-003	1.9600e-003	107.8025
Total		**0.0145**	**0.1290**	**0.0919**	**7.9000e-004**		**0.0100**	**0.0100**		**0.0100**	**0.0100**		**157.8177**	**157.8177**	**3.0200e-003**	**2.8900e-003**	**158.7555**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923
Unmitigated	0.5924	0.3656	1.6403	2.3000e-003		0.0364	0.0364		0.0364	0.0364	0.0000	447.3842	447.3842	0.0111	8.1500e-003	450.0923

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0408	0.3484	0.1482	2.2200e-003		0.0282	0.0282		0.0282	0.0282	0.0000	444.7059	444.7059	8.5200e-003	8.1500e-003	447.3486
Landscaping	0.0456	0.0173	1.4920	8.0000e-005		8.2000e-003	8.2000e-003		8.2000e-003	8.2000e-003		2.6783	2.6783	2.6200e-003		2.7438
Total	**0.5924**	**0.3656**	**1.6403**	**2.3000e-003**		**0.0364**	**0.0364**		**0.0364**	**0.0364**	**0.0000**	**447.3842**	**447.3842**	**0.0111**	**8.1500e-003**	**450.0923**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0408	0.3484	0.1482	2.2200e-003		0.0282	0.0282		0.0282	0.0282	0.0000	444.7059	444.7059	8.5200e-003	8.1500e-003	447.3486
Landscaping	0.0456	0.0173	1.4920	8.0000e-005		8.2000e-003	8.2000e-003		8.2000e-003	8.2000e-003		2.6783	2.6783	2.6200e-003		2.7438
Total	**0.5924**	**0.3656**	**1.6403**	**2.3000e-003**		**0.0364**	**0.0364**		**0.0364**	**0.0364**	**0.0000**	**447.3842**	**447.3842**	**0.0111**	**8.1500e-003**	**450.0923**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Reference: **Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed**

APPENDIX C: HRA ATTACHMENTS AND MODELING RESULTS

Summary of Dispersion Modeling and Estimate of Health Risk Assessment

Project Construction Schedule	
Construction Duration - days	237
Days per week	5
Hours per day	8

AERMOD Model Input Parameters			
Parameter	**Unit**	**Value**	**Notes**
VOLUME SOURCES representing construction equipmen **t**			
Emission Rate	grams/second	0.00062	Calculated from onsite consruction equipment exhaust PM10
Number of Volume Sources	count	6	Ref: SMAQMD
Release Height	meters	5	Ref: SMAQMD
Initial Vertical Dimension	meters	1	Ref: SMAQMD
Initial Horizontal Dimension	meters	2.3	Ref: EPA guidelines, 1995
Length of Sides	meters	10	Ref: SMAQMD
RECEPTORS			
Grid Spacing	meters	10	Ref: SMAQMD
Flagpole Receptor Height	meters	6	For second story receptors
METEOROLOGICAL DATA			
surface and profile data	for 5 years 2011 to 2015		Obtained from BAAQMD for Oakland STP Station

Modeling Results			
	Annual Average Concentration		
Pollutant	**Unit**	**Value**	**Notes**
DPM (PM10 Exhaust)	$\mu g/m^3$	0.12	At the maximum exposed individual residence (MEIR) location
PM2.5	$\mu g/m^3$	0.11	At the MEIR

Health Risk Assessment				
Non-cancer Risk				
Chronic Reference Exposure Level (REL)	$\mu g/m^3$	5		
Chronic Hazard Index (HI) for DPM	no units	0.02	At the MEIR location	
		Age Group		
Inhalation Cancer Risk from DPM Exposure	**Unit**	**Third trimester**	**0-2 years**	**Notes**
Concentration (C)	$\mu g/m^3$	0.12	0.12	Annual average (AERMOD modeling result)
Daily breathing rate (DBR)	Liter/kg-day	361	1090	Ref: OEHHA, 2015
Inhalation Absorption factor (A)	fraction	1	1	Ref: OEHHA, 2015
Exposure Frequency (EF)	fraction	0.96	0.96	350 days per year (Ref: OEHHA, 2015)
Averaging Time (AT)	years	70	70	Life time exposure for residential receptor (OEHHA)
Exposure Duration (ED)	years	0.25	0.4	Based on total construction period of 11 months
Conversion Factor (CF)	m^3/Liter	1000000	1000000	Cancer risk per million
Fraction of time at home (FAH)	fraction	0.85	0.85	Ref: OEHHA, 2015
Age Sensitivity Factor (ASF)	no units	10	10	Ref: OEHHA, 2015
Cancer potency Factor for DPM (CPF)	$(mg/kg\text{-}day)^{-1}$	1.1	1.1	Ref: OEHHA, 2015
Cancer Risk	per million	1.36	6.70	At the MEIR location
Total Cancer Risk	per million	7.36		At the MEIR location

Notes:

DPM = diesel particulate matter

PM10 = particulate matter with aerodynamic resistance diameters equal to or less than 10 microns

PM2.5 = particulate matter with aerodynamic resistance diameters equal to or less than 2.5 microns

REL = reference exposure level; $\mu g/m^3$ = micrograms per cubic meter; L/kg-day = liters per kilogram-day; m^3/L = cubic meters per liter

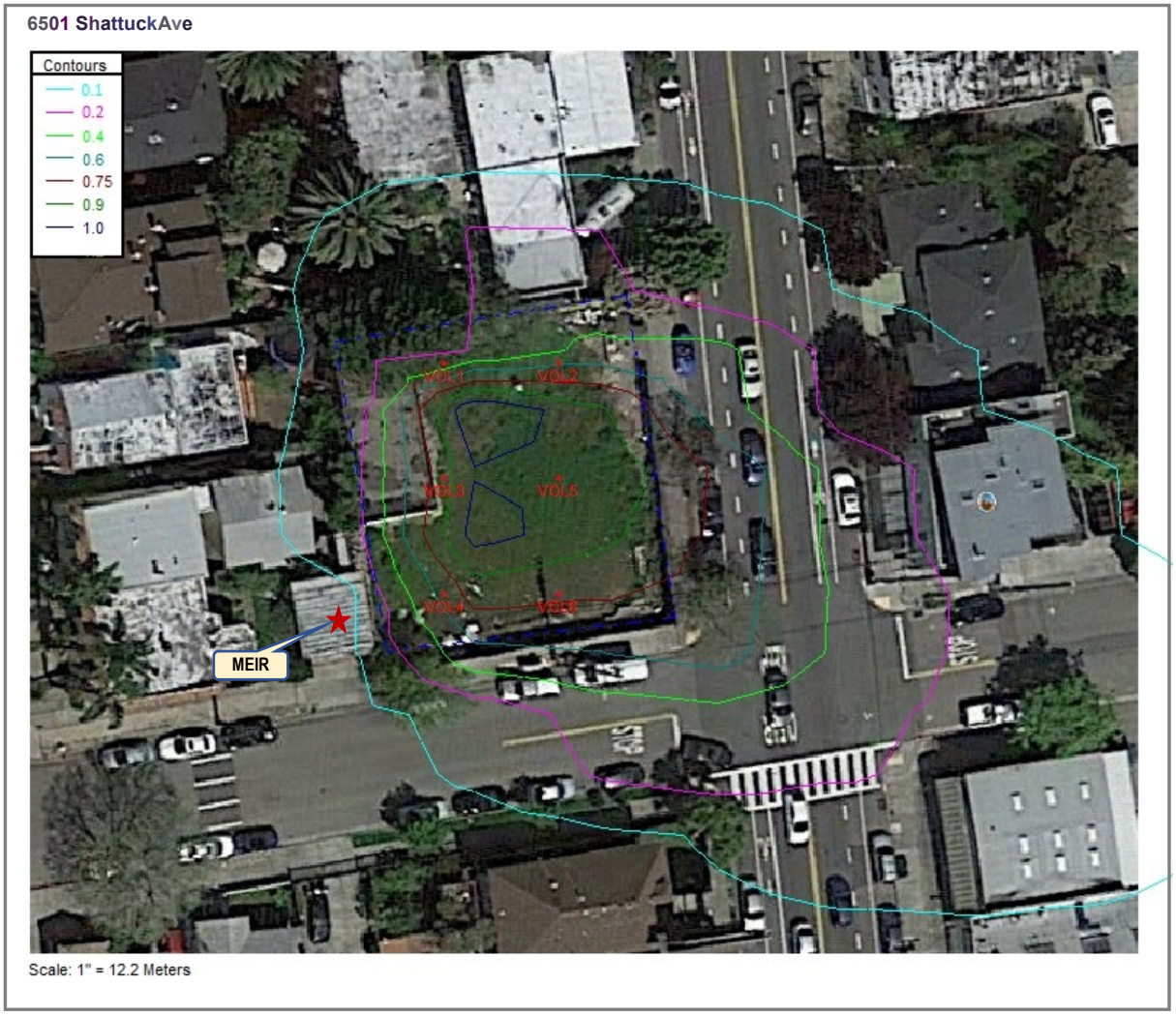
References:

