

OMSS Gateway Maritime Support Services Facility Project

CEQA Analysis

Under the 2002 OARB Reuse Plan EIR (SCH#2001082058)

December 2023

Lead Agency:

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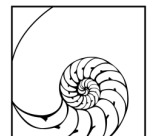


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- A: City of Oakland Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP)
- B: Criteria for Determination of Consistency or Use of an Addendum, Per CEQA Guidelines Sections 15162, 15164, and 15168
- C: Project Consistency with Community Plan or Zoning, Per CEQA Guidelines Section 15183

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I. Project Characteristics

1. Project Title:	OMSS Gateway Maritime Support Services Facility Project
2. Lead Agency Name and Address:	City of Oakland Bureau of Planning 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612
3. Contact Person and Phone Number:	Corey Alvin, Environmental Coordinator (510) 238-6316 calvin@oaklandca.gov
4. Project Location:	10 Burma Road Oakland, CA 94607 Assessor's Parcel Numbers: 18-508-22, 18-508-20, and portions of the adjacent Caltrans property under the West Grand Avenue overpass including 18-305-3-8 and 18-330-1-5
5. Project Sponsors' Name and Address:	Oakland Maritime Support Services, Inc. (OMSS) 10 Burma Rd Oakland, CA 94607
6. Existing General Plan Designations:	General Industry and Transportation
7. Existing Zoning:	Gateway District Industrial Zone (D-GI)
8. Requested City Approvals:	Design Review Exemption (DRX) Lease Disposition and Development Agreement between the City and OMSS

II. Background and Prior EIR

In 2000, the City of Oakland (City) adopted and approved the Redevelopment Plan for the Oakland Base Redevelopment Project, establishing an 1,800-acre redevelopment project area with the former Oakland Army Base at its core. The Oakland Army Base, an approximately 430-acre facility located on the West Oakland waterfront, was first commissioned in 1941 as a port and trans-shipment facility. During World War II, it served as a major cargo port and warehousing facility. Up until 1995, the base was active with warehouse uses and approximately 2,040 employees.

In 1995, the Base Realignment and Closure Commission recommended closure and realignment/disposal of the Oakland Army Base. As part of the base closure process, the U.S. Army prepared an Environmental Impact Statement, consulted with and received approval of a Coastal Zone Consistency Determination from the San Francisco Bay Conservation and Development Commission (BCDC), consulted with the State Office of Historic Preservation regarding cultural resources, and consulted with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service regarding biological resources. The base was officially closed for military operations in September 1999. Prior to the official closure of the base in September 1999, the Oakland Base Reuse Authority (OBRA) was established to direct the planning process for the future reuse of the base. The OBRA produced a Reuse Plan for Oakland Army Base (OARB Reuse Plan), which contains a conceptual vision and broad policy framework for the development and modified the OARB Redevelopment Plan.

In July 2002, the Environmental Impact Report (EIR) for the Oakland Army Base Area Redevelopment Plan was certified, and the final OARB Reuse Plan and an amended Redevelopment Plan (OARB Redevelopment Plan) were adopted. A broad set of activities was contemplated under the OARB Reuse Plan and EIR, consistent with the OARB Redevelopment Plan, including warehousing and distribution, retail, office and research and development, truck related activities and other Port-related activities.

In August 2006, approximately 170 acres of the former Oakland Army Base were conveyed to the Oakland Redevelopment Agency to comprise the Gateway Development Area, and another 200 acres were transferred to the Port. The City subsequently acquired the Redevelopment Agency's interest in the former Oakland Army Base and drafted the 2012 Oakland Army Base Project for this 170-acre area and it and the associated 2012 Addendum to the 2002 EIR was adopted in June 2012.

The primary difference between the activities evaluated in the 2012 Addendum and the activities proposed and evaluated for the same geographic location in the 2002 EIR, is a shift from office/R&D to a greater amount of warehouse/distribution and maritime-related logistics uses as the predominant use. The 2012 Addendum analyzed up to approximately 2.5 million square feet of warehouse/distribution and maritime-related logistics uses, 175,000 square feet of office/R&D, and 407,160 square feet of recycling uses as compared to 300,000 square feet of warehouse/distribution and approximately 1.5 million square feet of office/R&D identified for the 2002 Project.

In 2021, an Addendum was adopted for the adjacent California Waste Solutions (CWS) project (CWS Addendum), a recycling facility. The CWS Addendum covered only the CWS project site and development, updating the prior analysis for changed conditions and specifics of the project.

As noted above, the 2002 EIR as updated in the 2012 Addendum and CWS addendum are together referred to as the "Prior EIR" in this document.

Ancillary Maritime Services in the Prior EIR

The 2012 Addendum specifies that Ancillary Maritime Services (AMS) uses may include a variety of port-related transportation supporting facilities, including but not limited to: truck parking; cargo storage; and other maritime support services. Fueling services are also identified as part of AMS uses anticipated in the area.

