

The Phoenix

**801 Pine Street
CEQA ANALYSIS**

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

November 2018

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GENERAL PROJECT INFORMATION

1. **Project Title:** The Phoenix
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:**
Mike Rivera, Planner II
Major Projects Development, Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612
(510) 238-6417
mrivera@oaklandnet.com
4. **Project Location:**
801 Pine Street (vacant site is bounded by Pine St., 9th St., and Shorey St)
Assessor's Parcel Number 006 004700100
5. **Project Sponsor's Name and Address:**
Urban Designs, LLC
Jamie Hiteshew
(510) 588-5147
1201 Pine St, Suite 151
Oakland, CA 94607
6. **General Plan Designation:**
Housing and Business Mix, Business Mix, and West Oakland Specific Plan (WOSP)
7. **Zoning:**
Housing and Business Mix (HBX-4), West Oakland Plan Area Commercial Industrial Mix-1B (CIX-1B), and Health and Safety Protection Combining Zone (S-19)
8. **Requested Planning Permits:**
See Project Approvals in Chapter III, Project Description, below

I. INTRODUCTION

The purpose of this CEQA document is to analyze the Phoenix Project (project), proposed at 801 Pine Street (Assessor's Parcel Number:006 004700100), to determine if it qualifies for an Addendum and an Eligible Infill Exemption so that no additional environmental review is required.

The project site is within the 7th Street Opportunity Area of the West Oakland Specific Plan (WOSP) Area. The WOSP EIR analyzed the environmental impacts of implementation of the WOSP, including development of the project site. The project is within the impact envelope of the reasonably foreseeable maximum development program analyzed by the WOSP EIR, providing the basis for use of an Addendum per Public Resources Code Section 21166 and State CEQA Guidelines Section 15164. The project is also within an urbanized area and fulfills the criteria for an Eligible Infill Exemption pursuant to Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects).

This document describes the proposed project in Section III, Project Description, and documents the project's consistency with the WOSP and the City's 1998 General Plan Land Use and Transportation Element (LUTE) in Section IV, Project Consistency Assessment. Section V, Summary of Findings, provides an overview of the environmental analysis. The potential environmental impacts of the project are described in Section VI, Environmental Checklist, which summarizes the impact findings of the WOSP Environmental Impact Report (EIR)¹ and relevant City of Oakland Standard Conditions of Approval (SCAs) and explains whether the project would cause new or more significant environmental impacts than those identified in the WOSP EIR.

In Attachment A, a Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) is provided. Attachment B, Criteria for Use of an Addendum, demonstrates how the project meets the conditions for an Addendum to the WOSP EIR pursuant to CEQA Guidelines Section 15162, 15164, and 15168. Finally, in Attachment C, Infill Exemption Performance Standards, a matrix demonstrates the project's consistency with Appendix M of the CEQA Guidelines, thus determining the project's eligibility for an Infill Exemption pursuant to CEQA Guidelines Section 15183.3.

¹ City of Oakland, 2014. West Oakland Specific Plan, Final Environmental Impact Report. SCH 2012102047, May.

II. SUMMARY

As demonstrated in: (1) the project findings, detailed in the Environmental Checklist found below; (2) the Criteria for Use of Addendum, included in Attachment A; and (3) the Infill Exemption Performance Standards Matrix, included as Attachment D, the Phoenix project would not result in substantially more significant (severe) environmental effects than those identified in the WOSP EIR. The CEQA Guidelines state that “more significant” effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR’s analysis. Where project-specific significant environmental impacts could occur, this document demonstrates that they would be substantially mitigated by mitigation measures from the WOSP EIR and/or uniformly applicable development policies or standards. Therefore, the project qualifies for an Addendum and an Eligible Infill Exemption and no additional environmental review is required under CEQA Guidelines Sections 15162, 15164, and 15183.3.

III. PROJECT DESCRIPTION

This section describes the proposed Phoenix project that is considered in this CEQA document. It includes a description of the project site, the existing site conditions, the project, and the required project approvals.

A. PROJECT LOCATION

As shown in Figure 1, the project site is at 801 Pine Street, west of the 9th Street/Pine Street and Shorey Street/Pine Street intersections in West Oakland. The project site is approximately 202,571 square feet (4.65 acres) and takes up the entirety of Assessor Parcel Number (APN) 6-47-1. The site has an irregular pentagonal shape and is bounded by 9th Street to the north, Pine Street to the east, 8th Street/Shorey Street to the south, and Frontage Road and Interstate 880 (I-880) to the west. The project would also involve a small, triangular portion of land at the end of 9th Street that is not documented with an APN but ownership of this land would be resolved in order for the project to move forward and circulation improvements would be implemented. The proposed public improvements would be consistent with City of Oakland Department of Transportation recommendations. The site is within the WOSP area and is included in Opportunity Area #2 (7th Street Opportunity Area).



Source: Google Earth Pro, 2018

The project site is approximately 0.5 miles northwest of the West Oakland Bay Area Rapid Transit (BART) station and one block west of frequent bus service. The Alameda-Contra Costa Transit (AC Transit) bus route # 14 stops at the 8th Street/Wood Street intersection with peak-hour headways of 15 minutes or less. Regional vehicular access to the site is provided by Interstate 880, located approximately 200 feet west of the site. The project site is located in an area that is at least 15 percent under the regional average, making it a low-VMT area.²

B. EXISTING SITE CONDITIONS AND CONTEXT

The project site is currently vacant and undeveloped, although a concrete surface covers much of the lot. The site is predominately flat topographically and is not near any creeks or natural landmarks. There are four trees on the project site that would be removed and one near the site at the intersection of Shorey Street and Pine Street that would remain. The site is approximately one mile east of the San Francisco Bay.

The project site has been the subject of environmental investigations and cleanup actions in association with former land uses. It is not included on the list of hazardous materials release sites compiled pursuant to Government Code Section 65962.5 (the Cortese List), but it is a Cleanup Program Site on the State Water Resources Control Board GeoTacker database. The site is currently under the regulatory oversight of the Alameda County Department of Environmental Health (ACDEH). ACDEH has stated that the site can be safe for residential development with implementation of a corrective action plan and approval by ACDEH. ACDEH is committed to work with the project sponsor on the appropriate corrective measures.³

Existing uses in the project vicinity are primarily residential with some light industrial north of 9th Street, as further described below.

- **North.** Across 9th Street, there are warehouses used for a mix of community assembly, recreational assembly, and light industrial uses. Starting closest to Frontage Road and I-880 and moving along 9th Street from west to east, these uses include Lower Bottoms skate park, an auto parts yard and warehouse, and several circus/trapeze arts facilities (Velocity Circus, Trapeze Arts, and Heidi Button Aerial Artist). Farther north of the site along 10th and 11th Streets are surface parking lots, two warehouses, and a California Waste Solutions facility.

² Fehr & Peers, 2018. The Phoenix – Preliminary Transportation Assessment. September 24.

³ York, Drew, Senior Hazardous Materials Specialist and Dilan Roe, Chief – Land Water Division, Alameda County Health Care Services Agency, 2018. Written communication to Kevin Brown, Urban Designs, LLC. November 13.

- **East.** Mostly single-family homes and vacant lots line the east side of Pine Street on the block across from the project site. A row of eight single-family homes also fronts the west side of Pine Street between 9th and 10th Streets.
- **South.** There is a mix of community assembly and residential uses south of the site. Non-residential uses include St Luke’s Missionary Church and Galatians Missionary Baptist Church south of Shorey Street and Prescott Circus Theater southwest of the Pine Street/8th Street intersection. Three-story multifamily housing is found farther southeast of the site on Goss Street and single-family homes and a small park are located along 8th Street.
- **West.** A fourteen-foot-tall cinder block sound wall separates the site from Frontage Road and the Interstate to the west. The site is bounded by Frontage Road, and I-880 is immediately west of Frontage Road.

C. GENERAL PLAN DESIGNATION AND ZONING

The site is split between two General Plan land use designations and zoning districts. Approximately one third (58,427 square feet) of the site, the portion along Pine Street, is designated as Housing and Business Mix and zoned Housing and Business Mix 4 (HBX-4). The rest of the site (144,144 square feet) is within the Business Mix General Plan designation and the West Oakland Plan Area Commercial Industrial Mix-1B (CIX-1B) zone. See Figures 2 and 3 in Section VI.I, Environmental Checklist, Land Use, Plans, and Policies, for visuals of the site’s zoning and General Plan designation bifurcation.

D. PROJECT CHARACTERISTICS

The multi-phased project proposes to construct six buildings providing multi-family residential, administrative office, and light industrial land uses. The project would total 268,569 square feet and provide 316 residential units, including approximately 50 units of supportive housing. All residential buildings would include a mix of studios, one-bedroom, and two-bedroom units, but studios make up the majority of units. Two on-site surface parking lots and a new driveway accessible from either 9th and Shorey Streets would provide approximately 130 parking spaces for the residents of the project. Each of the project buildings is described below and an overview is provided in Table 1. Please see the project plans for more information.

- **Supportive and Affordable Housing Building.** The L-shaped Supportive and Affordable Housing Building would total 45,331 square feet. The segment of the L-shaped building that is parallel to Frontage Road would be four stories and approximately 59 feet tall, while the portion that runs perpendicular to Frontage Road, closer to Pine Street, would be up to three

stories and approximately 47 feet tall. The Supportive and Affordable Housing Building would consist of 101 units, including 82 studios, 3 one-bedroom units, and 16 two-bedroom units. Half of the units would be permanent supportive housing units for homeless families and individuals and the other half would be dedicated to households earning less than 60 percent of the AMI.

- **Supportive Housing Administrative Office.** This two-story building would total 7,837 square feet. It would provide office space for the case workers, property managers, and security guards who support the health and safety of residents.
- **Multi-Family Residential Building 2.** This five-story building would provide 87 residential units comprised of 56 studios, 13 one-bedroom units, and 18 two-bedroom units.
- **Multi-Family Residential Building 3A.** Totalling 59 units, this five-story building would provide 25 studios, 14 one-bedroom units, and 20 two-bedroom units.
- **Multi-Family Residential Building 3B.** This four-story building would run parallel to Pine Street and provide 69 residential units. Building C would include 44 studios, 11 one-bedroom units, and 14 two-bedroom units.
- **Maker Space Building 4.** The 27,501-square foot, one-story maker space would provide a place for local artists to practice ceramics, metalwork, sculpture, and other light industrial and custom manufacturing art media.

The project would also subdivide the site into four parcels. Parcel 1 would be redeveloped with Supportive and Affordable Housing units and associated office. Parcel 2 would contain Multi-Family Residential Building 2. Parcel 3 would contain two detached Multi-Family Residential Buildings 3A and 3B and two small surface parking lots further described below), and Parcel 4 would encompass a Maker Space non-residential building.

The project would provide 3 loading berths and 130 off-street parking spaces. Shorey Street would be opened as part of the project and a new driveway would connect to it and run along the western edge of the site. The proposed private driveway would be used only for resident parking and Fire Department access. It would be lined with resident parking spaces on each side and would provide access to two on-site surface parking lots on either side of Building 3A. Pedestrians would access the site on the sidewalks surrounding the project.

TABLE 1 PROJECT SUMMARY

Project	Amount
Total site area	202,571 SF
Total gross floor area	268,569 SF
Gross residential area, including amenities	233,232 SF
Gross light industrial area	27,501 SF
Gross office area	7,837 SF
Gross parking area (surface parking lot)	28,637 SF
Gross open space	30,035 SF ⁴
Residential Units	316
Parking spaces	130
Building height	60 ft

SF= square feet

Source: Lowney Architecture, 2018 and David Baker Architects, 2018.

E. PROJECT CONSTRUCTION

The project would utilize modular construction, making on-site construction less extensive. On site preparation and on-site construction could include the use of graders, rubber-tired dozers, tractors, loaders, backhoes, cranes, forklifts, generator sets, welders, pavers, and rollers.

The project would be constructed in five phases, with the supportive and affordable housing and associated office built in Phase 1. A proposed Final Development Plan has been submitted for this phase. Phase 2 would include Residential Building 2, followed by the Maker Space in Phase 3. Phase 4 would construct Building 3A and finally Phase 5 would construct Buildings 3B. Each phase

⁴ Per OMC 17.126.020 (Substitution of private space for group space), private usable open space can be substituted for group open space with a multiplier of two (i.e., each square foot of private open space is equivalent to 2 square feet of group open space). When the multiplier is added to the 7,092 sq. ft. of private open space, the total open space comes to 37,127 sq ft. [Note to Reviewer: the private open space number was corrected. Total open space is correct as is. 22,943 sf group space + (2 * 7,092 sf of private space) = 37,127]

of construction would last approximately one year. The on-site construction of Phase 1 is estimated to start in 2019.

F. PROJECT APPROVALS

The proposed project requires a number of discretionary actions and approvals, including without limitation:

a. City of Oakland

The City's discretionary approvals include, but may not be limited to:

- Planned Unit Development Permit (PUD)/Preliminary Development Plan (PDP) for whole site and Final Development Plans (FDP) for Phase 1
- Major Conditional Use Permit for an Expansion of Use
- Minor Conditional Use Permit for Shared-Access Easement (driveway)
- Regular Design Review for New Construction
- Vesting Tentative Parcel Map for Subdivision

Administrative and ministerial City permits required for the project include, but may not be limited to:

- Tree Protection Removal Permit
- Building permit and other related on-site and off-site work permits

b. Actions by Other Agencies

The project will require other administrative approvals from other agencies and utility providers such as East Bay Municipal Utility District (EBMUD), PG&E, and California Regional Water Quality Control Board (RWQCB). Additionally, Alameda County Department of Environmental Health (ACDEH) will need to review and accept a Corrective Action Plan (CAP) for the project that details the mitigation plans to manage residual contaminants in soil and groundwater on the project site. California Department of Transportation would also be

IV. PROJECT CONSISTENCY ASSESSMENT

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."

Proposed Project. The project would be located in the West Oakland Specific Plan (WOSP) Area. It would redevelop a now-vacant lot previously used for industrial uses with six new buildings providing affordable and market-rate multi-family housing, supportive services and related administrative offices for the affordable housing residents, and a two-story non-residential maker space for local artists. The project would be approximately 268,569 gross square feet in size and have a maximum height of 60 feet. Because the project proposes to set aside approximately 16 percent of its units as affordable to very-low income households, the project is entitled to three density bonus concessions under the City's Density Bonus and Incentive Procedure,⁵ as well as waivers of development standards that would preclude development of the project.⁶ The project sponsor requests two concessions to convert FAR to residential density and to reduce the minimum required off-street parking. The applicant also requests two waivers to increase the maximum building height and the expansion of residential use an additional 50 feet for residential use.

Project Consistency. As determined by the City of Oakland Bureau of Planning, the proposed project is permitted in the zoning district in which it is located, and is consistent with the bulk, density, and land uses envisioned in the Plan Area, as outlined below.

- In the West Oakland Specific Plan, the project site is located in Subarea 2c of the 7th Street Opportunity Area on site #28. The project is consistent with the plan policies for the 7th Street Opportunity Area, which contemplate higher-density housing, commercial office, and government/institutional office space around the core of the BART Station, and neighborhood-serving retail as well as custom manufacturing / industrial arts/ artist exhibition space on the ground floor.
- The site is zoned HBX-4 (Housing and Business Mix) and CIX-1B (West Oakland Plan Area Commercial Industrial Mix-1B). The HBX-4 zone provides development standards for

⁵ City of Oakland, 2017. Oakland Planning Code, Chapter 17.107: Density Bonus and Incentive Procedure. Section 17.107.090-Permitted Number of Density Incentives or Concessions.

⁶ City of Oakland, 2017. Oakland Planning Code, Chapter 17.107: Density Bonus and Incentive Procedure. Section 17.107.095-Waiver of Development Standards.

Live/Work, Work/Live, and housing in areas with industrial and commercial activities. The CIX-1B zoning district is intended to support industrial areas in the WOSP Area that are appropriate for light manufacturing, light industrial, warehouse, research and development, and service commercial uses. The project uses, which include light manufacturing, multi-family residential, and an administrative office for supportive housing services, would meet the intentions of the two zones. A Conditional Use Permit and Density Bonus concessions and waivers would be used to extend residential land uses from the HBX-4 zone into the CIX-1B zone. A Conditional Use Permit would extend the residential uses permitted in the HBX-4 zone 150 feet into the adjacent CIX zone, per OMC Section 17.102.110-Expansion of Use into Adjacent Zones. The 150-foot Expansion of Use zone would cover the entirety of structures and uses proposed for Phase I, as well as the entirety of the multi-family residential Buildings 2 and 3B. A Density Bonus waiver would lengthen the Expansion of Use an additional 50 feet to encompass the entirety of multi-family residential Building 3A. The project meets the criteria outlined in OMC Section 17.102.110 required to use the Expansion of Use provision, including the requirement to improve or provide superior environmental relationships among all uses in the immediate vicinity.

- The HBX-4 and CIX-1B zones outline a number of development standards, including minimums for height, parking, setbacks, density, and Floor Area Ratio (FAR). The project would use a Density Bonus concession to convert FAR to residential density, creating a framework to guide the intensity of residential development in the CIX-1B lot. The project's proposed 316 residential units is within the number of units allowed for the site after the FAR conversion. Table 2 below describes the FAR conversion and demonstrates the project's compliance with other standards across the two zones
- The General Plan land use designations for the site are Housing and Business Mix and Business Mix. The intent of the Housing and Business Mix designation is to "guide a transition from heavy industry to low impact light industrial and other businesses that can co-exist compatibly with residential development."⁷ This designation seeks to prevent industrial uses that would generate impacts to residences and ensure compatible co-existence. Similarly, the Business Mix General Plan designation supports a transition from higher intensity uses as were typically found in West Oakland to lower intensity uses.⁸ The project which includes affordable and supportive housing, related administrative office, market-rate and affordable multi-family residential, and a light industrial maker space, would be compatible with the existing residential communities and would create a transition from industrial uses north of the site to the residential uses south and east of the site. Because the project is consistent with the intent of the land use designations

⁷ City of Oakland, 1998. General Plan, Land Use and Transportation Element, p. 157.