Office of Environmental Health Hazard Assessment (OEHHA), 2015 - *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*

Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County* . Revised June 2015

AERMOD Results

Contours of Concentration of PM10 from Project Construction Activities



Reference: Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed

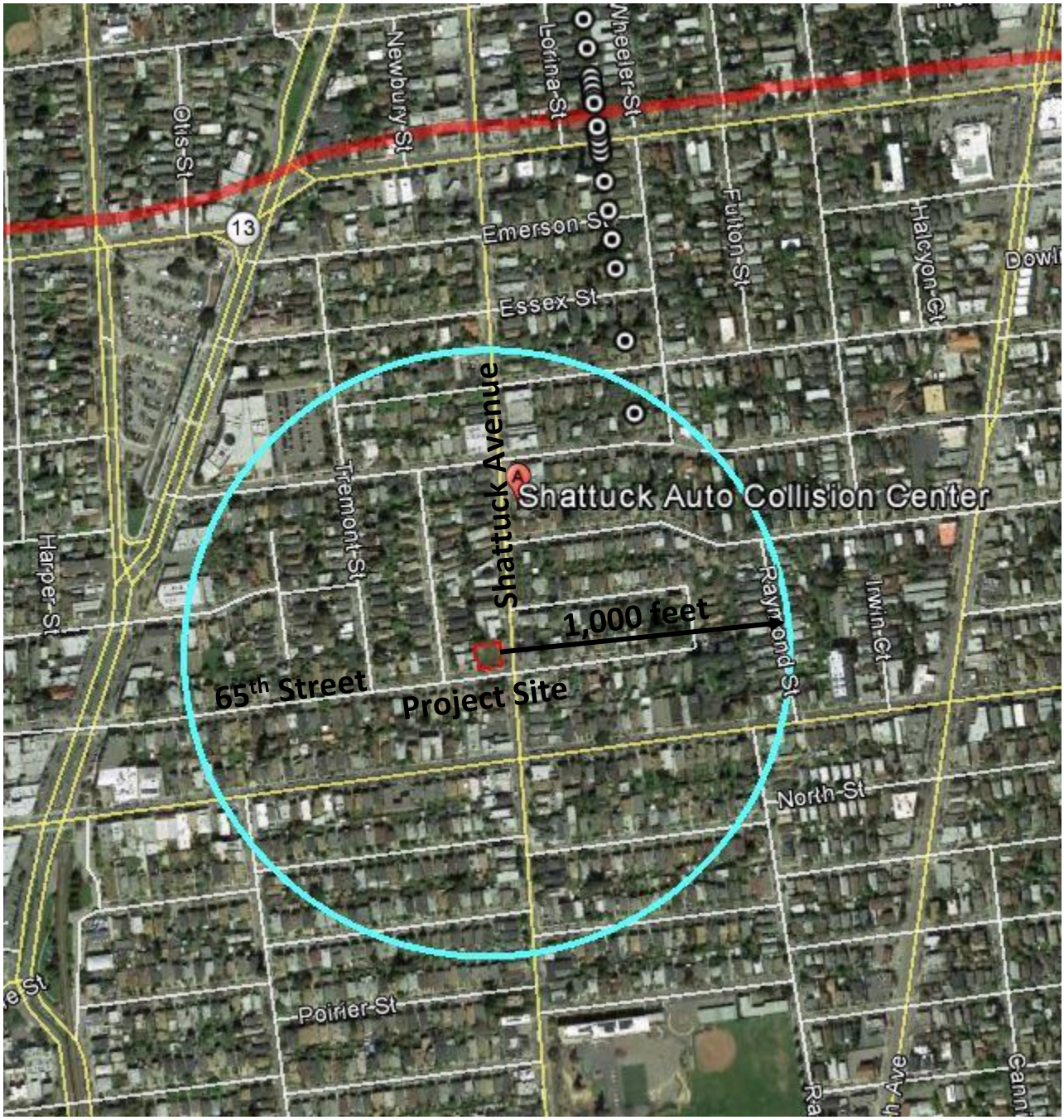
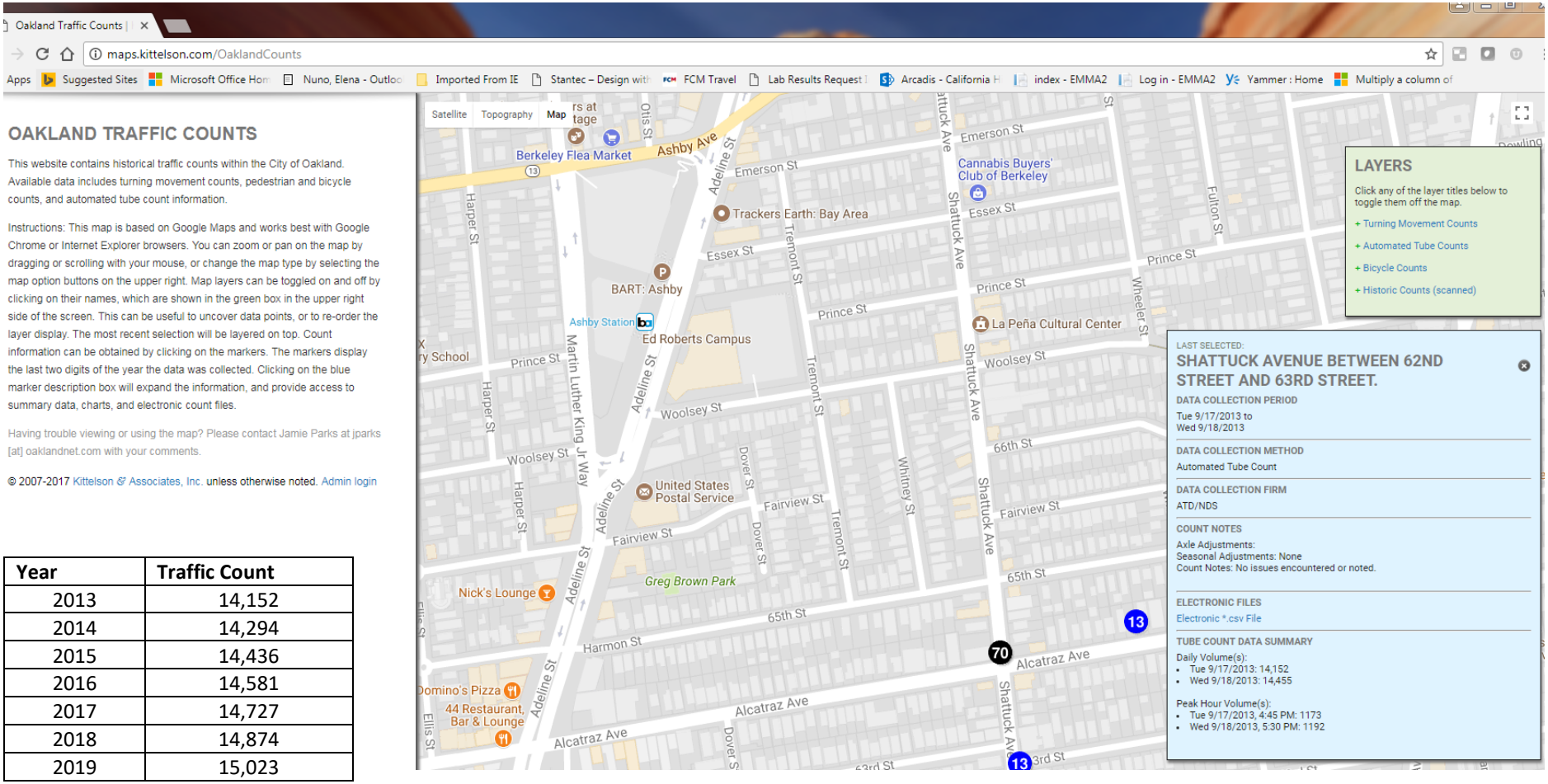