The current project site was identified in the 2012 Addendum as the 15 acres of area dedicated to AMS use in the City-controlled portion of the plan area (approximately 3 acres of California Department of Transportation (Caltrans) property bridges the North Gateway and Central Gateway portions of the site). OMSS was specifically identified as a potential developer for this AMS area (2012 Addendum p. 73).

As explained in the 2002 EIR (p.5-15), such support is essential to efficient port operation, and serves to minimize the impact of Port-related trucking on the surrounding West Oakland community.

The 2002 EIR identified a residual cumulative significant and unavoidable impact related to inadequate truck parking, requiring the following mitigation:

Mitigation 5.3-7: The City and Port shall cooperatively develop a program that combines multiple strategic objectives and implementation tools designed to reduce cumulative truck parking and other AMS impacts.

The 2012 Addendum determined (p. 361) that the 2012 OARB Reuse Plan represented the culmination of such coordination and satisfaction of Mitigation 5.3-7, including development of AMS uses at the current project site.

Port Priority Use Area in BCDC's Seaport Plan

The project site is proposed to meet the BCDC 15-acre Port Priority Use Area in BCDC's Seaport Plan as required by BCDC when that agency approved the OARB Redevelopment/Reuse Plan. A technical correction to the San Francisco Bay Plan and San Francisco Bay Area Seaport Plan was approved by BCDC on November 16, 2023, which placed the required Port Priority Use designation on this project site.

III. Purpose and Organization of this CEQA Document

Purpose

The purpose of this document is to evaluate the CEQA compliance of the OMSS Project as proposed. Applicable CEQA sections are described below, each of which, separately and independently, provides a basis for CEQA compliance.

- 1. Program EIRs.** CEQA Guidelines Section 15168 (Program EIR) provide that the 2002 EIR/2012 Addendum for the Redevelopment/Reuse of the Oakland Army Base area can be used as Program EIRs in support of streamlining and/or tiering provisions under CEQA. Section 15168 defines the Program EIR as one prepared on a series of actions that can be characterized as one large project and are related geographically and by other shared characteristics. Section 15168 also states that "subsequent activities in the program EIR must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared." If the agency finds that pursuant to CEQA Guidelines Section 15162, no new effects could occur or no new mitigation

measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR and no new environmental document would be required.

2. **Addendum.** Public Resources Code Section 21166 and CEQA Guidelines Section 15164 state that an addendum to a certified EIR is allowed when minor changes or additions are necessary and none of the conditions for preparation of a subsequent EIR or negative declaration, per Section 15162, are satisfied. The analysis in the 2002 EIR/2012 Addendum directly applies to the OMSS Project, providing the basis for use of an Addendum.
3. **Community Plan Exemption.** Public Resources Code Section 21083.3 and State CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are “consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” Section 15183(c) specifies that “if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards..., then an EIR need not be prepared for the project solely on the basis of that impact.”

The analysis in the Program EIR—2002 EIR/2012 Addendum for the OARB Redevelopment/ Reuse Plan —is applicable to the OMSS Project and provides the basis for use of the Community Plan Exemption.

This CEQA Analysis for the OMSS Project provided herein evaluates the specific environmental effects of the OMSS Project as proposed and whether such impacts were adequately covered by the Program EIR to allow the above-listed provisions of CEQA to apply. The analysis conducted incorporates by reference the information contained in the OARB Redevelopment Plan/Reuse Plan as associated 2002 EIR and 2012 Addendum. The OMSS Project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures identified in the Prior EIR as well as applicable Standard Conditions of Approval (SCAs); therefore, the mitigation measures and SCAs are herein assumed to be included as part of the OMSS Project. See Attachment A for the full text of applicable mitigation measures and SCAs included in this CEQA Analysis.

Standard Conditions of Approval

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

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—e.g., SCA-AIR-1, SCA-AIR-2. The SCA title is also provided—e.g., SCA-AIR-1: Construction-Related Air Pollution (Dust and

Equipment Emissions). Finally, the current City master-list SCA numbering is included though it should be noted that this numbering can change as SCAs are added or deleted.

Consistent with the requirements of CEQA, a determination of whether the project would have a significant impact assumes implementation of required SCAs. Attachment A includes the complete Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) consisting of updated SCAs and relevant mitigation measures from the Prior EIR.

As noted above, the SCAs are regularly updated and are not all the same as when the Prior EIR was completed. This document considers the current SCAs and determines whether they are functionally equivalent to mitigation or SCA requirements from the Prior EIR.

IV. Project Description

This section describes the proposed OMSS Project evaluated in this document and includes the background relevant to the site, a description of the project site, existing site conditions, the proposed development, and the required project approvals.

Project Location

As shown in **Figure 1**, the project site is located on approximately 15 acres in the Central (APN 018 050801003) and North (APN 018 030500308) Gateway Development Areas of the former Oakland Army Base, and includes approximately 3 acres of Caltrans property under the West Grand Avenue overpass that connects the two areas, on which the City has a perpetual easement from Caltrans allowing truck parking, personal vehicle parking, roads, utilities and landscaping. The project site is bounded by Maritime Street to the east, Engineers Road and a BNSF Railway rail spur to the north and west, and Burma Road to the south and west. The West Grand Avenue overpass runs over top of a portion of the site.