⁸ City of Oakland, 1998. General Plan, Land Use and Transportation Element, p. 152.

(i.e., compatibility with existing residential communities), the project would be consistent with the General Plan.⁹

⁹ State law “does not require precise conformity of a proposed project with the land use designation for a site, or an exact match between the project and the applicable general plan...Instead, a finding of consistency requires only that the proposed project be ‘compatible with the objectives, policies, general land uses, and programs specified in’ the applicable plan. State of California, 2015. Court of Appeals of California, Fourth District, Division One. Save Our Heritage Organization v. City of San Diego (2015) 237 Cal.App.4th 163, 185-186, 187.

TABLE 2 SUMMARY OF ZONING DEVELOPMENT STANDARDS AND DENSITY BONUS CONCESSIONS/WAIVERS

	Allowed/Required by Zoning	Proposed by Project	Requested Concessions and Waivers
Land Use	HBX: supportive housing, permanent residential, light manufacturing (less than 25,000 sf), administrative commercial (less than 25,000 sf)	HBX: Permanent residential, supportive housing, administrative office, and light industrial	Complies
	CIX: light manufacturing, administrative commercial. Residential prohibited.	CIX: light manufacturing and permanent residential.	<p>Waiver #1. Per OMC 17.102.110 <i>Expansion of Use into Adjacent Zones</i>, the project's residential land use can be extended 150 ft into the CIX zone. The project sponsor would utilize a density bonus waiver to increase the Expansion of Use line to reach 200 feet, which would cover the entirety of the proposed multi-family residential buildings.</p>
Max. Density	HBX: 74 CIX: 367 units <i>Total = 441</i>	316	<p>Concession #1. The project would utilize a concession to use FAR as a basis for residential density in the CIX portion of the site. This concession would develop a method to guide the intensity of residential development in the Expansion of Use zone for this proposed project that is necessary to realize financial benefits associated with economies of scale.</p>
Max. FAR	HBX: 2.5	HBX: 2.0	Complies
	CIX: 2.0	CIX: 1.1	Complies
Min. Front Yard Setback	HBX: 0 ft ^a	HBX: 2 ft	Complies
	CIX: 0 ft	CIX: 12 ft	Complies
Min. Rear Yard Setback	HBX: 0 ft ^b	HBX: 0 ft	Complies
	CIX: 0 ft	CIX: 0 ft	Complies
Min. Street Side Yard	HBX: 0 ft ^c	HBX: 9 ft	Complies
	CIX: 10 ft	CIX: 10 ft ^d	Complies

TABLE 2 SUMMARY OF ZONING DEVELOPMENT STANDARDS AND DENSITY BONUS CONCESSIONS/WAIVERS

	Allowed/Required by Zoning	Proposed by Project	Requested Concessions and Waivers
Min. off-street parking	Residential: 156 spaces Office: 11 spaces Light industrial: 19 spaces <i>Total = 189 spaces</i>	130 spaces	Concession #2. The project would utilize a concession to decrease the parking requirement by 59 spaces, from 189 to 130. The parking concession would result in a direct cost reduction, facilitating the construction of the project with a minimum of 11% of the base project units dedicated to very low-income households.
Loading	3 berths	3 berths	Complies
Open Space	HBX: 100 sf/unit	HBX: 117 sf/unit ^f	Complies
	CIX: 5% site landscaping ^e (38 sf/unit)	CIX: 117 sf/unit ^f	Complies
Max. Height	HBX: 55 ft	HBX: 60 ft	Waiver #2. The project sponsor would utilize a waiver on permitted height to facilitate construction.
	CIX: 85 ft	CIX: 60 ft	Complies

^a The HBX Design Guidelines Manual specifies that front setbacks should match the established pattern on the street. Because the site is a vacant city block and the opposite streets do not have a solid or discernable development pattern, there is not setback requirement.

^b A minimum 10-foot rear yard is required when a rear lot line abuts any portion of a lot in a Residential Zone. The HBX portion of the site's rear lot line does not abut a residential zone, and so this standard does not apply.

^c Per the HBX Design Guidelines Manual, new development should provide "limited" interior side setbacks when there is no established street pattern of interior yard setbacks, as is the case for the site.

^d The northwestern corner of the site is considered the street side yard. The site plan provides approximately 45 feet between the maker space and street right-of-way at the site rear and 16 feet between the maker space and the parking on 9th Street.

^e This is equivalent to 7,207 sf or 38 sf/unit (5% * 144,144 sf = 7,207 sf / 192 units = 38 sf/unit).

^f This is calculated based on 37,127 sf of open space across all 316 units of the project.

Source: Urban Planning Partners, 2018.

V. SUMMARY OF FINDINGS

An evaluation of the project is provided in the Chapter VI, CEQA Checklist below. This evaluation concludes that the project qualifies for an addendum/exemption from additional environmental review. The project was found to be consistent with the development density and land use characteristics established by the City of Oakland General Plan, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the WOSP EIR and 1998 LUTE EIR.

The project would be required to comply with any applicable City of Oakland SCAs presented in Attachment A to this document: Standard Conditions of Approval and Mitigation Measures and Reporting Plan. With the implementation of the applicable SCAs, the project would not result in a substantial increase in the severity of significant impacts previously identified in the WOSP EIR, nor would it result in any new significant impacts not previously identified in the WOSP EIR and/or LUTE EIR, nor would it result in any new significant impacts not previously identified in any of those CEQA documents.

In accordance with Public Resources Code Sections 21083.3, 21094.5, and 21166, and CEQA Guidelines Sections 15162, 15164, 15183, 15183.3, and 15168, and as set forth in the CEQA Checklist below, the project qualifies for an addendum and one or more exemptions because the following findings can be made:

- **Addendum.** The WOSP EIR analyzed the impacts of development within the WOSP Area. The project would not cause new significant impacts not previously identified in the WOSP EIR and would not result in a substantial increase in the severity of previously identified significant impacts. [Therefore, no new mitigation measures would be necessary to reduce significant impacts.] The project meets the requirements for an addendum, as evidenced in Attachment B to this document: Criteria for Use of Addendum, per CEQA Guidelines Sections 15162, 15164, and 15168. Therefore, no supplemental environmental review is required in accordance with Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164.
- **Community Plan Exemption.** Based on the analysis conducted in this document, the project also qualifies for a community plan exemption. The project is permitted in the zoning district where the project site is located, and is consistent with the bulk, density, and land uses envisioned for the site, as described in the WOSP EIR and 1998 LUTE EIR. This CEQA Analysis concludes that the project would not result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects; or (3) were previously identified as significant effects but are determined to have a more severe adverse impact than discussed in the EIR. Findings regarding the project's

- **Qualified Infill Exemption.** The analysis indicates that the project qualifies for an infill exemption and is generally consistent with the required performance standards provided in CEQA Guidelines Appendix M, as evaluated in Attachment D: Infill Performance Standards, Per CEQA Guidelines Section 15183.3, to this document. This CEQA Analysis finds that the project would not cause any new specific effects or more significant effects than previously identified in the WOSP EIR and 1998 LUTE EIR, and that uniformly applicable development policies or standards (SCAs) would substantially mitigate the project's effects. The project site has been previously developed and is surrounded by urban uses. The project is consistent with the land use, density, building intensity, and applicable policies for the site. The project therefore meets the requirements for an infill exemption, as evidenced in Attachment D: Infill Performance Standards, Per CEQA Guidelines Section 15183.3, to this document.
- **Program EIRs and Redevelopment Projects.** Overall, based on an examination of the analysis, findings, and conclusions of the WOSP EIR, as well as those of the 1998 LUTE EIR, the potential environmental impacts associated with the project have been adequately analyzed and covered in prior Program EIRs. Therefore, no further review or analysis under CEQA is required.

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



Signature
Robert Merkamp, Environmental Review Officer

11/30/18
Date

VI. ENVIRONMENTAL CHECKLIST

The Abbreviated Appendix N Checklist below compares potential environmental impacts of the project to the findings of the WOSP EIR, notes whether the project would result in new significant impacts or impacts substantially greater or more severe than those previously identified in WOSP EIR, and includes an explanation substantiating the findings for each topic. It uses the abbreviation SU for significant and unavoidable and LTS for less than significant.

The checklist also lists mitigation measures and standard conditions of approval applicable to the impacts. A full list of the SCAs and Mitigation Measures (MMs) applicable to the project can be found in Attachment A, Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP). More detail regarding the significance criteria used in this CEQA analysis and the environmental impacts of implementation of the WOSP is available in the WOSP Draft and Final EIR at the following link: <http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/OAKo28334>.

When a dash (--) appears in the checklist below, it means that the WOSP EIR did not identify any MMs or SCAs related to that environmental impact. N/A appears when an MM or SCA was identified but it does not apply to the project (e.g., the project location does not meet the criteria specified in the MM or SCA). The SCAs that appear in the checklist represent the City's latest standards, revised November 5, 2018. In many cases, newer SCAs from the 2018 update have superseded the SCAs originally listed in the WOSP EIR. The numbers used to identify the SCAs are also reflective of the 2018 SCAs, not the numbers used in the WOSP EIR.

A. AESTHETICS, SHADOW, AND WIND

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Scenic Vistas or Resources	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS
b. Visual Character or Quality	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS
c. Light or Glare	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Lighting Plan (#19)	LTS w/ SCAs
d. Shadows	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS
e. Wind	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS

Discussion

Under Public Resources Code Section 21099(d), effective January 1, 2014, aesthetics of “a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area” shall no longer be considered significant impacts on the environment. As a result, no further analysis is needed. Related to light and glare, implementation of SCA-AES-4: Lighting (#19) will ensure all light glare impacts are reduced to a less-than-significant level.

Independent of the CEQA analysis, the project would be required to implement the following SCAs, as found in Attachment A: SCA-AES-1: Trash and Blight Removal (#16), SCA-AES-2: Graffiti Control (#17), and SCA-AES-3: Landscape Plan (#18).

B. AIR QUALITY

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Constructional & Operational Criteria Air Pollutant Emissions	SU	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Dust Controls-Construction Related (#21) SCA Criteria Air Pollutant Controls - Construction-Related (#22) SCA Diesel Particulate Matter Controls-Construction Related (#23) SCA Transportation and Parking Demand Management (#79)	Construction Potentially SU and Project Operation LTS w/SCAs
b. Toxic Air Contaminants	SU	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Mitigation Measure Air-9B ¹⁰ Mitigation Measure Air-9C ¹¹ MM Air-10 ¹²	SCA Dust Controls-Construction Related (#21) SCA Exposure to Air Pollution (Toxic Air Contaminants) (#24) SCA Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#26) SCA Asbestos in Structures (#27)	Construction Potentially SU and Project Operation LTS w/SCAs

¹⁰ Mitigation Measure Air-9B: Place loading docks as far from residences as feasible has been incorporated into the City's SCAs adopted in 2018 as part of SCA-AIR-4: Exposure to Air Pollution (Toxic Air Contaminants) (#24). Only the SCA appears in Attachment A, not the mitigation measure.

¹¹ Mitigation Measure Air-9C is now found in SCA-AIR-6: Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#26). Only the SCA appears in Attachment A, not the mitigation measure.

¹² Mitigation Measure Air-10 is now included in SCA-AIR-4: Exposure to Air Pollution (Toxic Air Contaminants) (#24). Only the SCA appears in Attachment A, not the mitigation measure

Discussion

The proposed project would provide 316 units in a mid-rise apartment and 27,501 square feet of light industrial space, putting it below the WOSP EIR size threshold for a significant impact for operational emissions of criteria air pollutants.¹³ Furthermore, the project would not utilize a backup generator, is not expected to generate new bus or mobile home trips, and is in an urban area served by transit. The project would also implement a Transportation and Parking Demand Management (TDM) Plan, per SCA-TRAN-4: Transportation and Parking Demand Management (#79). Due to these factors, the project's level of operational-related criteria air pollutants would be less than significant.

The project is utilizing off-site construction; modules built in a factory would be transported to the site for assembly. This method of construction means that on-site construction would be quicker and less intensive than traditional construction. Because the project's construction site of 4.65 acres is greater than 4 acres, the City's enhanced control measures for construction emissions described under SCA-AIR-1: Dust Controls – Construction Related (#21) would apply. This mitigation measure would keep fugitive dust levels and construction-related TAC emissions to less-than-significant levels, as reported in the WOSP EIR. However, consistent with the findings of the WOSP EIR, it is conservatively estimated that the project is one of the large construction projects pursuant to the WOSP that would result in a significant and unavoidable impact for construction-related criteria air pollutant emissions. These impacts were studied in the WOSP EIR under Impact Air-5. The WOSP did not have any mitigation measures for this impact, but the project would comply with the relevant SCAs listed in Attachment A, including the use of best practices for criteria air pollutant controls during construction.

Consistent with the findings of the WOSP EIR, health risk impacts related to the project's construction-emitted TACs to nearby existing sensitive receptors would be less than significant after the implementation of the City's SCAs, including SCA-AIR-4: Exposure to Air Pollution (Toxic Air Contaminants) (#24). The project would introduce approximately 27,501 square feet of light industrial maker space. Because the project would develop primarily residential land uses instead of industrial ones, operation of the project would result in fewer toxic air emissions than studied for the site in the WOSP. The project would not include a diesel generator, so the project would not be subject to WOSP Mitigation Measure AIR-9: Risk Reduction Plan. Despite the City's SCAs, it is conservatively estimated that cumulative conditions¹⁴ and project-level impacts

¹³ The WOSP EIR found that an individual project pursuant to the WOSP would be unlikely to result in a significant impact due to the generation of operational-related criteria air pollutants if the project did not exceed 494 units in a mid-rise apartment or 540,000 square feet within a light industrial building. City of Oakland, 2014. West Oakland Specific Plan – Draft EIR, Chapter 4.2 Air Quality, p 4.2-42.

¹⁴ The project is located within 1,000 feet from known stationary source emissions associated with the California Waste Solutions' 10th Street facility located at 1820 10th Street and the I-880 freeway.

related to the emissions of TACs during project operations would be significant and unavoidable. This finding is consistent with WOSP Impact Air-9 and no further analysis is required.

Impacts of the existing environment on the project are not required by CEQA¹⁵ and so are not analyzed in this CEQA document.

Independent of the CEQA analysis, the project would be required to implement the following SCAs, as found in Attachment A: SCA-AIR-1: Dust Controls – Construction Related (#21), SCA-AIR-2: Criteria Air Pollutant Controls – Construction-Related (#22), SCA-AIR-3: Diesel Particulate Matter Controls – Construction Related (#23), SCA-AIR-4: Exposure to Air Pollution (Toxic Air Contaminants) (#24), SCA-AIR-5: Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#26), and SCA-AIR-6: Asbestos in Structure (#27).

¹⁵ Supreme Court of California, 2018. California Building Industry Association v Bay Area Air Quality Management District. No S213478. December 17.

C. BIOLOGICAL RESOURCES

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Special-Status Species, Wildlife Corridors, Riparian/Sensitive Habitat, Wetlands	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Tree Removal During Bird Breeding Season (#30) SCA Tree Permit (#31)	LTS w/ SCAs
b. Tree and Creek Protection	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA-BIO-1: Tree Removal During Bird Breeding Season (#30) SCA-BIO-2: Tree Permit (#31)	LTS w/ SCAs

Discussion

The project site is located within a developed area and was previously occupied by the Phoenix Iron Works Factory. Wildlife and botanical resources present within the project site are adapted to disturbed, urban conditions and would not be adversely affected by the implementation of the project.

Neither the City of Oakland's LUTE or Open Space, Conservation, and Recreation Element (OSCAR)¹⁶ identify the site as hosting protected habitat, special status plant or animal species, or the four native plant communities of particular conservation value identified by the OSCAR. Additionally, no protected, candidate, or special status plant or animal species has its habitat in the type of landscape that exists at the project site. There are no habitat conservation plans or natural community conservation plans applicable to the site.

The project would remove four trees from the site that are protected under the City of Oakland's Protected Tree Ordinance and conduct construction activity within 10 feet of a fifth protected tree south of Shorey Street. Compliance with the City's SCAs would ensure proper tree protections and replacement plantings are implemented to reduce impacts to a less-than-significant level. No creeks exist on the project site, and no off-site creeks would be affected by the project.

¹⁶ City of Oakland, 1996.

D. CULTURAL RESOURCES

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Historical Resources	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	N/A	LTS
b. Archaeological Resources	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Archaeological and Paleontological Resources – Discovery During Construction (#33)	LTS w/ SCAs
c. Paleontological Resources	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Archaeological and Paleontological Resources – Discovery During Construction (#33) Archaeologically Sensitive Areas – Pre-Construction Measures (#34)	LTS w/ SCAs
d. Human Remains	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Archaeological and Paleontological Resources – Discovery During Construction (#33) SCA Human Remains – Discovery During Construction (#35)	LTS w/ SCAs

Discussion

The project site is currently a vacant lot. It is not adjacent to any of the historically significant structures identified in the WOSP EIR. The 2014 WOSP EIR showed that the project site is adjacent to, but not within, the Oakland Point Area of Primary Importance (Oakland Point API), whose western boundary is Pine Street. However, the 2014 WOSP EIR clearly states that properties surrounding the Oakland Point API do not contribute to its historical significance.¹⁷

Compliance with the following SCAs, which are functionally equivalent to the SCAs that were in effect at the writing of the 2014 WOSP EIR, would ensure that any construction-related impacts

¹⁷ The only properties that surround the Oakland API and contribute to its historical significance are those at the southern end, where it adjoins the remnants of the 7th Street commercial district.

to historic or potentially historic properties adjacent to the project site are mitigated to a less-than-significant level: SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#33); SCA-CUL-2 Archaeologically Sensitive Areas – Pre-Construction Measures (#34); and SCA-CUL-3: Human Remains – Discovery During Construction (#35).