Figure 1: 1,000 foot radius for Zone of Influence for Toxic Air Contaminants

Reference: Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed

City of Oakland Traffic Counts for Shattuck between 62nd Street and 63rd Street



Year	Traffic Count
2013	14,152
2014	14,294
2015	14,436
2016	14,581
2017	14,727
2018	14,874
2019	15,023

Reference: Air Quality and Greenhouse Gas Technical Memorandum for 6501 Shattuck Avenue Mixed

Shattuck Avenue Roadway Screening Calculator

Search Parameters			Results	
County	Alameda		Alameda County	
Roadway Direction	North-South		NORTH-SOUTH DIRECTIONAL ROADWAY	
Side of the Roadway	West		PM2.5 annual average	
Distance from Roadway	25	feet	0.162	($\mu g/m^3$)
Annual Average Daily Traffic (ADT)	15,023		Cancer Risk	
			9.05	(per million)
			Data for Alameda County based on meteorological data collected from Pleasanton in 2005	

Notes and References:
1. Emissions were developed using EMFAC2011 for fleet mix in 2014 assuming 10,000 AADT and includes impacts from diesel and gasoline vehicle exhaust, brake and tire wear, and resuspended dust.
2. Roadways were modeled using CALINE4 air dispersion model assuming a source length of one kilometer. Meteorological data used to estimate the screening values are noted at the bottom of the "Results" box.
3. Cancer risks were estimated for 70 year lifetime exposure starting in 2014 that includes sensitivity values for early life exposures and OEHHA toxicity values adopted in 2013.

Attachment G

Stantec

Memo

To:	The City of Oakland 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612	From:	Stantec Consulting Services Inc. 1340 Treat Boulevard, Suite 300
File:	6501 Shattuck Avenue Oakland, CA 94954	Date:	February 28, 2018

Reference: Noise Technical Memorandum for 6501 Shattuck Avenue Mixed Use Project

INTRODUCTION

NOISE TECHNICAL MEMO PURPOSE

The purpose of this Noise Technical Memorandum (Memo) is to support the 6501 Shattuck Avenue Mixed Use Project (proposed project) California Environmental Quality Act (CEQA) 15183 Exemption. This Memo provides analyses of potential project-related impacts for exposure to excessive noise during project construction and operation. This Memo has been prepared to analyze the potential construction-related noise impacts generated from the proposed project and estimate the potential operational noise conditions located at the proposed infill housing development. This Memo will be used as supplementary analyses to the CEQA 15183 Exemption.

Specifically, the purpose of this Memo is to assess the existing ambient noise conditions at the nearest sensitive receptors and within the proposed project area. This Memo includes an evaluation of the proposed noise-generating uses that could affect offsite noise-sensitive receptors as well as the potential for nearby offsite noise sources to impact residents of the project site. Additionally, this Memo assesses the potential indoor noise conditions located at the proposed mixed-use development.

Noise generation associated with mixed-use development projects is typically attributed to the project construction activities. These include site grading, construction of the building and apparatuses, and the increased traffic related to material delivery. Operational noise can be attributed to an increase of traffic counts from residents, visitors, and workers of the housing development as well as typical residential associated noise, such as, landscape maintenance, waste collection, and people congregating and talking at the community gathering areas.

PROJECT DESCRIPTION AND LOCATION

The proposed project is to develop a 17,480 square foot four-story mixed-use building on a 0.19 acre lot. The proposed project would include an 18-unit apartment complex with ground floor commercial store fronts and parking. The residential component of the proposed project would consist of three floors with a total floor area of 15,505 square feet. Additionally, the proposed project would include private residential courtyards and a 682 square foot communal rooftop courtyard. The ground floor commercial space would be approximately 1,975 square feet along Shattuck Avenue and 65th Street. It is anticipated that small restaurants and cafes would occupy the space, and outdoor seating would be provided. The proposed project would include approximately 4,582 square feet of podium garage space, with a total of 18 parking stalls that would consist of six standard parking stalls, 11 compact parking stalls, and one Americans with

Disabilities Act (ADA) van accessible parking stall for residential use. The proposed project would include a wall mounted bicycle rack.

The project site is located in the North Oakland Planning Area of the City of Oakland within the Bushrod community, on the northwest corner of the intersection of Shattuck Avenue and 65th Street in the City of Oakland. The project site is served by various Alameda County Transit bus and shuttle lines and is located approximately 0.25 miles from the Ashby Bay Area Rapid Transit (BART) Station.

NOISE FUNDAMENTALS AND TERMINOLOGY

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dBA and referred to as A-weighted decibels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. Table 1 defines sound measurements and other terminology used in this Memo, and Table 2 summarizes typical A-weighted sound levels for different noise sources.

With respect to how humans perceive and react to changes in noise levels, a 1dBA increase is imperceptible, a 3 dBA increase is barely perceptible, a 6 dBA increase is clearly noticeable, and a 10 dBA increase is subjectively perceived as approximately twice as loud (Egan 2007). These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broad-band noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dBA, as this is the usual range of voice and interior noise levels. The number of agencies and municipalities have developed or adopted noise level standards, consistent with these and other similar studies, to help prevent annoyance and to protect against the degradation of the existing noise environment.

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (Leq), the minimum and maximum sound levels (Lmin and Lmax), percentile-exceeded sound levels (such as L10, L20), the day-night sound level

(Ldn), and the community noise equivalent level (CNEL). Ldn and CNEL values differ by less than 1 dB. As a matter of practice, Ldn and CNEL values are considered to be equivalent and are treated as such in this assessment.

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at rate of 6 dB per doubling of distance. For a line source such as free flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance (Federal Highway Administration 2011). Atmospheric conditions including wind, temperature gradients, and humidity can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface such as grass attenuates at a greater rate than sound that travels over a hard surface such as pavement. The increased attenuation is typically in the range of 1–2 dB per doubling of distance. Barriers such as buildings and topography that block the line of sight between a source and receiver also increase the attenuation of sound over distance.