The project site is currently mostly paved and approximately half of the site is being utilized by OMSS for vehicle and truck parking and container storage pursuant to an Interim Lease with the City. Some temporary/portable buildings provide small spaces for office and restroom facilities. The other half was paved by the City and is used for truck parking.

A new two-way separated bike path currently runs along the project's Burma Road frontage, which is connected or in the process of being connected to the Bay Bridge trail to the north and the Bay Trail to the south and east.

Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area, including a number of new warehouses and relocation of a container storage business. Across Wake Avenue from the project site, two recyclers (CWS and CASS) are approved or proposed for development as also anticipated under the 2012 Addendum.

General Plan and Zoning Designations

The Oakland General Plan and OARB Reuse Plan designate the project site as "General Industry and Transportation." The project site is zoned as Gateway District Industrial Zone (D-GI), which is intended to facilitate implementation of the OARB Redevelopment Plan.

The proposed AMS facility is allowable under the General Plan designation and was determined by the Zoning Manager in Case File No. DET230085 to be a permitted use. Note that if fast-food or certain alcohol beverage service uses are proposed in the future as a part of the identified food services, these would require a Conditional Use Permit as discussed under Project Approvals (page 8).

Proposed Project

The project involves redeveloping the project site as an AMS support center that will serve as a hub for local trucking activities at the Port of Oakland. AMS uses include transportation, retail and business services, container storage, material handling, security and other activities that support Port operations. AMS uses have been a feature of the plans for the Oakland Army Base reuse to help concentrate truck-related activities near the Port and keep trucks away from the West Oakland community. Approximately 108 employees are anticipated at full buildout, with 24-hour operation and three shifts per day for parking area operations and some services. This breaks down to 68 employees for the Convenience Retail and Gas /Food Services/Office Services in Zone 1 and 40 employees for the various truck services throughout the remainder of the project site.

As further described below, **Figure 1** shows the project location, **Figure 2** shows the site plan, and **Figures 3 and 4** show the proposed convenience store and maintenance buildings.

The project plan includes three main zones of activity, as follows:

Zone 1

Zone 1 is the southeast section located along Maritime Street between Burma Road and the West Grand Avenue overpass. Vehicular circulation in this area would be separate from the rest of the site and intended for passenger-vehicle-scale vehicles, accessible from Burma Road and Maritime Street. Zone 1 would include the following uses:

Convenience Retail and Gas /Food Services/Office Services: This area would consist of a retail gasoline fueling center for passenger-vehicle-scale vehicles anticipated to serve cars and passenger trucks of area employees with 8 double-sided fueling bays and 39 parking stalls. An adjacent two-story 11,280 square foot building (26'-7" to roof with rooftop elements including solar panels reaching heights of 33'-11.5") would house on the ground floor a 3,593 square foot convenience market to provide convenience goods, beverages, and food services (alcohol sales are not proposed); 1,573 square feet for truck parts sales and/or storage; and 802 square feet for unisex restrooms and showers (3 single-stall, 3 ADA, and 2 with showers), and a small laundry room facility, accessible by truckers and the public. The 5,312 square foot second floor would provide office space, initially planned as an open office footprint that could be divided into individual office spaces based on future tenant discussions.

Parking Area: Passenger-vehicle-scale parking would be provided in this area to serve the other uses in this area as well as the truck maintenance facility in Zone 2. These would include ADA, EV, and Clean Air/Vanpool/EV Stalls.

Parking and Food Trucks/Potential Future Office/Food Services: At this time, this area is proposed as a landscaped area, and/or open parking area for up to 95 cars and may include food trucks. The project includes the potential future construction of a two-story, 28,000 square foot office/food/services building, which may or may not be constructed depending on market demand. It is anticipated the potential future building could house office space, business/retail services, food court, and services for trucking support such as insurance, Department of Motor Vehicle services, physical examination

and drug testing, etc. The food court would be intended to serve area employees and to attract diverse small local businesses, potentially including alcohol and/or a fast food option, either of which could require approval of a Conditional Use Permit if/when proposed (see Project Approvals section below).

Zone 2

Zone 2 is located along the remainder of the Burma Road frontage (not occupied by Zone 1) and fills the space to the West Grand Avenue overpass. This area would be accessed via two driveways along Burma Road. Zone 2 would include the following uses:

Truck Services Facility: This area would include a 14,500 square foot truck maintenance building that includes 11,500 square feet of space for truck repair, tire, and oil change, a 3,000 square foot truck wash with oil-water separators and oil containment, a small office space, and bathrooms/showers. A certified weigh station is included in this area that truckers can use to check weight.