E. GEOLOGY, SOILS, AND GEOHAZARDS

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Seismic Hazards	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Construction-Related Permit[s] (#37) SCA Soils Report (#38)	LTS w/ SCAs
b. Expansive Soils & Soil Erosion	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Construction-Related Permits (#37) SCA Soils Report (#38) SCA Erosion and Sedimentation Control Measures for Construction (#48)	LTS w/SCAs

Discussion

The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone,¹⁸ and therefore would not result in significant impacts with respect to rupture of a known earthquake fault. The project site is not within an earthquake-induced landslides hazard zone, but is located within a liquefaction hazard zone, as designated on a map prepared by the California Geological Survey.¹⁹ The Preliminary Geotechnical Investigation²⁰ did not identify expansive soils as a potential geologic hazard for the project site. Expansive soils have high clay content, and the Preliminary Geotechnical Investigation indicated that fill soils beneath the site likely consist of loose to medium dense sandy fill. The Investigation concluded that there are no major geotechnical or geological issues that would preclude development of the project.

¹⁸ California Department of Conservation, 1982. Special Studies Zones, Oakland West, January 1.

¹⁹ California Geologic Survey, 2003. State of California Seismic Hazard Zones, Oakland West Quadrangle Official Map. Released February 14.

²⁰ Rockridge Geotechnical, 2017. Preliminary Geotechnical Investigation to Support Due Diligence Evaluation 9th and Pine Streets. December 29.

Compliance with the City's SCAs, including SCA-GEO-1: Construction-Related Permit(s) (#37), SCA-GEO-2: Soils Report (#38), SCA-GEO-3: Seismic Hazards Zone (Landslide/Liquefaction) (#40), and SCA-HYD-1: Erosion and Sedimentation Control Measures for Construction (#48) would ensure that the project would not result in significant impacts related to geology, soils, and geohazards. These SCAs are included in Attachment A: Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP).

F. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. GHG Emissions	SU	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Green Building Requirements (#88) SCA Construction and Demolition Waste Reduction and Recycling (#85) SCA Landscape Plan (#18) SCA Tree Permit (#31) SCA Erosion and Sedimentation Control Plan for Construction (#49) SCA Source Control Measures to Limit Stormwater Pollution (#53)	LTS w/ SCAs
b. Consistency with Applicable GHG Plans	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Dust-Controls – Construction-Related (#21) SCA Criteria Air Pollutant Controls - Construction Related (#22) SCA Landscape Plan (#18) SCA Construction and Demolition Waste Reduction and Recycling (#85) SCA Tree Permit (#31) SCA Erosion and Sedimentation Control Plan for Construction (#49) SCA Source Control Measures to Limit Stormwater Pollution (#53)	LTS w/ SCAs

The WOSP EIR evaluated potential plan- and project-level impacts related to greenhouse gas (GHG) emissions from construction and operation of development under the WOSP. Future projects and development under the WOSP would be required to implement SCAs that would reduce GHG emissions during construction and operation of projects. However, even with implementation of SCAs, the WOSP EIR determined that GHG impacts from new industrial and commercial development that introduce new stationary sources of GHG emissions could be significant and avoidable.

VI. CEQA CHECKLIST

F. GREENHOUSE GAS EMISSIONS & CLIMATE CHANGE

A GHG emissions analysis was prepared for the project to evaluate the project's impact on global climate change and to determine whether SCA-GHG-1: GHG Reduction Plan (#42) applies to the project. The City's GHG Reduction Plan SCA applies to projects of a certain minimum size that produce total GHG emissions exceeding one or both of the City's thresholds of significance. A copy of the GHG emissions analysis is included in Attachment E.

Greenhouse Gas Emissions

According to the City of Oakland's thresholds of significance, a project would have a significant impact if it would produce total emissions of more than 1,100 metric tons of carbon dioxide equivalents (CO₂e) annually *and* more than 4.6 metric tons of CO₂e per service population annually. The service population includes both the residents and the employees of the project.

Based on the GHG analysis shown in Table 3 and described in Attachment E, the project's estimated CO₂e emissions per service population would be 2.0 metric tons annually, which is below the threshold of 4.6. Because the project would be below one of the project-level significance thresholds, impacts related to GHG emissions would be less significant. Therefore, the proposed project would not substantially increase the severity of significant impacts identified in the WOSP EIR, nor would it result in new significant impacts related to GHG and climate change that were not identified in the WOSP EIR.

TABLE 3 SUMMARY OF AVERAGE GHG EMISSIONS FROM OPERATION OF THE PROJECT

Emission Source	CO ₂ e (MT/year)	CO ₂ e (MT/year/SP)
Construction ^a	21	0.04
Operation - Area	17	0.03
Operation - Energy	397	0.71
Operation - Mobile ^b	561	1.01
Operation - Waste	90	0.16
Operation - Water	34	0.06
Total Project Emissions	1,119	2.0
Thresholds of Significance	1,100	4.6
Threshold Exceedance? ^c	Yes	No

Notes: MT = metric tons; SP = service population

^a In accordance with CEQA guidance from the City of Oakland, GHG emissions during construction are amortized over 40 years.

^b In accordance with SB 375, the estimated GHG emissions from cars and light-duty trucks are excluded from the GHG analysis.

^c Project must exceed both thresholds to be considered a significant impact.

Source: Attachment E.

The WOSP EIR did not identify any mitigation measures related to GHGs, and none are required for the proposed project. Furthermore, the GHG emissions analysis (Attachment E) determined

that the project would not be required to develop a GHG Reduction Plan under SCA-GHG-1: Greenhouse Gas (GHG) Reduction Plan (#42).

Consistency with GHG Emissions and Policies

The City's GHG quantitative thresholds were designed to ensure compliance with the State's AB 32 GHG reduction goals, as set forth in the California Air Resources Board's (CARB's) Climate Change Scoping Plan. Since the GHG emissions from the project would be below the City's efficiency threshold based on the service population (Attachment E), it can be assumed that the proposed project is consistent, and not in fundamental conflict, with the AB 32 Scoping Plan. Moreover, the project site is located in a Priority Development Area designated by Plan Bay Area,²¹ the Sustainable Communities Strategy adopted for the purpose of achieving the GHG reduction target established by CARB for the region's transportation and land use sector pursuant to the AB 32 Scoping Plan. As stated by Plan Bay Area, a Priority Development Area is a geographic area "where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit." By focusing new development within a Priority Development Area, Plan Bay Area establishes a preferred development scenario, which will achieve the plan's GHG reduction targets. Since the proposed project would be constructed within a Priority Development Area with land uses at a density and intensity higher than the minimum recommendation included in Plan Bay Area (i.e., >20 dwelling units per acre; 0.75 FAR), the proposed project would further, and not conflict with, Plan Bay Area's GHG reduction targets.

The project is consistent with, and would not hinder, the GHG reduction goals set forth in the City of Oakland's Energy and Climate Action Plan (ECAP) and the green planning policies of the General Plan because the proposed project would promote land use patterns and densities that help improve regional air quality conditions, as demonstrated by its compliance with Plan Bay Area's preferred development scenario. The project would also be required to comply with the City's Green Building Ordinance, which supports the goals, policies, and actions of the ECAP and General Plan.

Implementation of the City's SCAs would also reduce GHG emissions. These include but are not limited to SCA-TRAN-4: Transportation and Parking Demand Management (#79), SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling (#84), SCA-UTIL-7: Recycled Water (#91), and SCA-UTIL-4: Green Building Requirements (#88). Overall, the project would not

²¹ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2017. Priority Development Areas (Plan Bay Area 2040). http://opendata.mtc.ca.gov/datasets/9342d628f9a54293aab487cef56132ed_0, accessed January 18, 2018.

VI. CEQA CHECKLIST

F. GREENHOUSE GAS EMISSIONS & CLIMATE CHANGE

conflict with applicable GHG plans, policies or regulations, and this impact would be less than significant.

G. HAZARDS AND HAZARDOUS MATERIALS

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Hazardous Materials Use, Exposure, Storage & Disposal	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Hazardous Materials Related to Construction (#43) SCA Hazardous Building Materials and Site Contamination (#44) SCA Hazardous Materials Business Plan (#45)	LTS w/ SCAs
b. Hazardous Materials within a ¼-Mile of a School	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	N/A	No Impact
c. Emergency Access Routes	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Fire Safety Phasing Plan (#46) SCA Construction Activity in the Public Right-of-Way (#76)	LTS w/ SCAs

There are no schools located within a ¼-mile of the proposed project site,²² and construction of the project would not require the closure of any street designated by the Safety Element as an emergency evacuation route. An underground storage tank release was located on a portion of the parcel that is no longer a part of the existing property,²³ but the current site is not included on the list of hazardous materials release site compiled pursuant to Government Code Section 65962.5 (the Cortese List). However, the site is identified as a Cleanup Program Site on the State Water Resources Control Board GeoTracker database due to contaminated soil and soil vapor. The WOSP EIR reported that hazards and hazardous materials impacts would be mitigated to less-than-significant levels with compliance with local, state, and federal regulations for treatment,

²² California Department of Education, 2016. California School Directory. <http://www.cde.ca.gov/re/sd/>, Accessed September 11, 2018.

²³ An underground storage tank was located at 37°48'28.6"N, 122°18'14.4"W (documented as 888 Cedar Street) under case number RO0000417, which is now an inactive/closed case. State Water Resources Control Board GeoTracker, 2018. The Phoenix (T10000011072). Accessed November 28. Website: https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000011072.

remediation, and/or disposal of contaminated soil and/or groundwater and the City SCAs that were in effect at the time, which are functionally equivalent to the City's current SCAs. Furthermore, the Alameda County of Environmental Health (ACDEH) has provided feedback that the project site can be suitable for residential development with the implementation of a corrective action plan.²⁴ Corrective measures for the site may include excavation of lead-impacted soil and/or offsite disposal at a permitted landfill or onsite consolidation and capping to prevent direct contact exposure, and installation of vapor mitigation engineering controls underlying the structures and hardscape to reduce the inhalation risk of exposure to volatile organic compounds (VOCs). Impacts of the environment on the project are not required under CEQA and the information provided above is for informational purposes.

Independent of the CEQA analysis, the project would comply with the following SCAs: SCA-HAZ-1: Hazardous Materials Related to Construction (#43), SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#44), SCA-HAZ-3: Hazardous Material Business Plan (#45), SCA-HAZ-4: Fire Safety Phasing Plan (#46), and : SCA-TRAN-1: Construction Activity in the Public Right-of-Way (#76), which would reduce potential impacts of the project related to hazardous emissions or the handling of hazardous materials, substances, or waste to a less-than-significant level. These SCAs are included in Attachment A: Standard Conditions of Approval and Mitigation Monitoring and Reporting Program.

²⁴ York, Drew, Senior Hazardous Materials Specialist and Dilan Roe, Chief – Land Water Division, Alameda County Health Care Services Agency, 2018. Written communictaion to Kevin Brown, Urban Designs, LLC. November 13.

H. HYDROLOGY AND WATER QUALITY

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Water Quality	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Erosion and Sedimentation Control Plan for Construction (#49) SCA State Construction General Permit (#50) NPDES C.3 Stormwater Requirements for Regulated Projects (#54)	LTS w/ SCAs
b. Use of Groundwater	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS
c. Stormwater Drainages & Drainage Patterns	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Erosion and Sedimentation Control Plan for Construction (#49) SCA State Construction General Permit (#50) NPDES C.3 Stormwater Requirements for Regulated Projects (#54)	LTS w/ SCAs
d. Flooding & Substantial Risks from Flooding	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS

Discussion

The project is located within a highly urbanized environment. There are no lakes, creeks or other surface waters in the immediate proximity that the project would alter. The project site is outside of the 100-year-flood hazard zone²⁵ and is not located in a dam failure inundation area.²⁶ The

²⁵ Federal Emergency Management Agency (FEMA), 2009. Flood Insurance Rate Map, Alameda County, California and Incorporated Areas, Panel 66 of 725, Map Number o6001Coo66G. Effective August 3.

²⁶ City of Oakland, 2004. City of Oakland General Plan Safety Element- Figure 6.1, November.

project site is located in a tsunami inundation zone,²⁷ but as described in the WOSP EIR, the Alaska Tsunami Warning Center, State Warning System, and Oakland Office of Emergency Services, including the outdoor warning sirens in West Oakland, would provide early notification of an advancing tsunami allowing evacuation of people and ensuring potential impacts related to tsunami inundation are less than significant.

The majority of the site (194,200 square feet) is currently covered with impervious surfaces. Implementation of the project would include landscaped areas that would reduce impervious surfaces on the project site (relative to the existing condition) by approximately 22,910 square feet. Because the project would involve replacement of over 10,000 square feet of impervious surfaces, the project would be required to comply with Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit (MRP).²⁸ Because the project would adhere to national, state, and local regulations, as well as the City's SCAs, the potential for the proposed project to substantially alter drainage patterns, increase the flow of runoff, or affect water quality would be less than significant.

The following SCAs would be applicable to the project: SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48), SCA-HYD-2: State Construction General Permit (#50), and SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#54). These SCAs are included in Attachment A: Standard Conditions of Approval and Mitigation Monitoring and Reporting Program. Compliance with SCAs and other local and state regulations would ensure that all hydrology impacts are less than significant, consistent with the findings of the WOSP EIR.

²⁷ California Emergency Management Agency, California Geological Survey, and University of Southern California, 2009. Tsunami Inundation Map for Emergency Planning, State of California, County of Alameda, Oakland West Quadrangle, July 31.

²⁸ San Francisco Bay Regional Water Quality Control Board (RWQCB), 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

I. LAND USE, PLANS, AND POLICIES

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Division of Existing Community	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	No Impact
b. Conflict with Land Uses	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	No Impact
c. Land Use Plans	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	No Impact

Discussion

The project would facilitate a transition from heavy industrial and transportation land uses to land uses more compatible with existing neighborhoods by redeveloping a now-vacant parcel previously used for heavy industry with residential and light industrial uses. The proposed streetscape improvements and the increase in population, jobs, and activity on this vacant block – consistent with the overall scope of development analyzed in the WOSP EIR – would further improve the connectivity, safety, comfort, and appearance of the area. Land uses surrounding the site, as described in Section III, Project Description, are primarily residential with some warehousing storage and recycling uses north of 9th Street. Several warehouses surrounding the project site are now used as trapeze arts spaces. Although the project would locate its industrial maker space not parallel to the freeway, as discussed in the WOSP, but on the northern edge of the site, this configuration of uses is proposed to avoid potential conflict between adjacent or nearby land uses. The project would create a clear delineation of where industrial facilities stop at 9th Street. Consistent with the findings of the WOSP EIR, the project would not physically divide an established community but would instead improve existing land use incompatibilities.

The project site falls in two different zoning districts and two different General Plan classifications, as outlined in Table 4 and shown in Figures 2 and 3. The project would conditionally permit residential land uses in the CIX-1B lot per City of Oakland Planning Code Section 17.102.110-Expansion of use into adjacent zone and through the use of Density Bonus concessions and waivers. The project's consistency with zoning, the General Plan, and the policies of the WOSP, and its use of waivers and concessions, is explained in Section IV, Project Consistency Assessment.

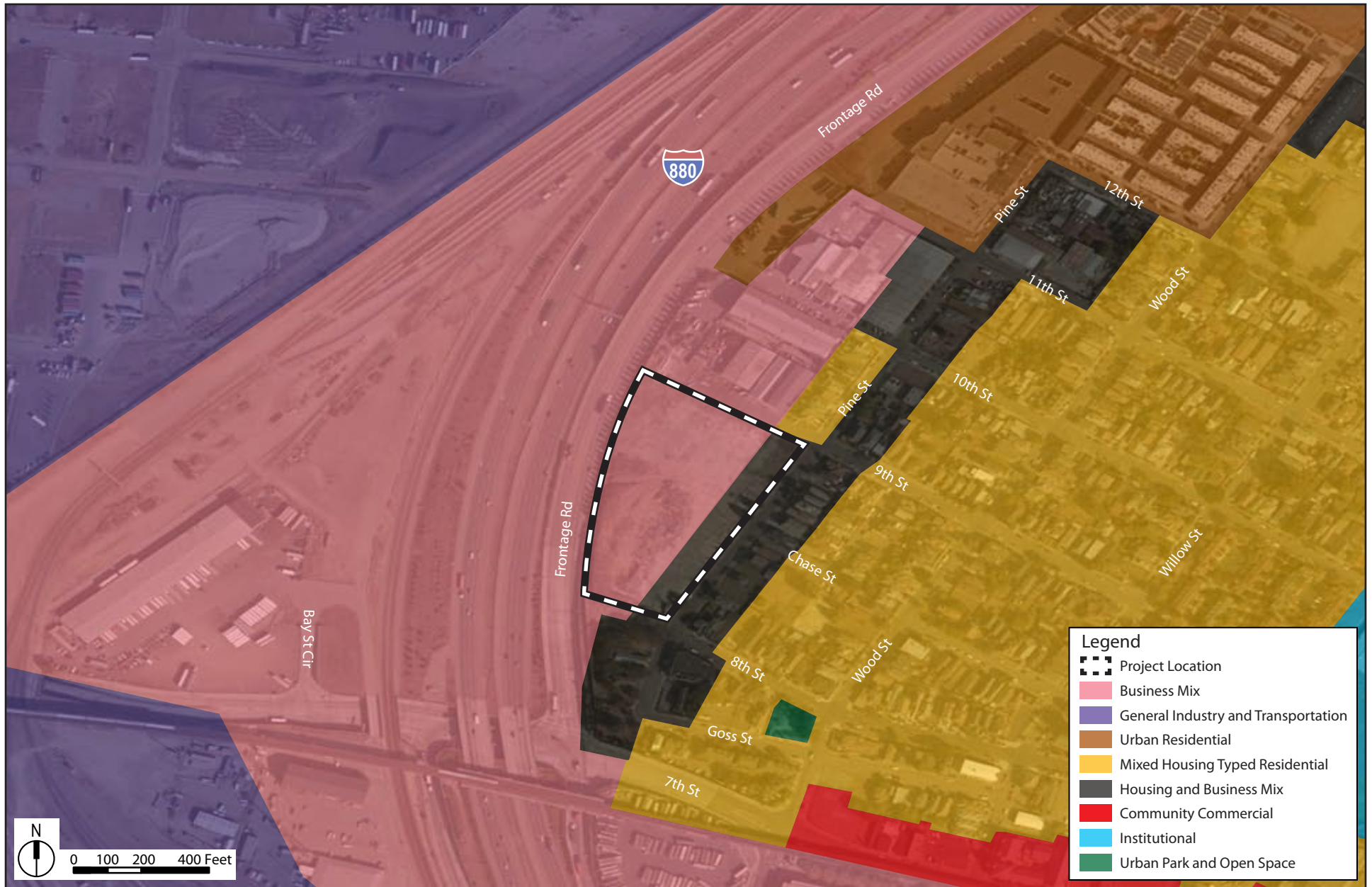
V. CEQA CHECKLIST

I. LAND USE, PLANS, & POLICIES

TABLE 4 SITE BIFURCATION

Zoning District	General Plan Classification	Lot Square Footage
Housing and Business Mix 4 (HBX-4)	Housing and Business Mix	58,427 SF
West Oakland Plan Area Commercial Industrial Mix-1B (CIX-1B)	Business Mix	144,144 SF

Source: Urban Planning Partners, 2018.