Table 1: Definition of Sound Measurement

Sound Measurements	Sample Heading
Decibel (dB)	A unit-less measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
C-Weighted Decibel (dBC)	The sound pressure level in decibels as measured using the C-eighting filter network. The C-weighting is very close to an unweighted or flat response. C-weighting is only used in special cases when low-frequency noise is of particular importance. A comparison of measured A- and C-weighted level gives an indication of low frequency content.
Maximum Sound Level (Lmax)	The maximum sound level measured during the measurement period.
Minimum Sound Level (Lmin)	The minimum sound level measured during the measurement period.
Equivalent Sound Level (Leq)	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (Lxx)	The sound level exceeded xx % of a specific time period. L10 is the sound level exceeded 10% of the time. L90 is the sound level exceeded 90% of the time. L90 is often considered to be representative of the background noise level in a given area.

Sound Measurements	Sample Heading
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Peak Particle Velocity (Peak Velocity or PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/second.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.
Source: Federal Highway Administration 2006a	

Table 2: Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	-110	Rock band
Jet flyover at 1,000 Feet		
	-100-	
Gas lawnmower at 3 Feet		
	-90-	
Diesel truck at 50 Feet at 50 MPH		Food blender at 3 Feet
	-80-	Garbage Disposal at 3 Feet
Noisy urban area, daytime		
Gas lawnmower, 100 Feet	-70-	Vacuum Cleaner at 10 Feet
Commercial area		Normal Speech at 3 Feet
Heavy traffic at 300 Feet	-60-	
		Large business office
Quiet urban daytime	-50-	Dishwasher in next room
Quiet urban nighttime	-40-	

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Quiet suburban nighttime	-30-	Theater, large conference room (Background)
Quiet rural nighttime	-20-	Library
	-10-	Bedroom at night, concert hall (Background)
	-0-	Broadcast/recording studio

DECIBEL ADDITION

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one source produces a sound pressure level of 70 dBA, two identical sources would not produce 140 dBA—rather, they would combine to produce 73 dBA. The cumulative sound level of any number of sources can be determined using decibel addition.

VIBRATION

Operation of heavy construction equipment, particularly pile driving and other impact devices such as pavement breakers, create seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

Table 3 summarizes typical vibration levels generated by construction equipment (Federal Transit Administration 2006b).

Table 1: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet
Pile driver (impact)	0.644 to 1.518
Pile drive (sonic/vibratory)	0.170 to 0.734
Vibratory roller	0.210
Hoe ram	0.089
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Source: Federal Transit Administration 2006b	

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. The following equation can be used to estimate the vibration level at a given distance for typical soil conditions (Federal Transit Administration 2006b). PPVref is the reference PPV from Table 3.

PPV = PPVref x (25/Distance) 1.5

Table 4 summarizes guidelines vibration annoyance potential criteria suggested by Caltrans (California Department of Transportation 2004).

Table 2: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Severe	2.0	0.4
Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Source: California Department of Transportation 2004.		

Table 5 summarizes guideline vibration damage potential criteria suggested by Caltrans (California Department of Transportation 2004).

Table 3: Guideline Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structure	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Source: California Department of Transportation 2004.		

REGULATORY SETTING

CITY OF OAKLAND GENERAL PLAN

The City of Oakland has developed goals and policies to protect public health from potential noise impacts. The noise element of the General Plan formulates two goals for the City:

- To protect Oakland's quality of life and physical and mental well-being of residents and others in the City by reducing the community's exposure to noise; and
- To safeguard Oakland's economic welfare by mitigating noise incompatibilities among commercial, industrial, and residential land uses.

Policy 1: Ensure the compatibility of existing and, especially, of proposed development projects not only with neighboring land uses but also with their surrounding noise environment.

Action 1.1: Use the noise-land use compatibility matrix (Figure 6) in conjunction with the noise contour maps (especially for roadway traffic) to evaluate the acceptability of residential and other proposed land uses and also the need for any mitigation or abatement measures to achieve the desired degree of acceptability.

Action 1.2: Continue using the City's zoning regulations and permit processes to limit the hours of operation of noise-producing activities which create conflicts with residential uses and to attach noise-abatement requirements to such activities.

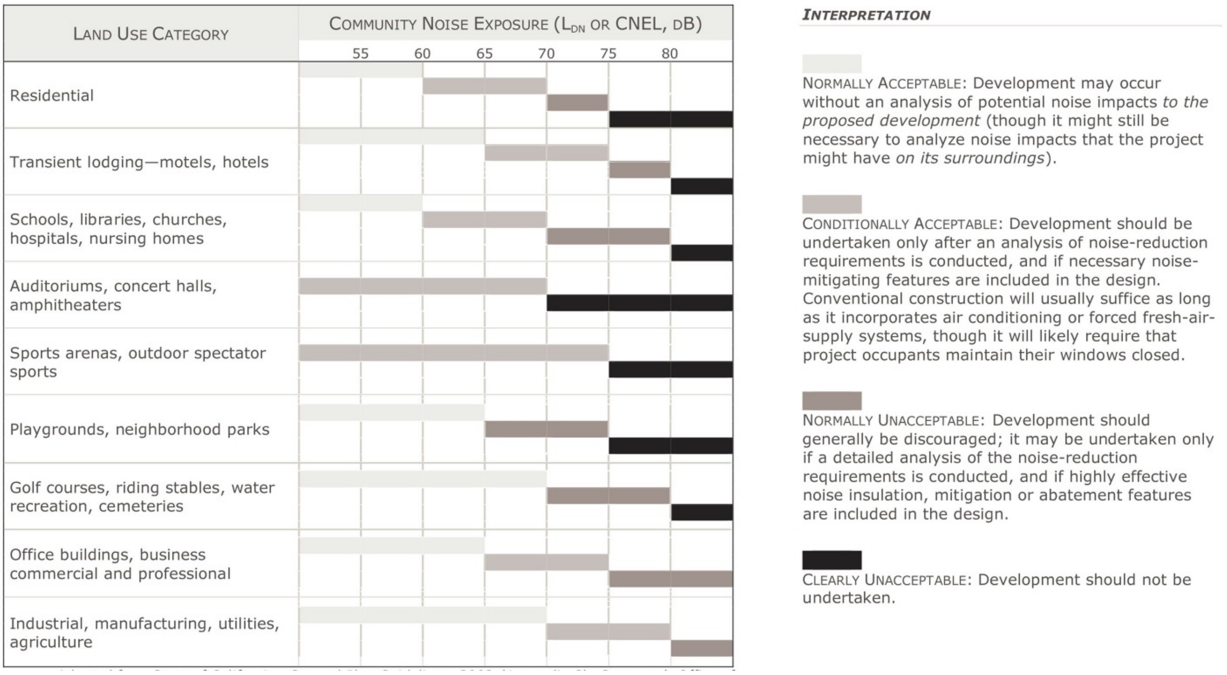
Policy 3: Reduce the community's exposure to noise by minimizing the noise levels that are received by Oakland residents and others in the City. (This policy addresses the reception of noise whereas Policy 2 addresses the generation of noise.)

Action 3.1: Continue to use the building-permit application process to enforce the California Noise Insulation Standards regulating the maximum allowable interior noise level in new multi-unit buildings.

Table 6: Permissible Maximum Indoor Noise Levels

Land Use	Maximum Indoor L_{DN} (dBA)
Residential, hotels, motels, transient lodging, institutional (churches, hospitals, classrooms, libraries), movie theaters	45 dBA
Professional offices, research and development, auditoria, meeting halls	50 dBA
Retail, banks, restaurants, sports clubs	55 dBA
Manufacturing, warehousing	65 dbA
Source: City of Oakland General Plan Noise Element 2005	

Table 7: Noise-Land Use Compatibility Matrix



Source: City of Oakland General Plan Noise Element 2005

CITY OF OAKLAND MUNICIPAL CODE

8.18.010 - Excessive and annoying noises prohibited.

A. It is unlawful for any person to create or allow to be created any excessive or annoying noise as defined herein. Any violation of the regulations specified herein shall be punishable as an infraction.