Truck Fueling: This area would include truck fueling and alternative fueling stations including 6 diesel fueling lanes, 2 hydrogen fueling lanes, 2 lanes that would start as diesel lanes with the ability to convert to hydrogen in the future as demand increases, and 9 tractor fast electric charging stalls. This area includes two above-ground 33,000-gallon diesel storage tanks with space for a third, and a 10,000 gallon above-ground diesel emissions fluid tank. Fueling stations and storage would adhere to all local and county regulations.

Trans-Load Services: This open-air space involving approximately 14,000 square feet of the paved area would be used for transferring goods from truck to truck. In the future, a loading dock and roof canopy may be built. Also in the future, logistics have been coordinated to have the possibility of a rail spur connection (rail could be available from the northwestern side of the site, adjacent to the planned transload area).

Zone 3

Zone 3 is located mostly under and north of the West Grand Avenue overpass with the main access points from Zone 2 and a secondary access point from Wake Avenue. Zone 3 would include the following uses:

Secure Trucking Operations: Located under and north of the West Grand Avenue overpass, this area would be secured by fencing with two guard shack (224 square feet each) at access points from Zone 2 and from Wake Avenue, and 24-hour surveillance. This area would provide 326 secure truck parking spaces (220 tractor spaces, and 106 container spaces). A small restroom and portable office would be provided in the northeastern corner of this area. Note that the area under the West Grand Avenue overpass is Caltrans property and the limited site improvements proposed would need to be approved by Caltrans.

Leased Tractor Parking Area: The portion of the Secure Trucking Operations that is located along the south of the West Grand Avenue overpass (but accessed through the rest of Zone 3) would be reserved as leased parking spaces. These would be anticipated to be utilized as spaces to swap trucks/private vehicles and allow truckers to commute without bringing trucks into residential areas.

Comparison of the OMSS Project to the OARB Reuse Plan Analyzed in the 2012 Addendum

Both the 2002 OARB Redevelopment Plan and 2012 OARB Reuse Plan and associated Prior EIR identify 15 acres to be used for AMS uses, though the location was updated in the 2012 Addendum. The current proposal is on the site identified in the 2012 Addendum (Figure 1-2) for this use, including approximately 15 acres in the North and Central Gateway Development Area (with approximately 3 acres of Caltrans property connecting the area under the West Grand Avenue overpass).

The OMSS Project site includes the North Gateway area identified as site “CN3” in the 2012 Addendum. The “North Gateway” area also includes sites “CN1” and “CN2”. CN1 is currently being developed as the CWS recycling facility and CN2 is proposed for the CASS metal recycling facility, both as anticipated under the 2012 Addendum. The OMSS Project site also includes Central Gateway areas identified as sites “CC6”, “CC7”, “CC8”, and “CC9” in the 2012 Addendum.

While AMS uses include large areas for parking and circulation, an estimate of 37,680 square feet of building space was assumed in these areas in the 2012 Addendum (p. 42). As described in more detail below, approximately 27,000 square feet of building space is currently proposed.

Project Approvals

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

Discretionary Actions by the City of Oakland

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

- Design Review Exemption (DRX)
- Lease Disposition and Development Agreement between the City and OMSS

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

- Building permit and other related on-site and off-site construction work permits

The future food services area in Zone 1 does not have specific providers identified but could include alcohol and/or fast-food service. If/when fast-food or certain alcohol beverage service (see below) are officially proposed, the following additional approval from City of Oakland would be required:

- Conditional Use Permit(s) (CPU) for:
 - Fast-Food Restaurant
 - Alcohol Beverage Service (if not associated with a Limited Service or Full Service Restaurant)

Actions by Other Agencies

Administrative approvals would be necessary from other agencies and utility providers such as the Bay Area Air Quality Management District (BAAQMD), East Bay Municipal Utility District (EBMUD), PG&E, and California Regional Water Quality Control Board (RWQCB). The project may require additional approvals related to potential contaminants at the site, as applicable.