The Phoenix

Source: City of Oakland, 2016; Microsoft, 2018.

Figure 2
General Plan Designations



The Phoenix

Source: City of Oakland, 2018; Microsoft, 2018.

Figure 3
Zoning Districts

J. NOISE

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Construction Noise	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Construction Days/Hours (#63) SCA Construction Noise (#64) SCA Extreme Construction Noise (#65) Construction Noise Complaints (#66)	LTS w/ SCAs
b. Operational Noise	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Operational Noise (#68)	LTS w/ SCAs
c. Increase in Ambient Noise	SU	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS
d. Interior Noise Levels & Community Noise	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Exposure to Community Noise (#67)	LTS
e. Groundborne Vibration	LTS w/ SCAs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Construction Days/Hours (#63) SCA Construction Noise (#64) SCA Extreme Construction Noise (#65)	LTS w/ SCAs

Discussion

Construction of the project is anticipated to occur over five phases. Construction is expected to occur over a period of approximately 12 months for each phase and would temporarily increase noise levels in the vicinity of the project site. The project would utilize off-site construction, making construction faster and less intense than traditional construction activities. The nearest sensitive receptor²⁹ to the project site is a single-family home located approximately 60 feet from the southeastern corner of the project site across Pine Street. Residential sensitive receptors line Pine Street opposite from the project site, ranging in distances from approximately 63 feet to 82

²⁹ Legal residences, schools, childcare facilities, health care or nursing home, public open space, or similarly sensitive land uses. (Refer to City of Oakland CEQA thresholds of significance guidelines.)

feet. The project site's proximity to sensitive receptors, and the type of construction equipment that would be used as part of the project, are similar to other projects in urban areas. Because the proposed project site and its vicinity are part of an established, urbanized area, periodic exposure to construction-related noise and vibration are existing conditions. The use of heavy construction equipment would occur at different locations across the site. Therefore, the duration and frequency of heavy construction equipment operation near sensitive receptors would be limited on any given day and would not be expected to last more than a few days at a time. The WOSP EIR concluded that significant noise impacts do not normally result when standard construction noise control measures are enforced and when the duration of the noise generating construction period is limited to one construction season. Given that the project would use off-site construction and adhere to SCAs, construction noise impacts would be less than significant.

The primary noise generation from the long-term operation of the project would occur as a result of the light industrial activities inside the maker space. These activities would include a range of industrial arts and crafts, such as ceramics, metalwork, glasswork, and custom manufacturing. Other operational noise would include delivery trucks for the maker space component. SCA-NOI-6: Operational Noise (#68) would require 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. Analysis of existing noise on the project is not required under CEQA and is not analyzed in this CEQA document.

The project would adhere to City of Oakland's SCAs to reduce construction noise and vibration, achieve interior noise standards, and require operational noise to meet applicable noise performance standards. The following SCAs are applicable to the project: SCA-NOI-1: Construction Days/Hours (#62), SCA-NOI-2: Construction Noise (#63), SCA-NOI-3: Extreme Construction Noise (#64), SCA-NOI-4: Construction Noise Complaints (#66), SCA-NOI-5: Exposure to Community Noise (#67), and SCA-NOI-6: Operational Noise (#68). These SCAs are included in Attachment A: Standard Conditions of Approval and Mitigation Monitoring and Reporting Program.

K. POPULATION & HOUSING

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Population Growth	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS
b. Displacement of Housing & People	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS

Discussion

The project would result in an estimated 61 permanent employees on site³⁰ and approximately 494 new residents.³¹ The WOSP EIR anticipated significant residential growth, of which a very small fraction has occurred. As shown in Table 5, the project is consistent with the Development Program analyzed in the WOSP EIR for the 7th Street Opportunity Area. The low-intensity industrial/business square footage and number of residential units would be within the range described in the Development Program. Consistent with the WOSP EIR, impacts to population and housing would be less than significant.

TABLE 5 DEVELOPMENT BUILDOUT ASSUMPTIONS OF THE 7TH STREET OPPORTUNITY AREA

Development Characteristics	Buildout Analyzed	Cumulative Projects ^a	Buildout Remaining	Proposed Project	Buildout Remaining After Project
Maximum Residential Units ^b	1,855 – 2,839	1,904 (71%) ^d	0 – 935 (33%)	316	0 – 619 (22%)
New Low-Intensity Industrial/Business Space (sq. ft)	170,000	20,185 (12%)	150,042 (88%)	35,338 ^c	114,704 (67%)

^a The cumulative projects in the 7th Street Opportunity Area include 500 Kirkham (application under review), 532 Union Street (application approved), and 1471 7th Street (under review). [

^b Includes units from mixed-use and residential development.

^c Includes proposed maker space and administrative office.

^d Percentages are based off maximum buildout of 2,839 residential units.

³⁰ The project includes 27,500 square feet of creative light industrial space. The industrial employment density of 2.2 employees per 1000 square feet (450 square feet/worker) was used to determine the number of employees generated by the project. (27,500 /1000=(27.5 x 2.2=61)

³¹ David Baker Architects, 2018. The Pheonix Planned Unit Development Set, Sheet Goo6 Zoning – Unit Count & Population. August 24.

VI. CEQA CHECKLIST

K. POPULATION & HOUSING

Source: West Oakland Specific Plan EIR (2014), City of Oakland Major Projects Map (2018) and Urban Planning Partners (2018).

L. PUBLIC SERVICES, PARKS, AND RECREATION FACILITIES

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Public Services	LTS w/ SCA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Compliance with Other Requirements (#3) SCA Capital Improvements Impact Fee (#74) SCA Fire Safety Phasing Plan (#46)	LTS w/ SCA
b. Parks & Recreation	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS

Discussion

The project would add 316 residential units, 7,837 square feet of office area, and 27,501 square feet of light industrial space in an urban area already served by public services and recreation facilities. This development program and intensity is consistent with the WOSP, as shown in Table 5 of subsection K, Population and Housing, above. As such, the demand for public services, parks, and recreation created by the project was analyzed in the WOSP EIR and found to be less than significant.

Independent of the CEQA analysis, the project would comply with the following SCAs: SCA-GEN-1: Compliance with Other Requirements (#3), SCA-PUB-1: Capital Improvements Impact Fee (#74), and SCA-HAZ-4: Fire Safety Phasing Plan (#46).

M. TRANSPORTATION AND CIRCULATION

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Conflict with Plan	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Bicycle Parking (#77) SCA Plug-In Electric Vehicle (PEV) Charging Infrastructure (#83)	LTS
b. Substantial Additional VMT	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	N/A	LTS
c. Induce Traffic	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Transportation Impact Fee (#80)	LTS w/ SCA

Transportation and circulation were analyzed in the WOSP EIR, which found Level of Service (LOS) impacts at three intersection to be less than significant with implementation of mitigation measures and/or SCAs. Impacts to the following three intersections were found to be significant and unavoidable under the WOSP EIR: impacts to Intersection #1, 40th Street and Hollis Street, at PM hours; LOS at Intersection #2, 40th Street and San Pablo Avenue; LOS at Intersection #1; queue storage at Intersection #2; and LOS at Intersection #7, West Grand Avenue at Mandela Parkway, were found to be significant and unavoidable under the WOSP EIR. All other transportation and circulation impacts under the WOSP were found to have no impacts or be less-than-significant impacts.

Consistent with the California Senate Bill (SB) 743 and direction from the Governor's Office of Planning and Research (ORR), City of Oakland adopted new CEQA guidelines in April 2017 which eliminated automobile delay, as described by LOS, as a significant impact on the environment, and replaced it with Vehicle Miles Travelled (VMT). Since the WOSP EIR was completed using the LOS criteria, this analysis evaluates the consistency of the project with the LOS-based analysis in the certified WOSP EIR and also evaluates the impacts of the project based on the current VMT-based thresholds.

The project is consistent with applicable plans, ordinances, and policies. The City's Land Use and Transportation Element (1998), as well as the Public Transit and Alternative Mode and Complete Streets policies, state a strong preference for encouraging the use of non-automobile transportation modes, such as transit, bicycling, and walking. The project would encourage the

use of non-automobile transportation modes by providing residential and commercial uses in a dense, walkable urban environment approximately 0.5 miles from the West Oakland BART Station and 0.1 miles from frequent bus service along Wood Street (Route 14, with 15-minute peak headways). The project is consistent with both the City's Pedestrian Master Plan and Bicycle Master Plan as it would not make major modifications to existing pedestrian or bicycle facilities in the surrounding areas and would not adversely affect installation of future facilities.

Because the project would generate more than 50 peak hour trips, preparation and implementation of a Transportation and Demand Management Plan (TDM Plan) is required per SCA-TRAN-4: Transportation and Parking Demand Management (#79). The TDM Plan would include operational strategies and infrastructure improvements to encourage the use of non-automobile travel modes. Because the project site is in a neighborhood with constrained existing circulation, the TDM Plan would also analyze site circulation and access. The project would not increase the physical roadway capacity in a congested area or add new roadways to the network.³²

The project is consistent with the assumptions used in the WOSP EIR for the 7th Street Opportunity Area. The Specific Plan and the EIR intend to provide flexibility in the location, amount, and type of development. Thus, the traffic impact analysis presented in the WOSP EIR remains valid so long as the trip generation for the overall Plan Area remains below the forecasted level. Since the approval of the WOSP EIR, ten developments, including this project, have been proposed and are under construction or are in some stage of the City's approval process. These ten projects would generate about 15 percent of the AM and PM peak hour total trip generation estimated in the WOSP EIR.³³ Since the proposed project, combined with other developments currently proposed or under construction in the Plan Area, would generate fewer automobile trips than assumed in the WOSP EIR, the proposed project would not result in additional impacts on traffic operations at the intersections analyzed in the WOSP EIR. In addition, all the mitigation measures identified in the WOSP EIR are included in the citywide Transportation Impact Fee (TIF).

Due to the project's location in a low-VMT Transportation Analysis Zone (TAZ), the project would not have a significant impact related to substantial additional VMT. The project is located in TAZ 988, which has an estimated average residential daily VMT per capita of 9.9 for 2020 and 9.0 for 2940.³⁴ As show in Table 6, the 2020 and 2040 estimated average daily VMT per capita in the project TAZ is less than the regional averages minus 15 percent. The residential component of the project therefore meets the conditions of the Low-VMT Area screen.

³² The proposed private driveway on the west side of the project would be for fire access and resident parking and thus would not be a new roadway.

³³ Fehr & Peers, 2018. The Phoenix – Preliminary Transportation Assessment. September 24.

³⁴ Ibid.

According to the Transportation Impact Review Guidelines (TIRG), if the maker space component of the project is classified as a production, distribution, and repair (PDR) use, it should be screened by comparing the VMT per worker in the TAZ to the regional average minus 15 percent. However, the project maker space should not be classified as a PDR use because it would not have typical PDR employment. It is expected that the maker space would be used primarily by local artists and artisans, who would be expected to generate minimal VMT. Therefore, the screening process for PDR as recommended in the TIRG would not be applicable to the proposed maker space. Considering that the maker space would primarily serve the local population, the density and proximity of residential and other uses, and availability of transit in the area, it can be presumed that the maker space component of the proposed project would not result in substantial additional VMT and project impacts with respect to VMT would be less than significant.³⁵

TABLE 6 DAILY VEHICLE MILES TRAVELED SUMMARY

Geography^a	2020 VMT per Capita	2040 VMT per Capita
Bay Area Residential Regional Average	15.0	13.8
Bay Area Residential Regional Average minus 15%	12.8	11.7
TAZ 988	9.9	9.0

^a MTC Model results at analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerCapita and accessed in August 2018.

Source: Fehr & Peers, 2018.

Independent of the CEQA analysis, the project would be required to implement the following SCAs, also included in Attachment A: SCA-TRAN-1: Construction Activity in the Public Right-of-Way (#76), SCA-TRAN-2: Bicycle Parking (#77), SCA-TRAN-3: Transportation Improvements (#78), SCA-TRAN-4: Transportation and Parking Demand Management (#79), SCA-TRAN-5: Transportation Impact Fee (#80), and SCA-TRAN-6: Plug-In Electric Vehicle (PEV) Charging Infrastructure (#83).

³⁵ The Final Proposed Updates to the CEQA Guidelines (OPR, November 2017), Section 15064.3(b)(3) recognizes that it may not be possible to quantitatively estimate VMT for some project types, and encourages a qualitative evaluation based on factors such as the availability of transit, proximity to other destinations, and other factors that may affect the amount of driving required by a project.

N. UTILITIES AND SERVICE SYSTEMS

Impacts Related To:	WOSP EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to WOSP EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Wastewater and Stormwater Facilities	LTS w/SCA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA State Construction General Permit (#50) NPDES C.3 Stormwater Requirements for Regulated Projects (#54) SCA Sanitary Sewer System (#89) SCA Storm Drain System (#90)	LTS w/ SCA
b. Water Supplies	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS
c. Solid Waste Services	LTS w/ SCA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	SCA Sanitary Sewer System (#89) SCA Storm Drain System (#90)	LTS w/ SCA
d. Energy	LTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	--	--	LTS

Discussion

The Water Supply Assessment prepared by EBMUD for the WOSP EIR concluded that EBMUD has sufficient water supplies to meet current water demand and future water demand through 2035, including the increased water demand associated with the WOSP, during normal, single dry, and multiple dry years. The WOSP EIR determined that development under the WOSP would have less-than-significant impacts related to stormwater and wastewater facilities, solid waste services, and energy as well.

The WOSP EIR did not identify any mitigation measures related to utilities and service systems, and none would be required for the project. Independent of the CEQA analysis, the project would comply with the following SCAs: SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling (#84), SCA-UTIL-2: Underground Utilities (#85), SCA-UTIL-3: Recycling Collection and Storage Space (#86), SCA-UTIL-4: Green Building Requirements (#88), SCA-UTIL-5: Sanitary Sewer System (#89), SCA-UTIL-6: Storm Drain System (#90), SCA-UTIL-7: Recycled Water (#91), SCA-UTIL-8: Water Efficient Landscape Ordinance (WELO) (#92), SCA-HYD-2: State

Construction General Permit (#50), and SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#54).

ATTACHMENT A: STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) is based on the CEQA Analysis prepared for The Phoenix (project).

This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The SCAMMRP lists mitigation measures (“MM”) recommended in the EIR and identifies mitigation monitoring requirements, as well as the City’s Standard Conditions of Approval (“SCA”) identified in the EIR as measures that would minimize potential adverse effects that could result from implementation of the project, to ensure the conditions are implemented and monitored. The SCA number that corresponds to the City’s master SCA list is provided at the end of the SCA title — e.g., SCA-AIR-1: *Dust Controls – Construction-Related* (#21).

All MMs and SCAs identified in the CEQA Analysis which are consistent with the measures and conditions presented in the BVDSP EIR, are included herein. To the extent that there is any inconsistency between the SCA and MM, the more restrictive conditions shall govern; to the extent any MM and/or SCA identified in the CEQA Analysis were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column identifies the SCA and MM applicable to that topic in the CEQA Analysis.
- The second column identifies the monitoring schedule or timing applicable to the project.
- The third column names the party responsible for monitoring the required action for the project.

The project sponsor is responsible for compliance with any recommendations in approved technical reports, all applicable mitigation measures adopted and with all conditions of approval set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the mitigation measures will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City’s Master Fee Schedule.