B. Definitions.

"Annoying noise" means noise with a repetitive pattern, shrill frequencies, and/or static-like sounds, including loud music and noise attributable to, but not limited to, leaf blowers, alarms, engines, barking dogs, and other animals.

"Excessive noise" means any unnecessary noise which persists for ten minutes or more; such period of noise need not be witnessed by enforcement personnel if the occupants of two or more separate housing or commercial units certify that they have experienced such period of noise and describe with particularity the source.

C. Excessive and Annoying Noises a Nuisance. The following acts, and the causing or permitting thereof, shall be considered disturbing the peace and shall constitute an infraction.

1. Mechanical or Electronic Devices. Using any mechanical or electronic device for the intensification of any sound or noise into the public streets which produces excessive or annoying noise;

8. Loading and Unloading. Loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, refuse, or similar objects between the hours of nine p.m. and six a.m. in such a manner as to cause a noise disturbance across a residential property line or at any time to violate the applicable noise provisions of the Oakland Planning Code;

9. Domestic Power Tools, Machinery. Operating or permitting the operation of any mechanically powered saw, sander, drill, grinder, lawn or garden tool, or similar tool between nine p.m. and six a.m. so as to create a noise disturbance across a real property line or at any time to violate the applicable noise provisions of the Oakland Planning Code;

10. Sensitive Uses. Creation of any noise within or adjacent to a hospital or medical care facility, nursing home, school, court, day care, church, or similar facility, so as to interfere with the functions of such activity;

11. Noise resulting from construction and demolition activities, the operation of commercial refrigeration units, air conditioning systems, compressors, commercial exhaust systems, ventilation units, and other commercial or industrial noises associated with land use activities, shall be regulated pursuant to standards contained within the noise regulations of the Oakland Planning Code.

8.18.020 - Persistent noises a nuisance.

The persistent maintenance or emission of any noise or sound produced by human, animal or mechanical means, between the hours of 9:00 p.m. and 7:00 a.m. next ensuing, which, by reason of its raucous or nerve-racking nature, shall disturb the peace or comfort, or be injurious to the health of any person shall constitute a nuisance.

A. Failure to comply with the following provisions shall constitute a nuisance.

B. All construction equipment powered by internal combustion engines shall be properly muffled and maintained.

C. Unnecessary idling of internal combustion engines is prohibited.

D. All stationery noise-generating construction equipment such as tree grinders and air compressors are to be located as far as is practical from existing residences.

E. Quiet construction equipment, particularly air compressors, are to be selected whenever possible.

F. Use of pile drivers and jack hammers shall be prohibited on Sundays and holidays, except for emergencies and as approved in advance by the Building Official.

Whenever the existence of any such nuisance shall come to the attention of the Health Officer, it shall be his or her duty to notify in writing the occupant of the premises upon which such nuisance exists, specifying the measures necessary to abate such nuisance, and unless the same is abated within forty-eight (48) hours thereafter, the occupant so notified shall be guilty of an infraction, and the Health Officer shall summarily abate such nuisance.

EXISTING NOISE CONDITIONS

The existing noise environment in a project area is characterized by the area's general level of development because the level of development and ambient noise levels tend to be closely correlated. Areas which are not urbanized are relatively quiet, while areas which are more urbanized are noisier as a result of roadway traffic, industrial activities, and other human activities. Table 8 summarizes typical ambient noise levels based on level of development. Given the mixed-use residential/commercial nature of the project area, ambient noise levels are expected to be in the range of 65 to 70 Ldn.

Table 8: Population Density and Associated Ambient Noise Levels

Population Density	dBA, Ldn
Rural	40-50
Small Town or quiet suburban residential	50
Normal suburban residential	55
Urban residential	60
Noisy urban residential	65
Very noisy urban residential	70
Downtown, major metropolis	75-80
Area adjoining freeway or near major airport	80–90
Source: Hoover and Keith 2000.	

According to the Highway Traffic Noise Analysis and Abatement Policy and Guidance, provided by the Federal Highway Administration, the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle mix do not change, results in a noise level increase of 3 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

Stantec conducted noise monitoring survey at five locations in November 2017, to determine existing ambient noise conditions. Noise levels were measured over a time interval of 15 minutes. The results from this survey are summarized in Table 9.

Table 9: Existing Noise Levels

Monitoring Location	Approximate Distance from Project Site Boundary (feet)	Daytime Leq (dBA)	Nighttime Leq (dBA)	Ldn (dBA)
Location 1	93	69	66	73
Location 2	<5	68	65	72
Location 3	47	61	58	65
Location 4	Onsite	55	55	61
Location 5	111	52	51	58

METHODS

A community noise survey was conducted on November 1, 2017 using an Extech sound level meter model 407764, which meets the standards of the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Average vehicle speeds on local area roadways were assumed to be consistent with posted speed limits and remain as such with or without implementation of the Project. For the purpose of this analysis, potential sensitive receptors were determined by reviewing current aerial photography. The analysis of construction activities was split into two phases, the front portion of the building will be constructed during the first phase and the rear of the building during the second.

Data collected by Stantec were used as an input to the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) as the existing ambient noise level input. The RCNM is used as the FHWA's national standard for predicting noise generated from construction activities.

The primary method used to evaluate noise impacts for this analysis includes the use of the RCNM methodology. The RCNM analysis includes the calculation of noise levels (Lmax and Leq) at incremental distances for a variety of construction equipment. The spreadsheet inputs include acoustical use factors, Lmax values, and Leq values at the nearest sensitive receptor. For this analysis, it was assumed that a worst-case noise scenario for construction activity would entail the operation of the two noisiest pieces of equipment (grader and excavator) simultaneously.

Construction equipment that was used as an input for the RCNM is summarized in Table 10.

Table 10: Off-Road Construction Equipment Assumptions

Construction Phase	Equipment	Unit Amount	Hours per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saw	1	8	81	0.73
	Rubber Tired Dozers	1	1	247	0.40
	Tractors/Loaders/Backhoes	2	6	97	0.37
Grading	Concrete/Industrial Saw	1	8	81	0.73
	Excavators	1	8	158	0.38
	Rubber Tired Dozers	1	1	247	0.40
	Tractors/Loaders/Backhoes	2	6	97	0.37
Building Construction	Cranes	1	4	231	0.29
	Forklifts	2	6	89	0.20
	Tractors/Loaders/Backhoes	2	8	97	0.37
Paving	Cement and Mortar Mixers	4	6	9	0.56
	Pavers	1	7	125	0.42
	Rollers	1	7	80	0.38
	Tractors/Loaders/Backhoes	1	7	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48

Construction on-road vehicle assumptions are provided in Table .

Table 11: On-Road Construction Vehicle Assumptions

Construction Phase	# of Worker Trips Per Day	# Vendor Trips Per Day	Total # of Haul Trips
Demolition	10	0	20
Grading	13	0	20
Building Construction	16	3	0

Construction Phase	# of Worker Trips Per Day	# Vendor Trips Per Day	Total # of Haul Trips
Paving	18	0	0
Architectural Coating	3	0	0

Worker vehicles are assumed to be comprised of Light-Duty Automobiles and Light-Duty Trucks. Vendor vehicles are assumed to be comprised of Heavy-Heavy Duty Trucks and Medium-Heavy Duty Trucks. Haul vehicles are assumed to be Heavy-Heavy Duty Trucks.