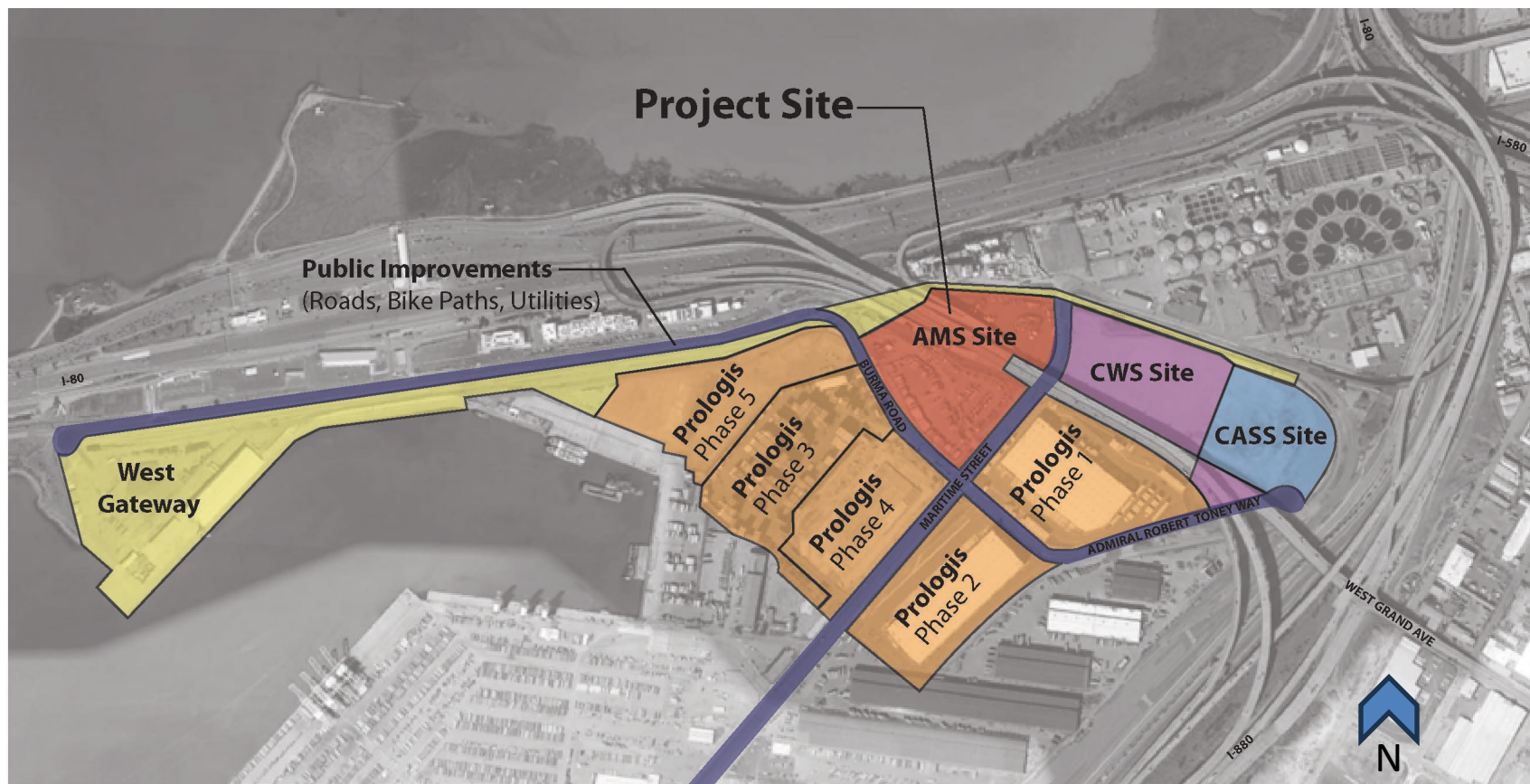
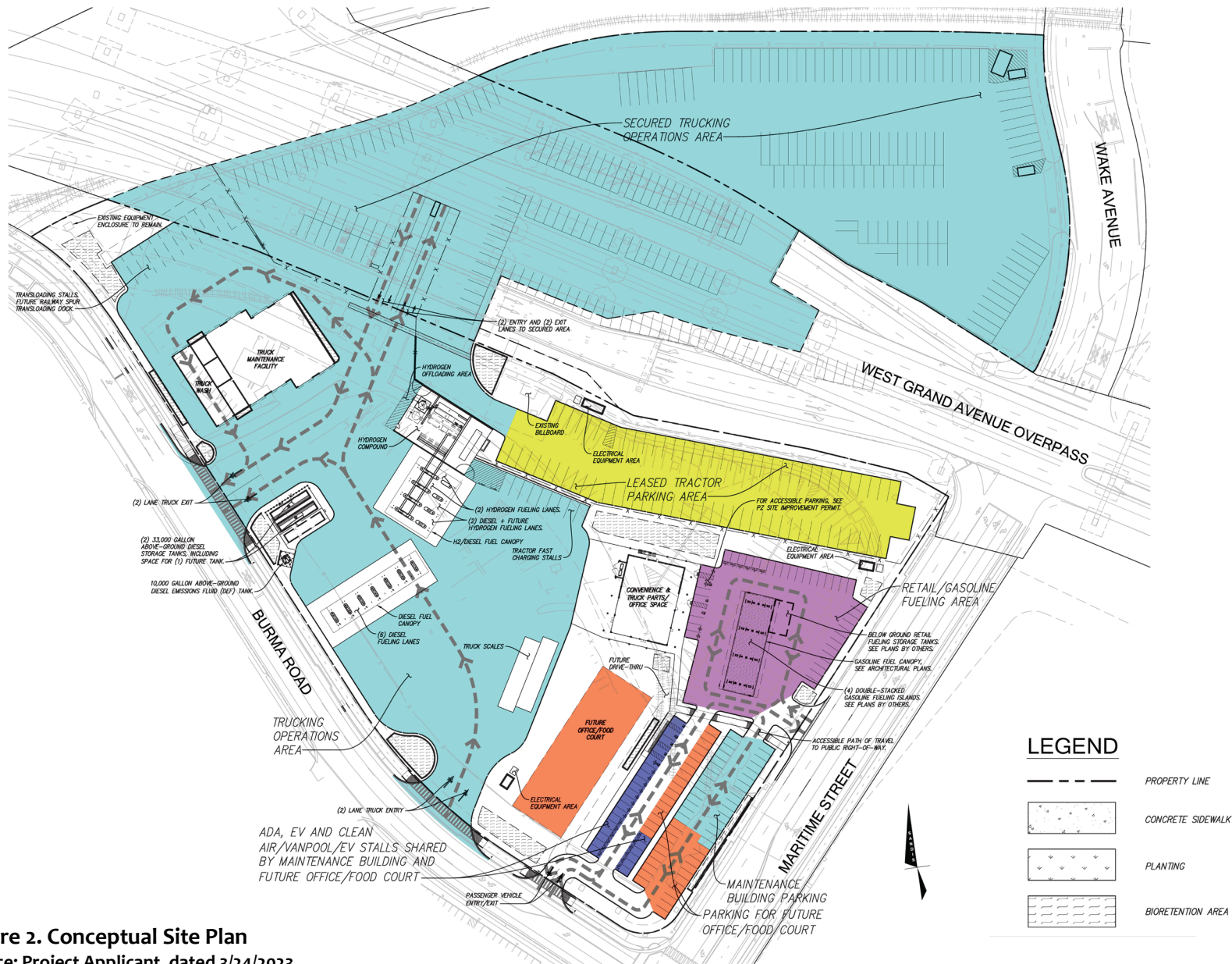