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
General			
SCA-GEN-1: Compliance with Other Requirements (#3). 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, Department of Transportation, 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.			N/A
SCA-GEN-2: Regulatory Permits and Authorizations from Other Agencies (#15). 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
Aesthetics, Shadow and Wind			
SCA-AES-1: Trash and Blight Removal (#16). 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-2: Graffiti Control (#17). a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:	Ongoing	N/A	Bureau of Building

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include:</p> <ul style="list-style-type: none"> i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 			
<p>SCA-AES-3: Landscape Plan (#18).</p> <p>a. <i>Landscape Plan Required</i> 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.</p> <p>b. <i>Landscape Installation</i> The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</p>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit b. Prior to building permit final c. Prior to approval of construction-related permit 	<ul style="list-style-type: none"> a. Bureau of Planning b. Bureau of Planning c. N/A 	<ul style="list-style-type: none"> a. Bureau of Building b. Bureau of Building c. Bureau of Building

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>c. <i>Landscape Maintenance</i> All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.</p>			
<p>SCA-AES-4: Lighting (#19). Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.</p>	Prior to building permit final	N/A	Bureau of Building
<p>SCA-AES-5: Public Art for Private Development (#20). The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs. The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit. Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.</p>	<p>Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit</p> <p>Installation of art/cultural space – Prior to Issuance of a Certificate of Occupancy</p>	Bureau of Planning	Bureau of Building
Air Quality			
<p>SCA-AIR-1: Dust Controls – Construction Related (#21).</p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>The project applicant shall implement all of the following applicable air pollution control measures during construction of the project:</p> <ol style="list-style-type: none"> 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. 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). 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. Limit vehicle speeds on unpaved roads to 15 miles per hour. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. All trucks and equipment, including tires, shall be washed off prior to leaving the site. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. <p>Enhanced Controls for projects with construction sites greater than 4 acres in size:</p> <ol style="list-style-type: none"> Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity. 			

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>k. Post a publicly visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours.</p> <p>l. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p>			
<p>SCA-AIR-2: Criteria Air Pollutant Controls - Construction-Related (#22). The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:</p> <p>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.</p> <p>b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations").</p> <p>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.</p> <p>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</p>	<p>Basic Controls: During construction</p> <p>Enhanced Controls: Prior to issuance of a construction-related permit</p>	<p>Basic Controls: N/A</p> <p>Enhanced Controls: Bureau of Planning</p>	<p>Basic Controls: Bureau of Building</p> <p>Enhanced Controls: Bureau of Planning</p>

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<p>available and propane or natural gas generators cannot meet the electrical demand.</p> <p>e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.</p> <p>Enhanced Controls for projects exceeding CEQA thresholds for construction activity:</p> <p>g. <i>Criteria Air Pollutant Reduction Measures</i> The project applicant shall retain a qualified air quality consultant to identify criteria air pollutant reduction measures to reduce the project's average daily emissions below 54 pounds per day of ROG, NOx, or PM2.5 or 82 pounds per day of PM10. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits and the approved criteria air pollutant reduction measures shall be implemented during construction.</p> <p>h. <i>Construction Emissions Minimization Plan</i> The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <p>i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type,</p>			

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<p>serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.</p>			
<p>SCA-AIR-3: Diesel Particulate Matter Controls-Construction Related (#23).</p> <p>a. <i>Diesel Particulate Matter Reduction Measures</i></p> <p>The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose <u>one</u> of the following methods:</p> <p>i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction.</p> <p>or</p> <p>ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer</p>	<p>a. Prior to issuance of a construction related permit (i), during construction (ii)</p> <p>b. Prior to issuance of a construction related permit</p>	<p>a. Bureau of Planning</p> <p>b. Bureau of Planning</p>	<p>a. Bureau of Building</p> <p>b. Bureau of Building</p>

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<p>specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.</p> <p>b. <i>Construction Emissions Minimization Plan</i> (if required by a above)</p> <p>The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <p>i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.</p>			
<p>SCA-AIR-4: Exposure to Air Pollution (Toxic Air Contaminants) (#24).</p> <p>a. <i>Health Risk Reduction Measures</i></p> <p>The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods:</p> <p>i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below</p>	<p>a. Prior to approval of construction-related permit</p> <p>b. Ongoing</p>	<p>a. Bureau of Planning</p> <p>b. N/A</p>	<p>a. Bureau of Building</p> <p>b. Bureau of Building</p>

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<p>acceptable levels, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City.</p> <p>- or -</p> <p>ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ul style="list-style-type: none"> ▪ Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-16 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. ▪ Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). ▪ Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. ▪ The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods. ▪ Sensitive receptors shall be located on the upper floors of buildings, if feasible. 			

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<ul style="list-style-type: none"> ▪ Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (X <i>Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids</i> X <i>trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>). ▪ Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible. ▪ Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible. ▪ Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: <ul style="list-style-type: none"> ○ Installing electrical hook-ups for diesel trucks at loading docks. ○ Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. ○ Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels. ○ Prohibiting trucks from idling for more than two minutes. ○ Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented. <p>b. <i>Maintenance of Health Risk Reduction Measures</i> The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.</p>			

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SCA-AIR-5: Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#26). a. <i>Truck Loading Docks</i> The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible. b. <i>Truck Fleet Emission Standards</i> The project applicant shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate compliance to the satisfaction of the City. Methods to comply include, but are not limited to, new clean diesel trucks, higher-tier diesel engine trucks with added Particulate Matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB's Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.	a. Prior to approval of construction-related permit b. Prior to building permit final; ongoing	a. Bureau of Planning b. Bureau of Planning	a. Bureau of Building b. Bureau of Building
SCA-AIR-6: Asbestos in Structures (#27). 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
Biological Resources			
SCA-BIO-1: Tree Removal During Bird Breeding Season (#30). To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City	Prior to removal of trees	Bureau of Planning	Bureau of Building

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	When Required	Initial Approval	Monitoring/ Inspection
for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.			
SCA-BIO-2: Tree Permit (#31). a. <i>Tree Permit Required</i> Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit. b. <i>Tree Protection During Construction</i> Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist: i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a	a. Prior to approval of construction-related permit b. During construction c. Prior to building permit final	a. Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building b. Public Works Department, Tree Division c. Public Works Department, Tree Division	a. Bureau of Building b. Bureau of Building c. Bureau of Building

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<p>distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.</p> <p>iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p>c. <i>Tree Replacement Plantings</i></p>			

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<p>Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <ul style="list-style-type: none"> i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: <ul style="list-style-type: none"> ▪ For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; ▪ For other species listed, seven hundred (700) square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense. 			

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Cultural Resources			
<p>SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#33).</p> <p>Pursuant to CEQA Guidelines Section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions 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</p>	During construction	N/A	Bureau of Building

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<p>possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>			
<p>SCA-CUL-2: Archaeologically Sensitive Areas – Pre-Construction Measures (#34).</p> <p>The project applicant shall implement either Provision A (Intensive Pre-Construction Study) <u>or</u> Provision B (Construction ALERT Sheet) concerning archaeological resources.</p> <p>Provision A: Intensive Pre-Construction Study.</p> <p>The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:</p> <ol style="list-style-type: none"> Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. A report disseminating the results of this research. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to</p>	Prior to approval of construction-related permit;	Bureau of Building; Bureau of Planning	Bureau of Building

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<p>monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p> <p>Provision B: Construction ALERT Sheet.</p> <p>The project applicant shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil- disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities,</p>			

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each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.			
SCA-CUL-3: Human Remains – Discovery During Construction (#35). 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
Geology, Soils and Geohazards			
SCA-GEO-1: Construction-Related Permit(s) (#37). 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: Soils Report (#38). 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	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

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shall implement the recommendations contained in the approved report during project design and construction.			
SCA-GEO-3: Seismic Hazards Zone (Landslide/Liquefaction) (#40). 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
Hazards and Hazardous Materials			
SCA-HAZ-1: Hazardous Materials Related to Construction (#43). 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: <ol style="list-style-type: none"> Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; Avoid overtopping construction equipment fuel gas tanks; During routine maintenance of construction equipment, properly contain and remove grease and oils; Properly dispose of discarded containers of fuels and other chemicals; 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 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 	During construction	N/A	Bureau of Building

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necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.			
<p>SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#44).</p> <p><i>a. Hazardous Building Materials Assessment</i> 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 waste by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous waste are present, the project applicant shall submit specifications 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.</p> <p><i>b. Environmental Site Assessment Required</i> The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p><i>c. Health and Safety Plan Required</i> 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</p>	<p>a. Prior to approval of demolition, grading, or building permits</p> <p>b. Prior to approval of construction-related permit</p> <p>c. Prior to approval of construction-related permit</p> <p>d. During construction</p>	<p>a. Bureau of Building</p> <p>b. Applicable regulatory agency with jurisdiction</p> <p>c. Bureau of Building</p> <p>d. N/A</p>	<p>a. Bureau of Building</p> <p>b. Applicable regulatory agency with jurisdiction</p> <p>c. Bureau of Building</p> <p>d. Bureau of Building</p>

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<p>from risks associated with hazardous materials. The project applicant shall implement the approved Plan.</p> <p>d. <i>Best Management Practices (BMPs) Required for Contaminated Sites</i> The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <p>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.</p> <p>ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p>			
<p>SCA-HAZ-3: Hazardous Materials Business Plan (#45). The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:</p> <p>a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</p> <p>b. The location of such hazardous materials.</p>	Prior to building permit final	Oakland Fire Department	Oakland Fire Department

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c. An emergency response plan including employee training information. d. A plan that describes the manner in which these materials are handled, transported, and disposed.			
SCA-HAZ-4: Fire Safety Phasing Plan (#46). The project applicant shall submit a Fire Safety Phasing Plan for City review and approval, and shall implement the approved Plan. The Fire Safety Phasing Plan shall include all of the fire safety features incorporated into each phase of the project and the schedule for implementation of the features.	Prior to approval of construction-related permit	Oakland Fire Department	Bureau of Building
Hydrology and Water Quality			
SCA-HYD-1: Erosion and Sedimentation Control Measures for Construction (#48). 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: State Construction General Permit (#50). The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI),	Prior to approval of construction-related permit	State Water Resources Control Board; evidence of	State Water Resources Control Board

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Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.		compliance submitted to Bureau of Building	
<p>SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#54).</p> <p>a. <i>Post-Construction Stormwater Management Plan Required</i> The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. <p>b. <i>Maintenance Agreement Required</i> The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being 	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit b. Prior to building permit final 	<ul style="list-style-type: none"> a. Bureau of Planning; Bureau of Building b. Bureau of Building 	<ul style="list-style-type: none"> a. Bureau of Building b. Bureau of Building

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<p>incorporated into the project until the responsibility is legally transferred to another entity; and</p> <p>ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary.</p> <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p>			
Noise			
<p>SCA-NOI-1: Construction Days/Hours (#62).</p> <p>The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <p>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.</p> <p>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.</p> <p>c. No construction is allowed on Sunday or federal holidays.</p> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work,</p>	During construction	N/A	Bureau of Building

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the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.			
SCA-NOI-2: Construction Noise (#63). 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: <ol style="list-style-type: none"> 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. 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. Applicant shall use temporary power poles instead of generators where feasible. 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. 	During construction	N/A	Bureau of Building

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e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.			
<p>SCA-NOI-3: Extreme Construction Noise (#64).</p> <p><i>a. Construction Noise Management Plan Required</i></p> <p>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:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p><i>b. Public Notification Required</i></p> <p>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</p>	<p>a. Prior to approval of construction-related permit</p> <p>b. During construction</p>	<p>a. Bureau of Building</p> <p>b. Bureau of Building</p>	<p>a. Bureau of Building</p> <p>b. Bureau of Building</p>

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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.			
SCA-NOI-4: Construction Noise Complaints (#66). 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: <ol style="list-style-type: none"> Designation of an on-site construction complaint and enforcement manager for the project; 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; 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. 	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-NOI-5: Exposure to Community Noise (#67). 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: <ol style="list-style-type: none"> 45 dBA: Residential activities, civic activities, hotels 50 dBA: Administrative offices; group assembly activities 55 dBA: Commercial activities 65 dBA: Industrial activities 	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA NOI-6: Operational Noise (#68).	Ongoing	N/A	Bureau of Building

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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.			
Public Services and Recreation			
SCA-PUB-1: Capital Improvements Impact Fee (#74). 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
Transportation and Circulation			
SCA-TRAN-1: Construction Activity in the Public Right-of-Way (#76). <i>a. Obstruction Permit Required</i> The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops. <i>b. Traffic Control Plan Required</i> In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.	a. Prior to approval of construction-related permit b. Prior to approval of construction-related permit c. Prior to building permit final	a. Department of Transportation b. Department of Transportation c. N/A	a. Department of Transportation b. Department of Transportation c. Department of Transportation

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<p><i>c. Repair of City Streets</i> The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p>			
<p>SCA-TRAN-2: Bicycle Parking (#77). The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
<p>SCA-TRAN-3: Transportation Improvements (#78). The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of</p>	Prior to building permit final or as otherwise specified	Bureau of Building; Department of Transportation	Bureau of Building

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<p>construction. Current City Standards call for, among other items, the elements listed below:</p> <ul style="list-style-type: none"> a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group q. Bi-directional curb ramps (where feasible, and if project is on a street corner) r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner) 			
<p>SCA-TRAN-4: Transportation and Parking Demand Management (#79).</p> <p>a. <i>Transportation and Parking Demand Management (TDM) Plan Required</i> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <p>i. The goals of the TDM Plan shall be the following:</p> <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. 	<p>a. Prior to approval of planning application</p> <p>b. Prior to building permit final</p>	<p>a. Bureau of Planning</p> <p>b. Bureau of Building</p> <p>c. Department of Transportation</p>	<p>a. N/A</p> <p>b. Bureau of Building</p> <p>c. Department of Transportation</p>

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<ul style="list-style-type: none">Achieve the following project vehicle trip reductions (VTR):Projects generating 50-99 net new AM or PM peak hour vehicle trips: 10 percent VTRProjects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTRIncrease pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.Enhance the City’s transportation system, consistent with City policies and programs. <p>ii. The TDM Plan should include the following:</p> <ul style="list-style-type: none">Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable.Proposed TDM strategies to achieve VTR goals (see below). <p>iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program.</p> <p>iv. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project’s VTR.</p> <table><tr><th>Improvement</th><th>Required by code or when...</th></tr><tr><td>Bus boarding bulbs or islands</td><td><ul style="list-style-type: none">A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/orA bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb</td></tr><tr><td>Bus shelter</td><td><ul style="list-style-type: none">A stop with no shelter is located within the project frontage, orThe project is located within 0.10 miles of a flag stop with 25 or more boardings per day</td></tr></table>	Improvement	Required by code or when...	Bus boarding bulbs or islands	<ul style="list-style-type: none">A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/orA bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb	Bus shelter	<ul style="list-style-type: none">A stop with no shelter is located within the project frontage, orThe project is located within 0.10 miles of a flag stop with 25 or more boardings per day	c. Ongoing		
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Concrete bus pad	<ul style="list-style-type: none"> A bus stop is located along the project frontage and a concrete bus pad does not already exist 				
Curb extensions or bulb-outs	<ul style="list-style-type: none"> Identified as an improvement within site analysis 				
Implementation of a corridor-level bikeway improvement	<ul style="list-style-type: none"> A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and The project would generate 500 or more daily bicycle trips 				
Implementation of a corridor-level transit capital improvement	<ul style="list-style-type: none"> A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and The project would generate 400 or more peak period transit trips 				
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	<ul style="list-style-type: none"> Always required 				
Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	<ul style="list-style-type: none"> When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection 				
In-street bicycle corral	<ul style="list-style-type: none"> A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages. 				
Intersection improvements ^a	<ul style="list-style-type: none"> Identified as an improvement within site analysis 				
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	<ul style="list-style-type: none"> Always required 				

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No monthly permits and establish minimum price floor for public parking ^b	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1000 sf. (commercial) 				
Parking garage is designed with retrofit capability	<ul style="list-style-type: none"> Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial) 				
Parking space reserved for car share	<ul style="list-style-type: none"> If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units. 				
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	<ul style="list-style-type: none"> Typically required 				
Pedestrian crossing improvements	<ul style="list-style-type: none"> Identified as an improvement within site analysis 				
Pedestrian-supportive signal changes ^c	<ul style="list-style-type: none"> Identified as an improvement within operations analysis 				
Real-time transit information system	<ul style="list-style-type: none"> A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 				
Relocating bus stops to far side	<ul style="list-style-type: none"> A project is located within 0.10 mile of any active bus stop that is currently near-side 				
Signal upgrades ^d	<ul style="list-style-type: none"> Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage abuts an intersection with signal infrastructure older than 15 years 				
Transit queue jumps	<ul style="list-style-type: none"> Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 				
Trenching and placement of conduit for providing traffic signal interconnect	<ul style="list-style-type: none"> Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and 				

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<table><tr><td></td><td><ul style="list-style-type: none">A major transit improvement is identified within operations analysis requiring traffic signal interconnect</td></tr><tr><td>Unbundled parking</td><td><ul style="list-style-type: none">If proposed parking ratio exceeds 1:1.25 (residential)</td></tr></table>		<ul style="list-style-type: none">A major transit improvement is identified within operations analysis requiring traffic signal interconnect	Unbundled parking	<ul style="list-style-type: none">If proposed parking ratio exceeds 1:1.25 (residential)			
	<ul style="list-style-type: none">A major transit improvement is identified within operations analysis requiring traffic signal interconnect						
Unbundled parking	<ul style="list-style-type: none">If proposed parking ratio exceeds 1:1.25 (residential)						
<p>^a Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.</p> <p>^b May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.</p> <p>^c Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a “scramble” signal phase where appropriate.</p> <p>^d Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals.</p> <p>v. Other TDM strategies to consider include, but are not limited to, the following:</p> <ul style="list-style-type: none">Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in Chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (Chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping.Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively) <p>And any applicable streetscape plan.</p>							

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). Guaranteed ride home program for employees, either through 511.org or through separate program. Pre-tax commuter benefits (commuter checks) for employees. Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. Distribution of information concerning alternative transportation options. Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. Parking management strategies including attendant/valet parking and shared parking spaces. Requiring tenants to provide opportunities and the ability to work off-site. 			