The trip generation rates for the operation of the proposed Project are shown in Table 12. The trip generation rates were derived from the Preliminary Traffic Evaluation Memo prepared for the project. The CalEEMod default trip lengths for Alameda County were used in the analysis. The default trips lengths are as follows:

- Home to Work – 10.8 miles
- Home to Shop – 4.8 miles
- Home to Other – 5.7 miles
- Commercial to Commercial – 7.3 miles
- Commercial to Work – 9.6 miles
- Commercial to Non-Work – 7.3 miles

Table 12: Trip Generation Rates

Land Use (ITE Code)	Size	A.M. Peak Hour				P.M. Peak Hour				Daily (Week Day)		Saturday		Sunday	
		Rate	In	Out	Total	Rate	In	Out	Total	Rate	Trips	Rate	Trips	Rate	Trips
Apartments (220)	18 DU	0.50	2	7	9	0.67	8	4	12	6.65	120	6.39	115	5.86	105
Sit Down Restaurant (932)	1975 GSF	10.81	12	10	22	9.85	13	7	20	127.15	252	158.37	313	131.84	261
Subtotal			14	17	31		21	11	32		372		428		367
Non-Auto Reduction[1]	46.9%		*7*	*8*	*15*		*10*	*6*	*16*		*175*		*201*		*173*
Project Totals			**7**	**9**	**16**		**11**	**5**	**16**		**197**		**227**		**194**
Source: Trip Generation Manual, 9th Edition, Institute of Transportation Engineers (ITE), 2012; Stantec, 2017															

NOISE ANALYSIS RESULTS

CONSTRUCTION-RELATED NOISE IMPACTS

Construction of the proposed project is expected to occur over a twelve-month period. Construction noise would typically be generated from the use of a grader and excavator. Noise generated from construction activities would be temporary and would occur within the hours allowed by the City's Standard Conditions of Approval (SCA), 7:00 a.m. to 7:00 p.m.

Table 13 lists equipment that is expected to be used along with noise levels generated from the Federal Highway Administration's Roadway Construction Noise Model (Federal Highway Administration 2006a). Lmax sound levels at the nearest sensitive receptor residences approximately 25 feet from the western project boundary, are shown along with the typical acoustic use factor. The acoustical use factor is the percentage of time each piece of construction equipment is assumed to be operating at full power (i.e., its loudest condition) during construction and is used to estimate Leq values from Lmax values. For example, the Leq value for a piece of equipment that operates at full power 50% of the time (acoustical use factor of 50) is 3 dB less than the Lmax value.

Table 13: RCNM Estimated Construction Equipment Noise Levels at Nearest Receptor

Source	Distance to Nearest Residence	Sound Level at nearest receptor		
		Lmax	Acoustical Use Factor (%)	Leq
Grader/Dozer	25 ft	91.0	40	87.0
Excavator	25 ft	86.7	40	82.8
Pickup Truck	25 ft	81.0	81	77.0
Backhoe	25 ft	83.6	40	79.6
Compressor (air)	25 ft	83.7	40	79.7
Concrete Pump Truck	25 ft	87.4	20	80.4
Crane	25 ft	86.6	16	78.6
Generator	25 ft	86.7	50	83.6
Tractor	25 ft	90.0	40	86.0
Pneumatic Tools	25 ft	91.2	50	88.2

Source	Distance to Nearest Residence	Sound Level at nearest receptor		
		Lmax	Acoustical Use Factor (%)	Leq
All Other Equipment > 5	25 ft	91.0	50	88.0
Source: Federal Highway Administration 2006a (Stantec 2017)				

A reasonable worst-case noise condition for general construction activity is that a grader and excavator would operate simultaneously. This represents a conservative scenario, as it assumes that two pieces of equipment would be operating at the same time and same place. Construction would occur in sequential phases. Thus, in reality, it is not likely that the two loudest pieces of equipment would be operating simultaneously at the exact location of the project site closest to the nearest residence. Nevertheless, the RCNM calculated that this scenario would result in a combined noise level of 91.0 dBA-Lmax and 90.0 dBA-Leq at 25 feet. These calculations represent the worst-case scenario at the nearest residences, located approximately 25 feet from the proposed project where general construction activity would occur.

The types and locations of heavy construction equipment would vary over time across the project site. Therefore, the duration and frequency that heavy construction equipment would operate at the closest possible proximity to an adjacent receptor would be limited on any given day and would not be expected to last more than a few days at a time. In addition, the project site is largely graded, therefore, grading activities would be minimal.

Although construction-generated noise could temporarily result in the exposure of the nearby receptors to noise levels in excess of the Noise Ordinance Standards, the implementation of the City of Oakland's Standard Conditions of Approval (SCA) would lessen the impacts of construction period noise, as described below:

- **SCA NOI-1 (#66): Project Specific Construction Noise Reduction Measures** requires that the project applicant 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. The project applicant shall implement the approved Plan during construction.

- **SCA NOI-2 (#63): Construction Days/Hours** provides limits on the days and hours of construction to avoid generating noise when it would be most objectionable to neighboring residences and commercial operations. These limitations, which specify that construction activities would be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday (among other restrictions), would prevent the disturbance of sleep for a majority of residents located close to the project site. This SCA also requires any extension of these work hours to be approved in advance by the City and requires property owners and occupants within 300 feet of the project site to be notified of such an extension.

- **SCA NOI-3 (#64): Construction Noise** requires all construction projects to implement basic noise reduction measures during construction.

- **SCA NOI-4 (#65): Extreme Construction Noise** requires that the project applicant prepare and implement a Construction Noise Management Plan that contains site-specific noise attenuation measures to reduce construction impacts associated with any anticipated extreme noise generating activities (i.e., activities generating noise levels greater than 90 dBA). Since the construction of the proposed project could generate noise levels greater than 90 dBA at the adjacent commercial buildings to the south and to the west, this measure would apply to the proposed project. The types of measures that would effectively reduce construction noise to less-than-significant levels that may be included in the Construction Noise Management Plan include the following:

    - Temporary noise barriers will be placed between the proposed construction activities and nearby receptors. The noise barriers may be constructed from plywood and installed on top of a portable concrete K-Rail system to be able to move and/or adjust the wall location during construction activities. A sound blanket system hung on scaffolding, or other noise reduction materials that result in an equivalent or greater noise reduction than plywood, may also be used. The composition, location, height, and width of the barriers during different phases of construction will be determined by a qualified acoustical consultant and incorporated into the Construction Noise Management Plan for the project.

    - Best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) will be used for project equipment and trucks during construction wherever feasible. For example, exhaust mufflers on pneumatic tools can lower noise levels by up to about 10 dBA and external jackets can lower noise levels by up to about 5 dBA.

    - Noise control blankets will be utilized on the building structure as the building is erected to reduce noise emission from the site. The use of noise control blankets will particularly be targeted to cover the levels of the building that have line of sight with the windows of nearby receptors.

    - Construction equipment will be positioned as far away from noise-sensitive receptors as possible. The project site is surrounded by hard surfaces, and therefore, for every doubling of the distance between a given receptor and construction equipment, noise will be reduced by approximately 6 dBA.

    - Monitoring the effectiveness of noise attenuation measures by taking noise measurements.

- Notify property owners and occupants located within 300 feet of the construction activities prior to commencing extreme noise generating activities.

- **SCA NOI-5 (#67): Construction Noise Complaints** provides additional measures to respond to and track construction noise complaints during construction to allow sources of potentially disruptive construction noise to be quickly controlled or eliminated.
- **SCA NOI-6 (#69): Operational Noise** requires projects to comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Chapter 8.18 of the Oakland Municipal Code.
- **SCA NOI-7 (#68): Exposure to Community Noise** requires projects that prepared a Noise Reduction Plan to incorporate additional noise reduction measures to achieve an acceptable interior noise level in accordance with the City's land use compatibility guidelines of the General Plan Noise Element.

VIBRATION

During construction of the proposed project, equipment such as cranes, excavators, graders, loaders, and backhoes may be used as close as 25 feet from the closest sensitive receptor. Construction equipment that would be used during project construction would generate vibration levels between 0.003 and 0.089 PPV as measured at a distance of 25 feet from the operating machinery. According to Table 14, the groundborne vibration levels are below the FTA vibration threshold at which human annoyance could occur of 0.1 PPV. Therefore, construction related groundborne vibration impacts would be less than significant.