Figure 1. Project Location

Source: Modified from Google Earth to show Gateway Development Areas



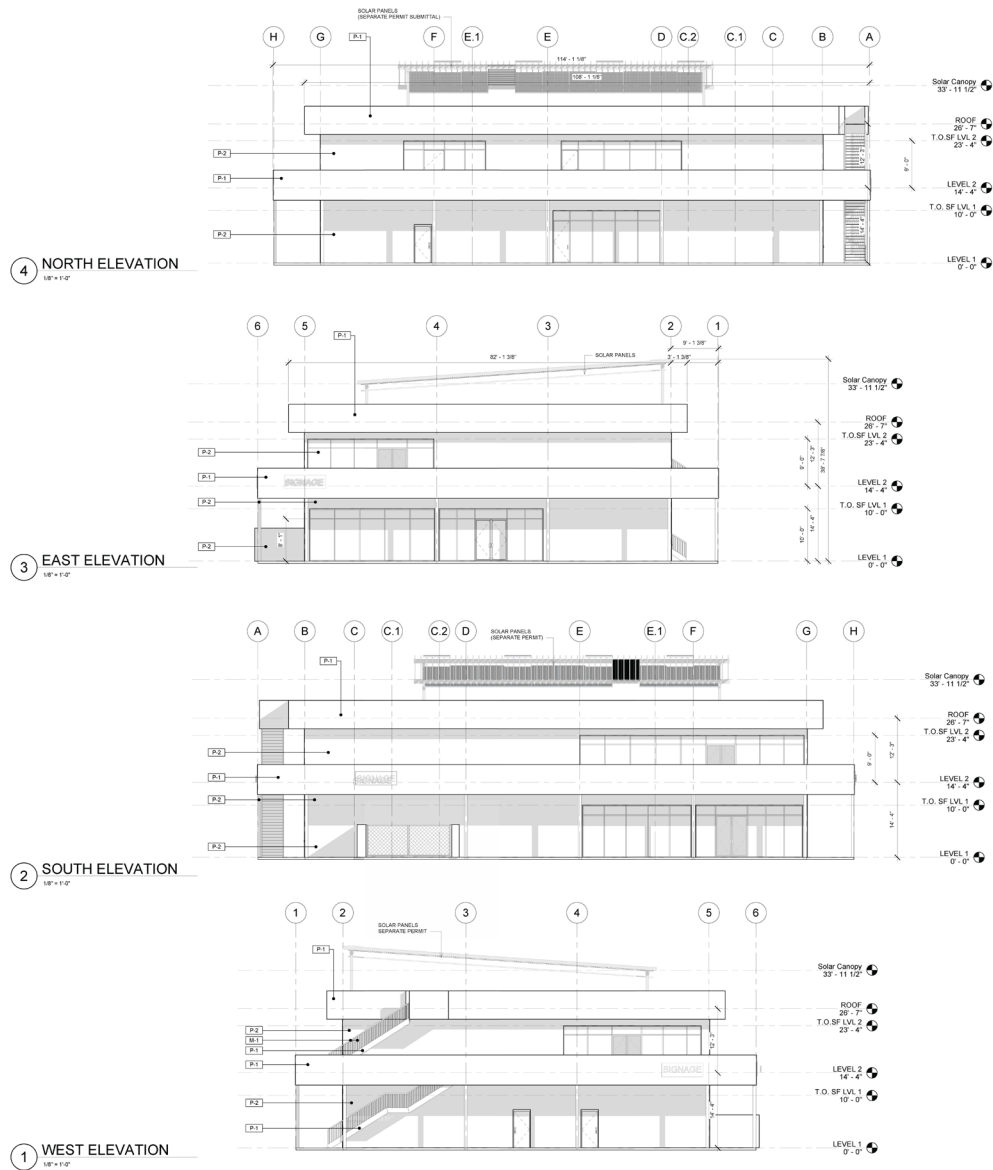


Figure 3. Proposed Convenience and Office Building

Source: Project Applicant, dated 3/1/2023

V. Summary of CEQA Findings


California Public Resources Code section 21166 and CEQA Guidelines section 15164 State CEQA Guidelines Section 15164 states that an Addendum to a certified EIR is allowed when minor changes or additions are necessary and none of the conditions for preparation of a Supplemental or Subsequent EIR are met.

Section VI: Environmental Analysis below, combined with the analysis in the Prior EIR, provides substantial evidence that the OMSS Project satisfies each of the foregoing CEQA provisions, as summarized below.

- **Program EIR:** The analysis conducted in this document indicates that the OMSS Project is consistent with the analysis and conclusions in the Program EIR (2002 EIR/2012 Addendum for the OARB Redevelopment/Reuse Plan) and would not require subsequent analysis per CEQA Guidelines Section 15162, as confirmed by the following statements and described in **Attachment B** to this document:
 - (1) The OMSS Project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (2) There are no changes in circumstances that would result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - (3) There is no new information resulting in a new significant effect not discussed in new significant environmental effects, a substantial increase in the severity of previously identified significant effects, or a change in the feasibility (or acceptance) of mitigation measures.
- **Addendum:** The analysis conducted in this document demonstrates that, pursuant to CEQA Guidelines Section 15162 through 15164, preparation of an addendum to the 2002 EIR/2012 Addendum for the OARB Redevelopment/Reuse Plan area is allowed for the OMSS Project. The OMSS Project is consistent with the land uses identified for the OARB Redevelopment/Reuse Plan area in the 2002 EIR/2012 Addendum. The analysis in the Prior EIR and in this CEQA Analysis demonstrates that the OMSS Project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR, per CEQA Guidelines Section 15162. Therefore, the OMSS Project meets the requirements for preparation of an addendum, as described in **Attachment B** to this document.
- **Community Plan Exemption:** Based on the analysis conducted in this document, and pursuant to CEQA Guidelines Section 15183, the OMSS Project as a separate and independent basis qualifies for the exemption for projects consistent with a community plan, general plan, or zoning, as described in **Attachment C** to this document. This CEQA document considers the analysis in the 2002 EIR/2012 Addendum as applicable to the OMSS Project. The OMSS Project is permitted in the zoning district where the OMSS Project site is located and consistent with the bulk, density, and land use standards envisioned in the General Plan. The CEQA Analysis provided herein concludes that the OMSS Project would