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report. <p>b. <i>TDM Implementation – Physical Improvements</i> For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.</p> <p>c. <i>TDM Implementation – Operational Strategies</i> For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as</p>			

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.			
SCA-TRAN-5: Transportation Impact Fee (#80). 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-TRAN-6: Plug-In Electric Vehicle (PEV) Charging Infrastructure (#83). <i>a. PEV-Ready Parking Spaces</i> 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. <i>b. PEV-Capable Parking Spaces</i> The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces. <i>c. ADA-Accessible Spaces</i> 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).	a. Prior to issuance of building permit b. Prior to issuance of building permit c. Prior to issuance of building permit	a. Bureau of Building b. Bureau of Building c. Bureau of Building	a. Bureau of Building b. Bureau of Building c. Bureau of Building
Utilities and Service Systems			
SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling (#84). The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of	Prior to approval of construction-related permit	Public Works Department, Environmental Services Department	Public Works Department, Environmental

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
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.			Services Department
SCA-UTIL-2: Underground Utilities (#85). The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.	During construction	N/A	Bureau of Building
SCA-UTIL-3: Recycling Collection and Storage Space (#86). The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (Chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-UTIL-4: Green Building Requirements (#88).</p> <p><i>a. Compliance with Green Building Requirements During Plan-Check</i></p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • 53 points per the appropriate checklist approved during the Planning entitlement process. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for 	<p>a. Prior to approval of construction-related permit</p> <p>b. During construction</p> <p>c. Prior to final approval</p>	<p>a. Bureau of Building</p> <p>b. N/A</p> <p>c. Bureau of Planning</p>	<p>a. N/A</p> <p>b. Bureau of Building</p> <p>c. Bureau of Building</p>

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>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.</p> <ul style="list-style-type: none"> The required green building point minimums in the appropriate credit categories. <p><i>b. Compliance with Green Building Requirements During Construction</i> The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ol style="list-style-type: none"> 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. 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. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p><i>c. Compliance with Green Building Requirements After Construction</i> Prior to the finaling the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>			
<p>SCA-UTIL-5: Sanitary Sewer System (#89). The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p>	Prior to approval of construction-related permit	Public Works Department, Department of Engineering and Construction	N/A

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
SCA-UTIL-6: Storm Drain System (#90). The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-UTIL-7: Recycled Water (#91). Pursuant to section 16.08.030 of the Oakland Municipal Code, the project applicant shall provide for the use of recycled water in the project for landscape irrigation purposes unless the City determines that there is a higher and better use for the recycled water, the use of recycled water is not economically justified for the project, or the use of recycled water is not financially or technically feasible for the project. The project applicant shall contact the New Business Office of the East Bay Municipal Utility District (EBMUD) for a recycled water feasibility assessment by the Office of Water Recycling. If recycled water is to be provided in the project, the project drawings submitted for construction-related permits shall include the proposed recycled water system and the project applicant shall install the recycled water system during construction.	Prior to approval of construction-related permit	Bureau of Planning; Bureau of Building	Bureau of Building
SCA-UTIL-8: Water Efficient Landscape Ordinance (WELO) (#92). The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. <i>Prescriptive Measures:</i> Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23): http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p><i>Performance Measures</i></p> <p>Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p> <p>a. Project Information:</p> <ul style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." <p>b. Water Efficient Landscape Worksheet</p> <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use <p>c. Soil Management Report</p> <p>d. Landscape Design Plan</p> <p>e. Irrigation Design Plan, and</p> <p>f. Grading Plan</p> <p>Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee.</p> <p>For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below.</p>			

Standard Conditions of Approval/ Mitigation Measures	Standard Conditions of Approval and Mitigation Measures Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf			
Other Standard Conditions			
SCA-OTHER-1: Employee Rights (#99). The project applicant and business owners in the project shall comply with all state and federal laws regarding employees' right to organize and bargain collectively with employers and shall comply with the City of Oakland Minimum Wage Ordinance (chapter 5.92 of the Oakland Municipal Code).	Ongoing	N/A	N/A

ATTACHMENT B: CRITERIA FOR USE OF ADDENDUM, PER CEQA GUIDELINES SECTIONS 15162, 15164, AND 15168

Section 15164(a) of the California Environmental Quality Act (CEQA) Guidelines states that “a lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” Section 15164(e) states that “a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR.”

As discussed in detail in Chapter II, Background, the analysis in the West Oakland Specific Plan (WOSP) EIR is considered in this assessment, pursuant to CEQA Guidelines Section 15162, 15164, 15168, and 15180.

1. Proposed Project

As discussed in Chapter IV, Project Description, above, the project would introduce residential and light industrial uses on the site previously considered for such uses by the WOSP EIR. The project would construct four multi-family residential buildings, an administrative office, and a light industrial maker space, which range in height from two to five stories. The proposed residential units would be consistent with what was described in the Development Program for the 7th Street Opportunity Area. Based on the site’s underlying HBX-4 and CIX-1B zoning, the maximum allowable residential density for the site is 416 units. The proposed project’s 316 units is well within the amount allowed by zoning. The project therefore meets the requirements for an addendum.

2. Conditions for Addendum

None of the following conditions for preparation of a subsequent EIR per Sections 15162(a) and 15168 apply to the project:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

3. Project Consistency with Sections 15162 and 15168 of the CEQA Guidelines

Since certification of the WOSP EIR, no substantial changes have occurred in the circumstances under which the project would be implemented, that would change the severity of the project's physical impacts, as explained in the CEQA Checklist in Section V of this document. No new information has emerged that would materially change the analyses or conclusions set forth in the WOSP EIR.

Furthermore, as demonstrated in the CEQA Checklist, the project would not result in any new significant environmental impacts, result in any substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the WOSP EIR, nor render any mitigation measures or alternatives found not to be feasible, feasible. The effects of the project would be substantially the same as those reported in the WOSP EIR.

The analysis presented in CEQA Checklist, combined with the prior WOSP EIR's analysis, demonstrates that the project would not result in significant impacts that were not previously identified in the WOSP EIR. The project would not result in a substantial increase in the significance of impacts, nor would it contribute considerably to cumulative effects that were not already accounted for in the certified WOSP EIR. Overall, the project's impacts are similar to

those identified and discussed in the WOSP EIR, as described in the CEQA Checklist, and the findings reached in the WOSP EIR are applicable.

ATTACHMENT C: PROJECT CONSISTENCY WITH COMMUNITY PLAN 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."

1. Proposed Project

The project would be located within the West Oakland Specific Plan (WOSP) Area. The approximately 4.65-acre (202,571-square-foot) site is comprised of one parcel at 801 Pine Street. The project site is within the Housing and Business Mix 4 (HBX-4), West Oakland Plan Area Commercial Industrial Mix-1B (CIX-1B), and Health and Safety Protection Combining Zone (S-19) zones. The project would redevelop a now-vacant lot and with four multi-family residential buildings, an administrative office, and a light industrial maker space, including on-site residential surface parking lots. In total, the project would be approximately 268,569 gross square feet and include 316 residential units, 7,837 square feet of administrative office, and 27,501 square feet of maker space.

2. Criterion Section 15183(a): General Plan and Zoning Consistency

Section 15183(a) of the 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 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."

As discussed in Section I, Introduction, the analysis in the WOSP EIR and LUTE EIR are considered the qualified planning level CEQA analyses for this assessment, pursuant to CEQA Guidelines Section 15183.

3. HBX-4 and CIX-1B Zoning Districts and West Oakland Specific Plan and EIR

As determined by the City of Oakland Bureau of Planning, the land uses contemplated at the proposed bulk and density are permitted in the zoning district in which the project is located and consistent with the West Oakland Specific Plan, as outlined below and described in detail in Section IV, Project Consistency Assessment:

- In the West Oakland Specific Plan, the project site is located in Subarea 2c of the 7th Street Opportunity Area on site #28. The project is consistent with the plan policies for the 7th Street Opportunity Area, which contemplate higher-density housing, commercial office, and government/institutional office space around the core of the BART Station, and neighborhood-serving retail as well as custom manufacturing / industrial arts/ artist exhibition space on the ground floor.
- The HBX-4 zone allows a base residential density of one dwelling unit per 800 square feet of lot area, or up to 74 dwelling units on the 58,427-square-foot portion of the site zoned HBX-4. The portion of the site zoned CIX-1B does not permit residential development by right. Instead, a Conditional Use Permit would be utilized for an Expansion of Use, pursuant to OMC Section 17.102.110. Additionally, a density bonus concession would provide a method of guiding development intensity, converting FAR to a residential density standard. According to the FAR conversion, a total of 366 residential units are allowed in the portion of the site zoned CIX-1B. The project proposes 316 units. Therefore, the project's development density is consistent with the development density permitted under existing zoning and the West Oakland Specific Plan.
- The WOSP EIR analyzed the impacts of maximum buildout under existing zoning in the West Oakland Specific Plan area, including the project site.

4. 1998 General Plan Land Use and Transportation Element and EIR

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 because of LUTE implementation.

As determined by the City of Oakland Bureau of Planning, the project's land uses are permitted in the zoning district in which the project is located. This would make the project consistent with the bulk, density, and land uses envisioned for the project site, as outlined below:

- The General Plan land use designations for the site are Housing and Business Mix and Business Mix. The Housing and Business Mix classification is intended to "guide a transition from heavy industry to low impact light industrial and other businesses that can co-exist compatibly with residential development." This designation seeks to prevent industrial uses that would generate impacts to residences and ensure compatible co-existence. The Business Mix designation is a flexible economic development zone intended to create, preserve, and enhance areas that are appropriate for a wide variety of business and related commercial and industrial establishments. The designation

supports a transition from higher intensity uses as were typically found in West Oakland to lower intensity uses. Residential uses are not included in the discussion of desired character and uses, but land use computability is the primary driver behind this designation, as well as the Housing and Business Mix classification. Because the project is consistent with the intent of this designation (i.e., compatibility with existing residential communities), the project would be consistent with the General Plan. State law “does not require precise conformity of a proposed project with the land use designation for a site, or an exact match between the project and the applicable general plan...Instead, a finding of consistency requires only that the proposed project be ‘compatible with the objectives, policies, general land uses, and programs specified in’ the applicable plan.” This is the case for the proposed development.

- The proposed buildings would range from approximately 27.5 feet to 60 feet in height. While one of the buildings would exceed the allowable height limit of 55 feet for the HBX-4 zone, the project sponsor is requesting a concession for this exceedance as a part of the California State Density Bonus, as is discussed in Section IV, Project Consistency Assessment.

5. Conclusion

In accordance State CEQA Guidelines 15183, the project qualifies for a Community Plan Exemption because the following findings can be made:

- As demonstrated under Criterion Section 15183(a): General Plan and Zoning Consistency (above), the project is consistent with the development density established by existing zoning and General Plan policies for the site, and there are no peculiar aspects, other than those evaluated herein, that would increase the severity of any of the previously identified significant cumulative effects in the WOSP EIR.
- Since the project is consistent with the development assumptions for the site as provided under the WOSP EIR and LUTE EIR, the project’s potential contribution to cumulatively significant effects has already been addressed. Therefore, consistent with CEQA Guidelines Section 15183, which allows for streamlined environmental review, this document needs only to consider whether there are project-specific effects peculiar to the project or its site and relies on the streamlining provisions of CEQA Guidelines Section 15183 to not re-consider cumulative effects.

Therefore, the project is eligible for consideration of an exemption under California Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines.

ATTACHMENT D: INFILL PERFORMANCE STANDARDS, PER CEQA GUIDELINES SECTION 15183.3

The following information demonstrates that the project is eligible for permit streamlining pursuant to CEQA Guidelines Section 15183.3 as a qualified infill project.

PROJECT INFILL ELIGIBILITY	
CEQA Eligibility Criteria	Eligible?/Notes for 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 75 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 right-of-way. (CEQA Guidelines Section 15183.3[b][1])	Yes. The project site was previously developed for industrial uses. It is now vacant, although a concrete surface covers much of the site. The site adjoins existing qualified urban uses, as described in Project Description, above.
2. Satisfy the performance Standards provided in Appendix M (CEQA Guidelines Section 15183.3[b][2]) as presented in 2a and 2b below:	—
2a. <i>Performance Standards Related to Project Design.</i> All projects must implement all of the following:	—
Renewable Energy. Non-Residential Projects. – N/A	Not Applicable. ³⁶
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.	No. As stated in Section V.G, Hazards and Hazardous Materials, the project site has been included on the State Water Resources Control Board list of Cleanup Program Sites, but this list is not compiled pursuant to Section 65962.5. However, the project must still comply with SCA-HAZ-2, which requires a Hazardous Building Materials Assessment, an Environmental Site Assessment Report, a Health and Safety Plan to protect construction workers, and Best Management Practices during construction. SCA-HAZ-2 also requires the project sponsor to implement the recommendations for remedial actions in the environmental assessments performed for the project site.

³⁶ 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 project is not required to include on-site renewable power generation.

PROJECT INFILL ELIGIBILITY	
CEQA Eligibility Criteria	Eligible?/Notes for Project
	<p>The project applicant has entered a Voluntary Cleanup Agreement (VCA) that provides the Alameda County Department of Environmental Health (ACDEH) the responsibility of overseeing the investigation and cleanup activities at the site. The Corrective Action Plan may include excavation of lead-impacted soil and/or offsite disposal at a permitted landfill or onsite consolidation and capping to prevent direct contact exposure, and installation of vapor mitigation engineering controls underlying the structures and hardscape to reduce the inhalation risk of exposure to VOCs. ACDEH has indicated that proper corrective actions will allow the safe redevelopment of the site into residential uses. The recommendations of the ongoing site assessments will be implemented as required by SCA-HAZ-2.</p>
<p>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.</p> <p>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.</p>	<p>Yes. The project would locate new sensitive receptors within 500 feet of a freeway (I-880) and as a result must comply with the City's SCAs for projects of this nature. The project complies with SCA-AQ-3 and SCA-AQ-4 by using off-road diesel equipment with the most effective VDECS available and incorporating health risk reduction measures into the project, including MERV-16 air filter devices.</p>
<p>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.^a</p>	—
<p>Residential. A residential project must meet <u>one</u> of the following:</p>	Yes, satisfies A.

PROJECT INFILL ELIGIBILITY	
CEQA Eligibility Criteria	Eligible?/Notes for Project
<p>A. <i>Projects achieving below average regional per capita vehicle miles traveled.</i> A residential project is eligible if it is located in a “low vehicle travel area” within the region;</p> <p>B. <i>Projects located within ½-mile of an Existing Major Transit Stop or High Quality Transit Corridor.</i> 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; <u>or</u></p> <p>C. <i>Low – Income Housing.</i> 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.</p>	<p>The project is located in a traffic analysis zone where the estimated 2020 and 2040 VMT per capita is at least 15 percent below the regional average, the threshold requirement to be considered a low VMT-area.</p>
Commercial/Retail.	Not Applicable.
Office Building.	Not Applicable.
Schools.	Not Applicable.
Transit.	Not Applicable.
Small Walkable Community Projects.	Not Applicable.
<p>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, <u>except</u> as provided in CEQA Guidelines Sections 15183.3(b)(3)(A) or (b)(3)(B) below:</p> <p>(b)(3)(A). Only where an infill project is proposed within the boundaries of a metropolitan planning organization for which a sustainable communities strategy or an alternative planning strategy will be, but is not yet in effect, a residential infill project must have a density of at least 20 units per acre, and a retail or commercial infill project must have a floor area ratio of at least 0.75; <u>or</u></p> <p>(b)(3)(B). Where an infill project is proposed outside of the boundaries of a metropolitan planning organization, the infill project must meet the definition of a “small walkable community project” in CEQA Guidelines Section 15183.3(f)(5). (CEQA Guidelines Section 15183.3[b][3])</p>	<p>Yes.</p> <p>The adopted Plan Bay Area (2040) serves as the sustainable communities strategy for the Bay Area, per Senate Bill 375, under California Public Resource Codes Sections 21155, 21155.1, 21155.2, and 21159.28. As defined by Plan Bay Area, Priority Development Areas (PDAs) are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. As stated in the West Oakland Specific Plan (WOSP), the West Oakland area is considered a PDA. The project is consistent with the general land use designation, density, building intensity, and applicable policies specified in the WOSP as described in Section IV, Project Consistency Assessment.</p>

ATTACHMENT E: GREENHOUSE GAS EMISSION ANALYSIS

MEMORANDUM

Date: 28 November 2018

Job No.: 18222-00.02604

To: Meredith Rupp, Urban Planning Partners, Inc.

From: Patrick Sutton, Baseline Environmental Consulting

Subject: Greenhouse Gases Emissions Analysis – The Phoenix Project

This GHG emissions analysis has been prepared for the proposed Phoenix project at 801 Pine Street in Oakland, California. The proposed project would construct six buildings providing multi-family residential, administrative office, and light industrial land uses. The purpose of this analysis was to evaluate the project's impact on global climate change from greenhouse gas (GHG) emissions and to determine whether the City's of Oakland's current Standard Condition of Approval (SCA) for a GHG Reduction Plan applies to the project.

Based on the analysis presented below, it was determined that the proposed project would have a less-than-significant impact on global climate change and does not need to develop a GHG Reduction Plan.

Evaluation of Project GHG Impact on Global Climate Change

The City of Oakland has adopted thresholds of significance recommended by the Bay Area Air Quality Management District (BAAQMD) to evaluate potential impacts to the existing environment from GHG emissions. The BAAQMD's thresholds of significance for GHG emissions, which are defined in terms of carbon dioxide equivalents (CO₂e), were designed to ensure compliance with the State's Assembly Bill (AB) 32 GHG reduction goals.