Table 14: Construction Equipment Related to Groundbourne Vibration

Type of Equipment	Peak Particle Velocity at 25 feet	Peak Particle Velocity at 50 feet	Peak Particle Velocity at 100 feet	Threshold at which Human Annoyance could Occur	Potential for proposed project to exceed threshold
Large Bulldozer	0.089	0.031	0.011	0.1	None
Loaded Trucks	0.076	0.027	0.010	0.1	None
Small Bulldozer	0.003	0.001	0.000	0.1	None
Jackhammer	0.035	0.012	0.004	0.1	None
Vibratory Hammer	0.070	0.025	0.009	0.1	None

Type of Equipment	Peak Particle Velocity at 25 feet	Peak Particle Velocity at 50 feet	Peak Particle Velocity at 100 feet	Threshold at which Human Annoyance could Occur	Potential for proposed project to exceed threshold
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines 2006b					

The proximity of the project site to sensitive receptors, and the types of construction equipment that would be used as part of the proposed project, are similar to other projects in other urban areas. Because the project site and its vicinity are part of an established, urbanized area, periodic exposure to construction-related noise and vibration are part of the existing conditions. Implementation of the City of Oakland's SCAs will lessen the impacts of noise generated by construction to receptors in the vicinity of the project site. Therefore, with the implementation of the required SCAs, the impact of construction generated noise on nearby receptors would be reduced to a less than significant level.

OPERATIONAL NOISE IMPACTS

Long-term operation of the Project would generate an increase in traffic volumes on the local roadways within the Project vicinity. As Shown in Table 9, the existing conditions currently do not exceed the applicable City of Oakland noise level thresholds of 60 and 65 dB Ldn. As discussed in the Preliminary Traffic Evaluation Memo prepared for this project, the project would generate approximately 197 additional vehicle trips per day during the week, 227 trips on Saturday, and 194 trips on Sunday. The additional vehicle trips generated by the project would not substantially increase the noise levels on the already busy, urban streets. Estimated noise levels resulting from the development of the proposed project would change slightly from existing conditions and are expected to increase as a result of typical residential and commercial uses, such as, landscape maintenance, waste collection, and people congregating and talking at the community gathering areas. It is not anticipated that the existing noise level would increase more than 3db, which is typically inaudible to the human ear. Furthermore, the project would comply with SCA NOI-6 (#69) and adhere to the performance standards of the City's Municipal Code for operational noise. This would be considered an insignificant increase in noise levels and would not be considered a significant impact.

CONCLUSION

Noise generation associated with the proposed development is typically attributed to the project construction activities. These include site grading, construction of the building and apparatuses, and the increased traffic related to facility use. Operational noise generation can be attributed to the slight increase to traffic counts from residents, visitors, and workers of the housing development as well as typical residential associated noise, such as, landscape maintenance, waste collection, and people congregating and talking at the community gathering areas.

Reference: Noise Technical Memorandum for 6501 Shattuck Avenue Mixed Use Project

Based on the FHWA RCNM the proposed project can anticipate, high levels of construction noise, which are temporary and will not result in long-term impacts from construction. While the noise level impacts presented for each phase of construction are a "worst-case" scenario and may at times be audible over traffic-related noise level impacts surrounding the area, these high levels are not expected to be continuous. Moreover, these noise levels will occur only during the hours allowed by the City's Standard Conditions of Approval, 7:00 a.m. to 7:00 p.m.; and will be reduced by the application of noise control techniques affecting and controlling the construction noise at the source. Noise control techniques would be implemented to ensure that noise generated from temporary construction activities would not exceed the City of Oakland's established maximum outdoor noise threshold at nearby sensitive receptors.

Furthermore, noise volumes from existing and projected roadway noise would be less than significant. Project occupants can anticipate long-term exterior operational noise conditions below the City's thresholds of significance. Likewise, given the anticipated noise reduction offered by the proposed building structure, the project occupants can anticipate long-term interior noise levels below the City's interior thresholds of significance. In summary, the proposed project is not anticipated to exceed interior noise levels above the City's thresholds of significance.

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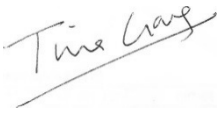

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Attachment H

Stantec

Memo

To:	City of Oakland 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612	From:	Stantec Consulting Services Inc. 1340 Treat Boulevard, Suite 300
File:	6501 Shattuck Avenue Mixed-Use Project	Date:	April 17, 2018

Reference: Construction Noise Reduction Memorandum for the 6501 Shattuck Avenue Mixed-Use Project

This Memorandum (Memo) has been prepared in accordance with City of Oakland Standard Condition of Approval **(SCA) NOI-1(#66):** Project Specific Construction Noise Reduction Measures, to identify construction noise reduction measures for the 6501 Shattuck Avenue Mixed-Use Project (proposed project) CEQA Analysis. These noise reduction measures are to be implemented by the Applicant and its contractors during the construction of the proposed project.

As discussed in the CEQA Analysis, the proposed project would implement the City of Oakland Construction Noise SCAs, which apply to the specific conditions of the project site and surrounding noise-sensitive receptors; these include **SCA NOI-2 (#63)**: Construction Days/Hours, **SCA NOI-3 (#64)**: Construction Noise, **SCA NOI-4 (#65)**: Extreme Construction Noise, **SCA NOI-5 (#67)**: Construction Noise Complaints, **SCA NOI-6 (#69)**: Operation Noise, and **SCA NOI-7 (#68):** Exposure to Community Noise**.**

A Noise Technical Memo (Attachment G) was prepared to support the analysis of the 15183 California Environmental Quality Act (CEQA) Exemption for the proposed project. The Technical Memo provides analyses of potential project-related impacts for exposure to excessive noise during project construction and operation. As shown in Table 13 in Attachment G, estimated construction equipment noise levels at the nearest receptor (25 feet) would not exceed 90 dB(A) (i.e., "extreme noise" levels per the City SCAs). That being said, the Applicant and its contracting team would incorporate site-specific measures consistent with those cited in the SCAs to ensure construction noise is minimized to the greatest extent feasible at the nearest receptors. These site-specific measures may include the following:

1. Construction activities will be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except extreme noise generating activities greater than 90dBA will be limited to 8 a.m. and 4 p.m. Monday through Friday. Construction activities occurring on Saturdays will be limited to between 9:00 a.m. and 5:00 p.m. Any construction activities proposed outside of these timeframes will be evaluated on a case-by-case basis by the City. If construction activities will take place outside of these timeframes, neighbors will be notified 14 calendar days prior to construction activity occurring outside of the above days/hours. No construction activities will take place on Sundays or Federal holidays, unless it is an emergency and the Building Official has approved for the activities to occur.

2. Construction activities will follow the City of Oakland Noise Ordinance parameters to avoid nuisances:
    - All construction equipment powered by internal combustion engines will be properly muffled and maintained.
    - All idling equipment will be turned off when not in use.

- All stationary noise-generating construction equipment such as tree grinders and air compressors will be located as far as practical from existing residences, and they will be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
- Newer, smaller, or quieter equipment will be used wherever possible to minimize noise. Electric equipment is recommended over gas or pneumatic equipment.

3. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction will 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 will be used. External jackets on the tools themselves will be used, if available. Quieter procedures will be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

    - Construction activities shall incorporate temporary construction noise barriers such as the following:
    - Plywood;
    - Flexible sound blankets or rigid panels of composite-layer construction supported by a framing system;
    - Straw bales;
    - Storage trailers fitted with additional shielding to block noise transmission between/under individual trailer units
    - will be placed along the perimeter of the project site, and between the nearest sensitive receptors and the construction site.
    - The Applicant will use temporary power poles instead of generators where feasible.
    - The noisiest phases of construction will 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.
    - A noise disturbance coordinator will be designated to respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. A telephone number to contact the disturbance coordinator will be placed at the construction site.
    - Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
    - Signs prohibiting unnecessary idling of internal combustion engines will be posted.