not result in significant impacts that (1) would be peculiar to the Project or Project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the Program EIRs; or (3) were previously identified as significant but later determined as having a more severe adverse impact than that discussed in the Program EIRs.

Examination of the analysis, findings, and conclusions of the Program EIR, as summarized in the CEQA analysis below, indicates that the prior CEQA document adequately analyzed and covered the potential environmental impacts associated with the OMSS Project. As such, the OMSS Project would not result in a new, peculiar, significant environmental impact or a substantial increase in the severity of a significant environmental impact than determined in previous Program EIRs. Therefore, no further review or analysis, under CEQA, is required.



Ed Manasse, Deputy Director/City Planner,
Environmental Review Officer

12/27/2023

Date

VI. Environmental Analysis

Summary of Analysis

As described above, the OMSS Project represents implementation of the OARB Reuse Plan at the project site as analyzed in the 2012 Addendum in fulfillment of Measure 5.3-7 from the 2002 EIR to minimize the impact of Port-related trucking on the surrounding West Oakland community.

The OMSS Project is consistent with the assumptions for the site under the Prior EIR. Applicable SCAs and Mitigation Measures are detailed in full in Attachment A. The following discussion summarizes the impacts from the Prior EIR by CEQA topic for the project under current conditions.

Aesthetics, Shadow, and Wind

There have been no substantial changes to the Aesthetics Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas. The CWS recycling facility on the adjacent site to the east is anticipated to begin development in 2023.

Note that the OMSS Project does not meet Oakland's thresholds of significance that would require an analysis of wind: the OMSS Project does not include buildings greater than 100 feet tall. Therefore, wind impacts are not significant and are not further discussed in this analysis.

The OMSS Project is part of the development identified in the Prior EIR that could further obscure short-term views toward an industrialized portion of the Bay, which was not considered a significant impact in the Prior EIR. The OMSS Project does not involve removal of historic buildings, and is not proposing project elements close enough to parks or off-site solar collectors to have the potential to result in substantial shadows.