The BAAQMD recommends using the most current version of the California Emissions Estimator Model (CalEEMod 2016.3.2) to estimate construction and operation emissions for proposed land-use projects. CalEEMod utilizes widely accepted models for emission estimates combined with appropriate default data for a variety of land-use projects that can be used if site-specific information is not available. The default data (e.g., emission factors) are supported by substantial evidence provided by regulatory agencies and a combination of statewide and regional surveys of existing land uses and resources. The primary input data used to estimate emissions associated with construction and operation of the proposed project are summarized in Table 1. A copy of the CalEEMod report for the proposed project, which summarizes the input parameters, assumptions, and findings, is provided in Attachment A.

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Table 1 Summary of Land-Use Input Parameters for CalEEMod

Land-Use Type	CalEEMod Land-Use Type	Units	Unit Amount
Residential	Apartments Mid Rise	Dwelling Units	317
Maker Space	Light Industrial	Square Feet	27,500

Notes: Total acreage = 4.65

Project construction is scheduled to begin as early as 2019. While the project is proposing to utilize modular construction (where modules are constructed off-site in a factory) that would require less intensive on-site construction and heavy equipment use than traditional construction, the default CalEEMod assumptions for the construction phase duration and equipment use were used to conservatively estimate the total GHG emissions that could be generated. Based on the construction schedule, project operation was assumed to begin as early as 2020. Since statewide vehicle emission standards are required to improve over time in accordance with the Pavley (AB 1493) and Low-Emission Vehicle regulations (Title 13, California Code of Regulations, Section 1961.2), estimating emissions for the earliest year of operation provides the maximum annual emissions. Additional project-specific information used to calculate GHG emissions in CalEEMod, including changes to default data, is summarized in Table 2.

In accordance with the City of Oakland's CEQA guidance for evaluating the GHG thresholds of significance, the construction CO₂e emissions were annualized over a period of 40 years and then added to the expected CO₂e emissions during operation. According to the CEQA streamlining provisions described under Senate Bill (SB) 375, certain "mixed-use residential projects" that are consistent with the general use designation, density, building intensity, and applicable policies specified in a Sustainable Communities Strategy (SCS) do not need to analyze climate change impacts resulting from cars and light-duty trucks. As defined in Public Resources Code (PRC) Section 21159.28(d), a mixed-use residential project is a project where at least 75 percent of the total building square footage of the project consists of residential use or a "Transit Priority Project" as defined in PRC Section 21155(b). A Transit Priority Project must contain the following:

- At least 50 percent residential use based on total building square footage, and, if the project contains between 26 and 50 percent non-residential uses, a floor area ratio (FAR) of no less than 0.75;
- A minimum net density of at least 20 dwelling units per acre; and
- Be within 0.5 mile of a major transit stop or high-quality transit corridor¹ included in a regional transportation plan.

¹ A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

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Table 2 Summary of Project-Specific Assumptions for CalEEMod

CalEEMod Input Category	Assumptions and Changes to Default Data
Construction Phase	Construction was assumed to begin as early as January 2019.
Material Movement	A maximum of 20,000 cubic yards of soil export was assumed.
Demolition	Approximately 7,040 tons of demolition debris is expected to be hauled off-site.
Utility provider	The default 2008 CO ₂ intensity factor for Pacific Gas & Electric (PG&E) was updated to the most recent CO ₂ intensity factor verified by a 3 rd party in 2016.
Vehicle Trips	The average daily trip rates were adjusted based on the findings of a Preliminary Transportation Assessment for the proposed project. These trip estimates account for a 36.7 percent trip reduction based on the City of Oakland's Transportation Impact Review Guidelines for development in an urban environment within 0.5 miles of a BART Station.
Fireplaces and Woodstoves	It was assumed that there would be no wood fireplaces or woodstoves.
Wastewater	Based on the design of the East Bay Municipal Utility District's Wastewater Treatment Plant, emissions estimated from wastewater treatment assumed a process with 100 percent aerobic biodegradation and 100 percent anaerobic digestion with cogeneration.
Water Use	In accordance with the City of Oakland's Green Building Ordinance, the proposed project will implement mandatory measures from the statewide CALGreen Code to reduce indoor water use by approximately 20 percent.
Fleet Mix	Because the project is not expected to generate new bus or mobile home trips, these vehicle types were removed from the fleet mix. Based on this assumption, the default ratio of vehicle types representing each land use were maintained and scaled up.

Notes: Default CalEEMod data used for all other parameters not described.

Source: Attachment A.

The proposed project would have over 75 percent residential based on total building square footage and about 68 residential units per acre. The project site is located within 0.5 mile of a high-quality transit corridor (8th Street/Wood Street intersection bust stop). The project meets the definition of a mixed-use residential project per PRC Section 21159.28[d].

The adopted Plan Bay Area² serves as the SCS for the Bay Area. As defined by Plan Bay Area, Priority Development Areas (PDAs) are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. According to the Metropolitan Transportation Commission, the project is located within a PDA.³ Furthermore, the project is permitted in the zoning district where the project site is located, and is consistent

² Metropolitan Transportation Commission and Association of Bay Area Governments, 2017. Plan Bay Area 2040 Final Plan. Available at <http://2040.planbayarea.org/>. Adopted July 26, 2017.

³ Metropolitan Transportation Commission, 2018. Priority Development Area (PDA) and Transit Priority Area (TPA) Map for CEQA Streamlining. Available at: <https://www.planbayarea.org/pda-tpa-map>. Accessed on: November 20.

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with the bulk, density, and land uses envisioned for the site. Therefore, since the project qualifies as a mixed-use residential project pursuant to PRC Section 21159.28(d) and is consistent with the applicable provisions of Plan Bay Area, the estimated GHG emissions from cars and light-duty trucks are excluded from the GHG analysis.

The total average annual CO₂e emissions and the total average annual CO₂e emissions per service population (494 residents and 61 employees) for the proposed project are compared to the City's thresholds of significance in Table 3. Although the estimated CO₂e emissions from the proposed project were above the City's annual emissions threshold, they were below the City's efficiency threshold based on the service population. Therefore, the proposed project would have a less-than-significant impact on global climate change.

Table 3 Summary of Average GHG Emissions from Operation of the Project

Emission Source	CO ₂ e (MT/year)	CO ₂ e (MT/year/SP)
Construction ^a	21	0.04
Operation - Area	17	0.03
Operation - Energy	397	0.71
Operation - Mobile ^b	561	1.01
Operation - Waste	90	0.16
Operation - Water	34	0.06
Total Project Emissions	1,119	2.0
Thresholds of Significance	1,100	4.6
Threshold Exceedance?	Yes	No

Notes: MT = metric tons; SP = service population

^a In accordance with CEQA guidance from the City of Oakland, GHG emissions during construction are amortized over 40 years.

^b In accordance with SB 375, the estimated GHG emissions from cars and light-duty trucks are excluded from the GHG analysis.

Source: Attachment A.

Evaluation of GHG Reduction Plan SCA

The City's current SCA for a GHG Reduction Plan applies to any project that meets one or more of the following three scenarios and has a net increase in GHG emissions:

- **Scenario A:** Projects which (a) involve a land use development (i.e., a project that does not require a permit from the BAAQMD to operate), (b) exceed the GHG emissions screening criteria contained in the BAAQMD CEQA Guidelines, and (c) after a GHG analysis is prepared would produce total GHG emissions of more than 1,100 metric tons of CO₂e annually and more than 4.6 metric tons of CO₂e per service population annually.
- **Scenario B:** Projects which (a) involve a land use development, (b) exceed the GHG emissions screening criteria contained in the BAAQMD CEQA Guidelines, (c) after a GHG

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analysis is prepared would exceed at least one of the City's applicable thresholds of significance (1,100 metric tons of CO₂e annually or 4.6 metric tons of CO₂e per service population annually), and (d) are considered to be "Very Large Projects."

- **Scenario C:** Projects which (a) involve a stationary source of GHG (i.e., a project that requires a permit from BAAQMD to operate) and (b) after a GHG analysis is prepared would exceed the City's applicable threshold of significance (10,000 metric tons of CO₂e annually).

The City defines a Very Large Project as any of the following:

- (A) Residential development of more than 500 dwelling units;
- (B) Shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space;
- (C) Commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space;
- (D) Hotel/motel development of more than 500 rooms;
- (E) Industrial, manufacturing, processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area; or
- (F) Any combination of smaller versions of the above that when combined result in equivalent annual GHG emissions as the above.

The project's individual residential, commercial, and industrial components do not exceed Criteria A, B, C, or E. Because the project does not include a hotel, Criterion D is not applicable. Criterion F is assessed in Table 4, which shows the equivalent percentages of residential, commercial, and industrial uses that would represent a Very Large Project. If the sum of these percentages adds up to 100 or more, then the project would constitute a Very Large Project. As shown in Table 4, the combined project components would not result in equivalent GHG emissions that represent a Very Large Project. Therefore, the proposed project would not be considered a Very Large Project.

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Table 4 Comparison of Proposed Project with Criterion F for a Very Large Project

Land Use	Unit Metric	Proposed Project	Very Large Project	Project Component's Percentage of a Very Large Project
Residential	Dwelling Units	317	500	63%
Commercial	Square Feet	7,800	250,000	3%
Industrial	Square Feet	27,500	650,000	4%
Total (Combined Land Use Components)				70%
Constitute a Very Large Project?				No

As shown in Table 5, the proposed project would not trigger the GHG Reduction Plan requirement because none of the three scenarios are fully satisfied based on the project's size, scope, and estimated amount of GHG emissions. Therefore, the proposed project would not be required to develop a GHG Reduction Plan.

Table 5: Comparison of Proposed Project with Scenarios for GHG Reduction Plan SCA

Scenario	Criterion (a)	Criterion (b)	Criterion (c)	Criterion (d)	Applies to Project?
Scenario A	Involve land use development	Exceed BAAQMD's screening criteria ^A	Exceed <u>both</u> of the City's applicable thresholds ^B	---	No
	Yes (mixed use)	Yes (317 dwelling units)	No (See Table 3)	---	
Scenario B	Involve land use development	Exceed BAAQMD's screening criteria ^A	Exceed <u>one</u> of the City's applicable thresholds ^B	Very Large Project	No
	Yes (mixed use)	Yes (317 dwelling units)	Yes (See Table 3)	No (See Table 4)	
Scenario C	Involve a stationary source	Exceed the City's applicable threshold ^C	---	---	No
	No	No	---	---	

Notes: "---" = not applicable

^A Based on Table 3-1 of the BAAQMD's 2017 *CEQA Air Quality Guidelines*, a mid-rise apartment building with 87 or less dwelling units would have GHG emission levels below the City's applicable thresholds.

^B For land use developments, the City's threshold of significance are 1,100 metric tons of CO₂e annually and 4.6 metric tons of CO₂e per service population annually.

^C For stationary sources, the City's threshold of significance is 10,000 metric tons of CO₂e annually.

ATTACHMENT A

CalEEMod Results

The Phoenix Project - Alameda County, Annual

The Phoenix Project

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	27.50	1000sqft	0.00	27,500.00	61
Parking Lot	187.00	Space	0.00	74,800.00	0
Apartments Mid Rise	317.00	Dwelling Unit	4.65	317,000.00	494

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)	294	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

The Phoenix Project - Alameda County, Annual

Project Characteristics - PG&E's default 2008 CO2 intensity factor updated to the most recent 2016 emission factor verified by a 3rd party (PG&E, 2018).

Land Use - Land uses consistent with Preliminary Transportation Assessment.

Demolition - Parking lot demo assumption: (Volume debris)(Density asphalt)=(97.1 KSF)(0.0725 tons/ft³) = 7040 tons

Grading - Assuming up to 20,000 cubic yards of soil off haul.

Vehicle Trips - Trip rates adjusted according to Preliminary Transportation Assessment.

Woodstoves - Assume no woodstoves and wood fireplaces. The default number of wood fireplaces (54) were added to the default number of gas fireplaces (48).

Water And Wastewater - EBMUD would service the proposed project and applies 100 percent aerobic process and 100 percent cogeneration.

Water Mitigation - CAL Green Code requires 20 percent indoor water savings. These emission reductions are considered part of the project's unmitigated emissions.

Fleet Mix - No bus or mobile home trips generated by the project.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	47.55	102.00
tblFireplaces	NumberNoFireplace	12.68	0.00
tblFireplaces	NumberWood	53.89	0.00
tblFleetMix	HHD	0.04	0.04
tblFleetMix	HHD	0.04	0.04
tblFleetMix	HHD	0.04	0.04
tblFleetMix	LDA	0.56	0.56
tblFleetMix	LDA	0.56	0.56
tblFleetMix	LDA	0.56	0.56
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19

The Phoenix Project - Alameda County, Annual

tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.2280e-003	5.2539e-003
tblFleetMix	LHD2	5.2280e-003	5.2539e-003
tblFleetMix	LHD2	5.2280e-003	5.2539e-003
tblFleetMix	MCY	5.5690e-003	5.5966e-003
tblFleetMix	MCY	5.5690e-003	5.5966e-003
tblFleetMix	MCY	5.5690e-003	5.5966e-003
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MH	7.5900e-004	7.6276e-004
tblFleetMix	MH	7.5900e-004	7.6276e-004
tblFleetMix	MH	7.5900e-004	7.6276e-004
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	OBUS	2.1180e-003	0.00
tblFleetMix	OBUS	2.1180e-003	0.00
tblFleetMix	OBUS	2.1180e-003	0.00
tblFleetMix	SBUS	3.0800e-004	3.0952e-004
tblFleetMix	SBUS	3.0800e-004	3.0952e-004
tblFleetMix	SBUS	3.0800e-004	3.0952e-004
tblFleetMix	UBUS	2.8050e-003	0.00
tblFleetMix	UBUS	2.8050e-003	0.00
tblFleetMix	UBUS	2.8050e-003	0.00

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tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	0.63	0.00
tblLandUse	LotAcreage	1.68	0.00
tblLandUse	LotAcreage	8.34	4.65
tblLandUse	Population	0.00	61.00
tblLandUse	Population	907.00	494.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblVehicleTrips	ST_TR	6.39	3.30
tblVehicleTrips	ST_TR	1.32	0.61
tblVehicleTrips	SU_TR	5.86	3.03
tblVehicleTrips	SU_TR	0.68	0.31
tblVehicleTrips	WD_TR	6.65	3.43
tblVehicleTrips	WD_TR	6.97	3.22
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

The Phoenix Project - Alameda County, Annual

tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	6.34	0.00
tblWoodstoves	NumberNoncatalytic	6.34	0.00

2.0 Emissions Summary

The Phoenix Project - Alameda County, Annual

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	0.4841	4.3182	3.4553	9.0700e-003	0.4594	0.1849	0.6442	0.1339	0.1735	0.3074	0.0000	826.2919	826.2919	0.1034	0.0000	828.8774
2020	2.4089	0.1489	0.1697	3.1000e-004	7.7400e-003	8.0500e-003	0.0158	2.0700e-003	7.5300e-003	9.6000e-003	0.0000	27.2836	27.2836	5.6200e-003	0.0000	27.4241
Maximum	2.4089	4.3182	3.4553	9.0700e-003	0.4594	0.1849	0.6442	0.1339	0.1735	0.3074	0.0000	826.2919	826.2919	0.1034	0.0000	828.8774

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	0.4841	4.3182	3.4553	9.0700e-003	0.4594	0.1849	0.6442	0.1339	0.1735	0.3074	0.0000	826.2915	826.2915	0.1034	0.0000	828.8770
2020	2.4089	0.1489	0.1697	3.1000e-004	7.7400e-003	8.0500e-003	0.0158	2.0700e-003	7.5300e-003	9.6000e-003	0.0000	27.2836	27.2836	5.6200e-003	0.0000	27.4241
Maximum	2.4089	4.3182	3.4553	9.0700e-003	0.4594	0.1849	0.6442	0.1339	0.1735	0.3074	0.0000	826.2915	826.2915	0.1034	0.0000	828.8770

[illegible]

The Phoenix Project - Alameda County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	1.6605	1.6605
2	4-1-2019	6-30-2019	1.0361	1.0361
3	7-1-2019	9-30-2019	1.0475	1.0475
4	10-1-2019	12-31-2019	1.0574	1.0574
5	1-1-2020	3-31-2020	2.4389	2.4389
		Highest	2.4389	2.4389

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	1.6627	0.0383	2.3683	1.9000e-004		0.0139	0.0139		0.0139	0.0139	0.0000	16.5823	16.5823	4.0000e-003	2.3000e-004	16.7519
Energy	0.0186	0.1609	0.0823	1.0100e-003		0.0129	0.0129		0.0129	0.0129	0.0000	393.7036	393.7036	0.0242	7.6500e-003	396.5894
Mobile	0.3515	2.1407	3.9040	0.0132	0.9864	0.0132	0.9996	0.2642	0.0124	0.2766	0.0000	1,217.7704	1,217.7704	0.0544	0.0000	1,219.1315
Waste						0.0000	0.0000		0.0000	0.0000	36.5221	0.0000	36.5221	2.1584	0.0000	90.4820
Water						0.0000	0.0000		0.0000	0.0000	9.5573	23.7543	33.3116	0.0352	0.0213	40.5307
Total	2.0328	2.3399	6.3545	0.0144	0.9864	0.0399	1.0263	0.2642	0.0391	0.3034	46.0794	1,651.8106	1,697.8900	2.2763	0.0292	1,763.4856

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2.2 Overall Operational**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	1.6627	0.0383	2.3683	1.9000e-004		0.0139	0.0139		0.0139	0.0139	0.0000	16.5823	16.5823	4.0000e-003	2.3000e-004	16.7519
Energy	0.0186	0.1609	0.0823	1.0100e-003		0.0129	0.0129		0.0129	0.0129	0.0000	393.7036	393.7036	0.0242	7.6500e-003	396.5894
Mobile	0.3515	2.1407	3.9040	0.0132	0.9864	0.0132	0.9996	0.2642	0.0124	0.2766	0.0000	1,217.7704	1,217.7704	0.0544	0.0000	1,219.1315
Waste						0.0000	0.0000		0.0000	0.0000	36.5221	0.0000	36.5221	2.1584	0.0000	90.4820
Water						0.0000	0.0000		0.0000	0.0000	7.6459	20.2190	27.8648	0.0283	0.0170	33.6504
Total	2.0328	2.3399	6.3545	0.0144	0.9864	0.0399	1.0263	0.2642	0.0391	0.3034	44.1680	1,648.2752	1,692.4432	2.2694	0.0249	1,756.6053