Reference: Construction Noise Reduction Memorandum for the 6501 Shattuck Avenue Mixed-Use Project

The Applicant will submit a final site-specific construction noise reduction plan to the City for review and approval during the permit application. All coordinated and approved measures will be implemented by the contracting team at the project site.

Attachment I

Stantec

Memo

To:	The City of Oakland	From:	Stantec Consulting Services Inc.
File:	6501 Shattuck Avenue Oakland, CA 94954	Date:	December 22, 2017

Reference: **Preliminary Traffic Evaluation for the Proposed Mixed Used Development at 6501 Shattuck Avenue**

INTRODUCTION

This Memo presents the preliminary result of a traffic evaluation completed for a proposed mixed used development located at 6501 Shattuck Avenue in the City of Oakland. This project is located on the north-east corner of the intersection of Shattuck Ave. and 65th St. As proposed, the project includes demolishing an existing abandoned structure and developing the existing unoccupied lot. The proposed project includes one four-story, 18-unit apartment complex with ground floor commercial space and parking, with a total floor area of 17,480 square feet. The residential element of the proposed project would consist of three floors (Floors 2 – 4) and a total floor area of 15,505 square feet. The commercial element of the proposed project would consist of 1,975 square feet of ground floor commercial/restaurant space. A total of 18 parking spacings will be provided on site for the residential units.

TRIP GENERATION

Trip generation for the existing building and the proposed building was estimated based on rates provided in the Trip Generation, 9th Edition, published by the Institute of Transportation Engineers (ITE), and the City of Oakland Transportation Impact Study Guidelines.

The project site is served by various AC Transit bus and shuttle lines and is located approximately 0.25 miles from the Ashby Bay Area Rapid Transit (BART) Station. Therefore, as per the *City of Oakland Transportation Impact Review Guidelines* (City of Oakland 2017), a 46.9% of trip reduction was applied in the trip generation estimation for the proposed project.

Table 1 shows the estimated net new trips generated by the proposed project. As shown in the table, the proposed project would generate approximately 16 vehicle trips on a typical weekday during the a.m. peak hour, with 7 inbound trips and 9 outbound trips. The proposed project is expected to generate approximately 16 p.m. peak hour trips, including 11 inbound trips and 5 outbound trips during the p.m. peak hour. Because the Project would not generate 50 new peak hour vehicle trips, its impacts would be considered less than significant and a Transportation Impact Assessment is not required per the City's guidelines.

Reference: Preliminary Traffic Evaluation for the Proposed Mixed Used Development at 6501 Shattuck Avenue

Table 1 Trip Generation for the Proposed Project

Land Use (ITE Code)	Units[1]	ITE Code	Rate	Daily	A.M. Peak Hour				P.M. Peak Hour			
					Rate	In	Out	Total	Rate	In	Out	Total
Apartments (220)	18 DU	220[2]	6.65	120	.50	2	7	9	.62	8	4	12
Restaurant (932)	1.975 KSF	932[3]	127.15	252	10.81	12	10	22	9.85	12	8	20
Subtotal				372		14	17	31		20	12	32
Non-Auto Reduction (46.9)[4]				-175		-7	-8	-15		-10	-6	-16
Net New Project Trips				**197**		**7**	**9**	**16**		**11**	**5**	**16**

Source: ITE Trip Generation, 9th Edition, 2012; City of Oakland Transportation Impact Study Guidelines, 2017.
Notes:
1. DU = Dwelling Units, KSF = 1,000 square feet.
2. ITE Trip Generation (9th Edition) land use category 220 (Apartment):
Daily: T = 6.65*(X)
AM Peak Hour: T = 0.51*(X) (20% in, 80% out) PM Peak Hour: T = 0.62*(X) (65% in, 35% out)
3. ITE Trip Generation (9th Edition) land use category 932 (High-Turnover (Sit-Down) Restaurant): Daily: T = 127.15*(X)
AM Peak Hour: T = 10.81*(X) (55% in, 45% out)
PM Peak Hour: T = 9.85*(X) (60% in, 40% out)
4. Reduction of 46.9% assumed based on City of Oakland Transportation Impact Study Guidelines data for development in an urban environment with a distance less than 0.5 mile of a BART Station.

Vehicle Miles Traveled Analysis

The City of Oakland recently adopted new thresholds of significance and Transportation Impact Study Guidelines related to transportation impacts, "in order to implement the directive from California Senate Bill 743 to modify local environmental review processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA." The new thresholds replace LOS with criteria for vehicle miles traveled (VMT) to determine whether a project causes a significant impact on the environment related to transportation.

The City provides initial screening criteria for assessing the potential significance of impacts from VMT for land use development projects based on project size, project location related to a low-VMT area, and project location related to transit stations. If the project meets any one of the screening criteria, its impacts on transportation are presumed to be less than significant and detailed VMT analysis is not required. The screening guidelines are as follows, accompanied by the applicability of each criterion to the proposed Project[1]:

[1] City of Oakland Transportation Impact Review Guidelines, April 14, 2017

1. **Presumption of Less Than Significant Impact for Small Projects**: Absent substantial evidence indicating that a project would generate a potentially significant level of vehicle miles traveled, projects that generate fewer than 100 vehicle trips per day generally may be assumed to cause a less-than-significant transportation impact.

   Project: The Project would generate more than 100 vehicle trips per day (see Table 1 above), so it does not meet the presumption of less than significant impacts based on project size.

2. **Presumption of Less Than Significant Impact for Residential, Retail, and/or Office Projects in Low-VMT Areas:** The project meets map-based screening criteria by being located in an area that exhibits below threshold VMT, or 15 percent or more below the regional average. Residential, retail, and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility) will tend to exhibit similarly low VMT. Therefore, maps illustrating areas that exhibit below threshold VMT should be used to screen out residential, office, and retail projects which may not require a detailed VMT analysis.

   Project: Based on the Metropolitan Transportation Commission's map of VMT by Transit Area Zones (TAZ), the proposed project is in TAZ 1001, which has a per capita VMT of 9.5, which is 36 percent lower than the Plan Bay Area regional average of 14.9 for 2020. The per employee VMT for TAZ 1001 is 20.8, which is 10 percent below the regional average of 23.2 for 2020. Based on the per employee VMT for TAZ 1001, the project does not meet the presumption of less than significant impacts based on VMT.

Commuter	Bay Area		TAZ 1001
	Regional Average	Regional Average minus 15%	
Commercial (Workers)	23.2	19.7	20.8
Residential (Per Capita)	14.9	12.6	9.5

3. **Presumption of Less Than Significant Impact Near Transit Stations:** Presume that residential, retail, and office projects, as well as mixed use projects which are a mix of these uses, proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT.

   Project: The project site is located within approximately 0.25 miles from the Ashby BART Station, and AC Transit Line 6. There is no project-specific or location-specific information which indicates that the proposed project will generate significant levels of VMT. Therefore, its

transportation impacts are presumed less than significant and detailed VMT analysis is not required.

The Project meets screening criteria #3 for VMT; therefore, it is reasonable to conclude that the Project impact on VMT will be less than significant.

CONCLUSIONS

Stantec has reached the following conclusions regarding the proposed Drive-Thru improvements at the restaurant in the City of Petaluma:

- The estimated trip generation for the proposed project is expected to produce less than 50 peak hour trips.
- Due to the project location's proximity to Transit, the project transportation impacts are presumed to be less than significant. For this reason, VMT analysis is not required.

Stantec Consulting Services, Inc.

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