	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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.15	0.21	0.32	0.30	14.51	0.39

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Preparation	Site Preparation	1/29/2019	2/4/2019	5	5	
3	Grading	Grading	2/5/2019	2/14/2019	5	8	
4	Building Construction	Building Construction	2/15/2019	1/2/2020	5	230	
5	Paving	Paving	1/3/2020	1/28/2020	5	18	
6	Architectural Coating	Architectural Coating	1/29/2020	2/21/2020	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 641,925; Residential Outdoor: 213,975; Non-Residential Indoor: 41,250; Non-Residential Outdoor: 13,750; Striped Parking Area: 4,488 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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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	6	15.00	0.00	696.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	2,500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	271.00	51.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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					0.0753	0.0000	0.0753	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
Total	0.0351	0.3578	0.2206	3.9000e-004	0.0753	0.0180	0.0933	0.0114	0.0167	0.0281	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672

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3.2 Demolition - 2019**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	3.1700e-003	0.1081	0.0185	2.8000e-004	5.8900e-003	3.9000e-004	6.2900e-003	1.6200e-003	3.7000e-004	2.0000e-003	0.0000	26.9289	26.9289	1.4000e-003	0.0000	26.9639
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	5.7000e-004	4.3000e-004	4.3700e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0879	1.0879	3.0000e-005	0.0000	1.0887
Total	3.7400e-003	0.1086	0.0228	2.9000e-004	7.0800e-003	4.0000e-004	7.4800e-003	1.9400e-003	3.8000e-004	2.3200e-003	0.0000	28.0168	28.0168	1.4300e-003	0.0000	28.0526

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					0.0753	0.0000	0.0753	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
Total	0.0351	0.3578	0.2206	3.9000e-004	0.0753	0.0180	0.0933	0.0114	0.0167	0.0281	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671

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3.2 Demolition - 2019**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	3.1700e-003	0.1081	0.0185	2.8000e-004	5.8900e-003	3.9000e-004	6.2900e-003	1.6200e-003	3.7000e-004	2.0000e-003	0.0000	26.9289	26.9289	1.4000e-003	0.0000	26.9639
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	5.7000e-004	4.3000e-004	4.3700e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0879	1.0879	3.0000e-005	0.0000	1.0887
Total	3.7400e-003	0.1086	0.0228	2.9000e-004	7.0800e-003	4.0000e-004	7.4800e-003	1.9400e-003	3.8000e-004	2.3200e-003	0.0000	28.0168	28.0168	1.4300e-003	0.0000	28.0526

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					0.0463	0.0000	0.0463	0.0250	0.0000	0.0250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	0.0108	0.1139	0.0552	9.0000e-005	0.0463	5.9800e-003	0.0523	0.0250	5.5000e-003	0.0305	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097

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3.3 Site Preparation - 2019**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	0.0114	0.3885	0.0663	1.0000e-003	0.0212	1.4100e-003	0.0226	5.8300e-003	1.3500e-003	7.1700e-003	0.0000	96.7273	96.7273	5.0300e-003	0.0000	96.8531
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	1.7000e-004	1.3000e-004	1.3100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3264	0.3264	1.0000e-005	0.0000	0.3266
Total	0.0116	0.3886	0.0676	1.0000e-003	0.0215	1.4100e-003	0.0229	5.9200e-003	1.3500e-003	7.2700e-003	0.0000	97.0536	97.0536	5.0400e-003	0.0000	97.1797

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					0.0463	0.0000	0.0463	0.0250	0.0000	0.0250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	0.0108	0.1139	0.0552	9.0000e-005	0.0463	5.9800e-003	0.0523	0.0250	5.5000e-003	0.0305	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097

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3.3 Site Preparation - 2019**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	0.0114	0.3885	0.0663	1.0000e-003	0.0212	1.4100e-003	0.0226	5.8300e-003	1.3500e-003	7.1700e-003	0.0000	96.7273	96.7273	5.0300e-003	0.0000	96.8531
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	1.7000e-004	1.3000e-004	1.3100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3264	0.3264	1.0000e-005	0.0000	0.3266
Total	0.0116	0.3886	0.0676	1.0000e-003	0.0215	1.4100e-003	0.0229	5.9200e-003	1.3500e-003	7.2700e-003	0.0000	97.0536	97.0536	5.0400e-003	0.0000	97.1797

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					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	0.0103	0.1134	0.0652	1.2000e-004	0.0262	5.5900e-003	0.0318	0.0135	5.1400e-003	0.0186	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412

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3.4 Grading - 2019**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	2.3000e-004	1.7000e-004	1.7500e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4352	0.4352	1.0000e-005	0.0000	0.4355
Total	2.3000e-004	1.7000e-004	1.7500e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4352	0.4352	1.0000e-005	0.0000	0.4355

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					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	0.0103	0.1134	0.0652	1.2000e-004	0.0262	5.5900e-003	0.0318	0.0135	5.1400e-003	0.0186	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412

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3.4 Grading - 2019**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	2.3000e-004	1.7000e-004	1.7500e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4352	0.4352	1.0000e-005	0.0000	0.4355
Total	2.3000e-004	1.7000e-004	1.7500e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4352	0.4352	1.0000e-005	0.0000	0.4355

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	0.2692	2.4030	1.9567	3.0700e-003		0.1470	0.1470		0.1383	0.1383	0.0000	268.0188	268.0188	0.0653	0.0000	269.6511
Total	0.2692	2.4030	1.9567	3.0700e-003		0.1470	0.1470		0.1383	0.1383	0.0000	268.0188	268.0188	0.0653	0.0000	269.6511

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3.5 Building Construction - 2019**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	0.0262	0.7436	0.1645	1.6200e-003	0.0382	4.7500e-003	0.0429	0.0111	4.5500e-003	0.0156	0.0000	154.8704	154.8704	9.5400e-003	0.0000	155.1090
Worker	0.1169	0.0892	0.9010	2.4800e-003	0.2443	1.7400e-003	0.2460	0.0650	1.6000e-003	0.0666	0.0000	224.0717	224.0717	6.3900e-003	0.0000	224.2314
Total	0.1431	0.8328	1.0655	4.1000e-003	0.2825	6.4900e-003	0.2889	0.0760	6.1500e-003	0.0822	0.0000	378.9421	378.9421	0.0159	0.0000	379.3404

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	0.2692	2.4030	1.9567	3.0700e-003		0.1470	0.1470		0.1383	0.1383	0.0000	268.0185	268.0185	0.0653	0.0000	269.6508
Total	0.2692	2.4030	1.9567	3.0700e-003		0.1470	0.1470		0.1383	0.1383	0.0000	268.0185	268.0185	0.0653	0.0000	269.6508

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3.5 Building Construction - 2019**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	0.0262	0.7436	0.1645	1.6200e-003	0.0382	4.7500e-003	0.0429	0.0111	4.5500e-003	0.0156	0.0000	154.8704	154.8704	9.5400e-003	0.0000	155.1090
Worker	0.1169	0.0892	0.9010	2.4800e-003	0.2443	1.7400e-003	0.2460	0.0650	1.6000e-003	0.0666	0.0000	224.0717	224.0717	6.3900e-003	0.0000	224.2314
Total	0.1431	0.8328	1.0655	4.1000e-003	0.2825	6.4900e-003	0.2889	0.0760	6.1500e-003	0.0822	0.0000	378.9421	378.9421	0.0159	0.0000	379.3404

3.5 Building Construction - 2020**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	2.1200e-003	0.0192	0.0169	3.0000e-005		1.1200e-003	1.1200e-003		1.0500e-003	1.0500e-003	0.0000	2.3161	2.3161	5.7000e-004	0.0000	2.3302
Total	2.1200e-003	0.0192	0.0169	3.0000e-005		1.1200e-003	1.1200e-003		1.0500e-003	1.0500e-003	0.0000	2.3161	2.3161	5.7000e-004	0.0000	2.3302

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3.5 Building Construction - 2020**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	1.9000e-004	5.9900e-003	1.2900e-003	1.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	1.0000e-004	3.0000e-005	1.2000e-004	0.0000	1.3490	1.3490	8.0000e-005	0.0000	1.3509
Worker	9.4000e-004	6.9000e-004	7.0900e-003	2.0000e-005	2.1400e-003	1.0000e-005	2.1600e-003	5.7000e-004	1.0000e-005	5.8000e-004	0.0000	1.9047	1.9047	5.0000e-005	0.0000	1.9060
Total	1.1300e-003	6.6800e-003	8.3800e-003	3.0000e-005	2.4700e-003	4.0000e-005	2.5200e-003	6.7000e-004	4.0000e-005	7.0000e-004	0.0000	3.2537	3.2537	1.3000e-004	0.0000	3.2569

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	2.1200e-003	0.0192	0.0169	3.0000e-005		1.1200e-003	1.1200e-003		1.0500e-003	1.0500e-003	0.0000	2.3161	2.3161	5.7000e-004	0.0000	2.3302
Total	2.1200e-003	0.0192	0.0169	3.0000e-005		1.1200e-003	1.1200e-003		1.0500e-003	1.0500e-003	0.0000	2.3161	2.3161	5.7000e-004	0.0000	2.3302

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3.5 Building Construction - 2020**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	1.9000e-004	5.9900e-003	1.2900e-003	1.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	1.0000e-004	3.0000e-005	1.2000e-004	0.0000	1.3490	1.3490	8.0000e-005	0.0000	1.3509
Worker	9.4000e-004	6.9000e-004	7.0900e-003	2.0000e-005	2.1400e-003	1.0000e-005	2.1600e-003	5.7000e-004	1.0000e-005	5.8000e-004	0.0000	1.9047	1.9047	5.0000e-005	0.0000	1.9060
Total	1.1300e-003	6.6800e-003	8.3800e-003	3.0000e-005	2.4700e-003	4.0000e-005	2.5200e-003	6.7000e-004	4.0000e-005	7.0000e-004	0.0000	3.2537	3.2537	1.3000e-004	0.0000	3.2569

3.6 Paving - 2020**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	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506

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3.6 Paving - 2020**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	6.2000e-004	4.6000e-004	4.7100e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2651	1.2651	3.0000e-005	0.0000	1.2660
Total	6.2000e-004	4.6000e-004	4.7100e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2651	1.2651	3.0000e-005	0.0000	1.2660

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	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506

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3.6 Paving - 2020**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	6.2000e-004	4.6000e-004	4.7100e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2651	1.2651	3.0000e-005	0.0000	1.2660
Total	6.2000e-004	4.6000e-004	4.7100e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2651	1.2651	3.0000e-005	0.0000	1.2660

3.7 Architectural Coating - 2020**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	2.3905					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	2.3927	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024

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3.7 Architectural Coating - 2020**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	1.6800e-003	1.2400e-003	0.0127	4.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.4159	3.4159	9.0000e-005	0.0000	3.4181
Total	1.6800e-003	1.2400e-003	0.0127	4.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.4159	3.4159	9.0000e-005	0.0000	3.4181

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	2.3905					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	2.3927	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024

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3.7 Architectural Coating - 2020**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	1.6800e-003	1.2400e-003	0.0127	4.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.4159	3.4159	9.0000e-005	0.0000	3.4181
Total	1.6800e-003	1.2400e-003	0.0127	4.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.4159	3.4159	9.0000e-005	0.0000	3.4181

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	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	0.3515	2.1407	3.9040	0.0132	0.9864	0.0132	0.9996	0.2642	0.0124	0.2766	0.0000	1,217.770 4	1,217.770 4	0.0544	0.0000	1,219.131 5
Unmitigated	0.3515	2.1407	3.9040	0.0132	0.9864	0.0132	0.9996	0.2642	0.0124	0.2766	0.0000	1,217.770 4	1,217.770 4	0.0544	0.0000	1,219.131 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,088.76	1,046.19	959.42	2,457,888	2,457,888
General Light Industry	88.62	16.78	8.65	195,411	195,411
Parking Lot	0.00	0.00	0.00		
Total	1,177.38	1,062.98	968.06	2,653,298	2,653,298

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.560948	0.041150	0.191714	0.111002	0.017487	0.005254	0.022770	0.043007	0.000000	0.000000	0.005597	0.000310	0.000763
General Light Industry	0.560948	0.041150	0.191714	0.111002	0.017487	0.005254	0.022770	0.043007	0.000000	0.000000	0.005597	0.000310	0.000763
Parking Lot	0.560948	0.041150	0.191714	0.111002	0.017487	0.005254	0.022770	0.043007	0.000000	0.000000	0.005597	0.000310	0.000763

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	209.6960	209.6960	0.0207	4.2800e-003	211.4884
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	209.6960	209.6960	0.0207	4.2800e-003	211.4884
NaturalGas Mitigated	0.0186	0.1609	0.0823	1.0100e-003		0.0129	0.0129		0.0129	0.0129	0.0000	184.0076	184.0076	3.5300e-003	3.3700e-003	185.1010
NaturalGas Unmitigated	0.0186	0.1609	0.0823	1.0100e-003		0.0129	0.0129		0.0129	0.0129	0.0000	184.0076	184.0076	3.5300e-003	3.3700e-003	185.1010

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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	2.76755e+006	0.0149	0.1275	0.0543	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	147.6868	147.6868	2.8300e-003	2.7100e-003	148.5644
General Light Industry	680625	3.6700e-003	0.0334	0.0280	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3207	36.3207	7.0000e-004	6.7000e-004	36.5366
Parking Lot	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
Total		0.0186	0.1609	0.0823	1.0100e-003		0.0129	0.0129		0.0129	0.0129	0.0000	184.0076	184.0076	3.5300e-003	3.3800e-003	185.1010

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	2.76755e+006	0.0149	0.1275	0.0543	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	147.6868	147.6868	2.8300e-003	2.7100e-003	148.5644
General Light Industry	680625	3.6700e-003	0.0334	0.0280	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3207	36.3207	7.0000e-004	6.7000e-004	36.5366
Parking Lot	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
Total		0.0186	0.1609	0.0823	1.0100e-003		0.0129	0.0129		0.0129	0.0129	0.0000	184.0076	184.0076	3.5300e-003	3.3800e-003	185.1010

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.33837e+006	178.4800	0.0176	3.6400e-003	180.0056
General Light Industry	207900	27.7247	2.7300e-003	5.7000e-004	27.9617
Parking Lot	26180	3.4913	3.4000e-004	7.0000e-005	3.5211
Total		209.6960	0.0207	4.2800e-003	211.4884

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.33837e+006	178.4800	0.0176	3.6400e-003	180.0056
General Light Industry	207900	27.7247	2.7300e-003	5.7000e-004	27.9617
Parking Lot	26180	3.4913	3.4000e-004	7.0000e-005	3.5211
Total		209.6960	0.0207	4.2800e-003	211.4884

6.0 Area Detail

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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	1.6627	0.0383	2.3683	1.9000e-004		0.0139	0.0139		0.0139	0.0139	0.0000	16.5823	16.5823	4.0000e-003	2.3000e-004	16.7519
Unmitigated	1.6627	0.0383	2.3683	1.9000e-004		0.0139	0.0139		0.0139	0.0139	0.0000	16.5823	16.5823	4.0000e-003	2.3000e-004	16.7519

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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	0.2391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.2900e-003	0.0110	4.6800e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7336	12.7336	2.4000e-004	2.3000e-004	12.8093
Landscaping	0.0721	0.0273	2.3636	1.2000e-004		0.0130	0.0130		0.0130	0.0130	0.0000	3.8487	3.8487	3.7600e-003	0.0000	3.9427
Total	1.6627	0.0383	2.3683	1.9000e-004		0.0139	0.0139		0.0139	0.0139	0.0000	16.5823	16.5823	4.0000e-003	2.3000e-004	16.7519

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6.2 Area by SubCategory**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	0.2391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.2900e-003	0.0110	4.6800e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7336	12.7336	2.4000e-004	2.3000e-004	12.8093
Landscaping	0.0721	0.0273	2.3636	1.2000e-004		0.0130	0.0130		0.0130	0.0130	0.0000	3.8487	3.8487	3.7600e-003	0.0000	3.9427
Total	1.6627	0.0383	2.3683	1.9000e-004		0.0139	0.0139		0.0139	0.0139	0.0000	16.5823	16.5823	4.0000e-003	2.3000e-004	16.7519

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	27.8648	0.0283	0.0170	33.6504
Unmitigated	33.3116	0.0352	0.0213	40.5307

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.6538 / 13.0209	26.9002	0.0271	0.0163	32.4320
General Light Industry	6.35938 / 0	6.4114	8.1500e-003	4.9800e-003	8.0987
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		33.3116	0.0352	0.0213	40.5307

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	16.5231 / 13.0209	22.7357	0.0218	0.0131	27.1715
General Light Industry	5.0875 / 0	5.1291	6.5200e-003	3.9800e-003	6.4789
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		27.8648	0.0283	0.0170	33.6504

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	36.5221	2.1584	0.0000	90.4820
Unmitigated	36.5221	2.1584	0.0000	90.4820

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	145.82	29.6001	1.7493	0.0000	73.3331
General Light Industry	34.1	6.9220	0.4091	0.0000	17.1489
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		36.5221	2.1584	0.0000	90.4820

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	145.82	29.6001	1.7493	0.0000	73.3331
General Light Industry	34.1	6.9220	0.4091	0.0000	17.1489
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		36.5221	2.1584	0.0000	90.4820

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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11.0 Vegetation