The OMSS Project is part of the development identified in the Prior EIR that increases lighting in the area and could alter current patterns of light or glare and nighttime views in the area (2012 Addendum Impact 4.11-3). This impact and related mitigation are applicable to the OMSS Project. As it relates to the OMSS Project, 2012 Addendum Mitigation Measure (MM) 4.11-1, prohibiting "stadium"-style lighting and requiring new lighting to be designed to minimize off-site light spillage would have been applicable, but has been superseded by SCA AES-4 requiring an exterior lighting plan.

The following applicable current aesthetics-related SCAs would also apply: SCAs AES-1, AES-2, and AES-3, which would require trash and blight removal, graffiti control and an approved landscape plan.

Air Quality

Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including a number of new warehouses and relocation of the container storage business, and recyclers approved or proposed in the remainder of the North Gateway Area.

As detailed in the CWS Addendum, BAAQMD has updated their thresholds and guidelines for analyzing projects since the Prior EIR. However, since information regarding air quality issues was

known, or could have been known when the Prior EIR was being prepared, it is not legally “new information” as specifically defined under CEQA.

As noted in the 2012 Addendum, the applicable statewide air quality plan, the Clean Air Plan (CAP), is regularly updated for regional areas to reflect ongoing measures to meet air quality goals. The 2012 Addendum considered consistency with the applicable CAP at the time of its preparation, the 2010 Bay Area CAP. The current CAP is the 2017 Bay Area CAP, and the OMSS Project will be considered below for consistency with this current CAP.

Since the 2012 Addendum, in October 2019, BAAQMD adopted the West Oakland Community Action Plan (WOCAP) as a local air quality plan to reduce air pollutant exposure for that community consistent with directives of AB 617.

The OMSS Project is part of the development identified in the Prior EIR that is located proximate to the potential odors from the wastewater treatment plant (Impact 4.4-6) and would contribute to construction exhaust (2012 Addendum Impact 4.4-2), increases in passenger vehicles and delivery trucks and related emissions (Impact 4.4-4), fugitive dust during construction (Impact 4.4-1), increases in emissions related to space and water heating and building maintenance (Impact 4.4-5).

This impact and related mitigation are applicable to the OMSS Project. As it relates to the OMSS Project, the following mitigation and standard conditions would be applicable: 2012 Addendum MMs 4.4-4 and 4.4-5, requiring fair share contribution toward truck diesel emissions reduction (as implemented through the project-specific air quality plans) and transportation control measures, supplemented by SCA TRANS-1, which is functionally equivalent to previous TRANS-1 and requires a transportation demand management plan; SCA UTIL-6, which is functionally equivalent to MM 4.4-6 and requires compliance with the current Green Building Code, including inclusion of energy-conserving fixtures and design; MM PO-1 requiring stakeholder review of required (emissions-related) plans; SCAs AIR-1 through AIR-3 (superseding MMs 4.4-1 and 4.4-2) requiring a construction management plan and construction-related air pollution controls for dust and equipment; and SCAs AIR-4 and AIR-5 requiring risk reduction for stationary sources and truck emissions.

Biological Resources

There have been no substantial changes to the Biological Resources Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City’s Gateway Area consistent with plans for the area.

Per the Prior EIR, the OMSS Project is not located on a biologically sensitive site (such as a shoreline or wetland area) and none of the biological resources impacts identified in the Prior EIR would be applicable to the OMSS Project and no mitigation or standard conditions are warranted.

Cultural Resources

Since the 2012 Addendum, additional checklist questions have been added to make it clear that impacts to Native American Tribal Cultural Resources would be considered an environmental impact. The analysis in the Prior EIR had already considered Native American Tribal Cultural Resources under the Cultural Resources topic so it is included here, and “cultural resources” is used herein to include “tribal cultural resources”. There have been no other substantial changes to the Cultural Resources

Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area.

The OMSS Project is part of the development identified in the Prior EIR that could further obscure short-term views toward an industrialized portion of the Bay, which was not considered a significant impact in the Prior EIR. The OMSS Project does not involve removal of historic buildings, and is not proposing project elements close enough to parks or off-site solar collectors to have the potential to result in substantial shadows.

The OMSS Project is part of the redevelopment of the OARB that was determined in the Prior EIR to result in the loss of the OARB Historic District and contributing resources (2012 Addendum Impacts 4.6-2 and 4.6-3). The Prior EIR identified MMs 4.6-2, 4.6-3, 4.6-5, 4.6-7, 4.6-9, and 4.6-10 requiring fair share contributions toward mitigation for loss of the historic structures and district including preservation of items or information and modes for public access to that material. The City is responsible for implementing the MMs, but the impacts and fair share program applies to all OARB sub-district developers, including the OMSS Project.

The OMSS Project is part of the development identified in the Prior EIR during which subsurface cultural resources could be discovered during ground disturbing activities (2012 Addendum Impact 4.6-1) and would implement SCAs CUL-1 and CUL-2, (which are functionally equivalent to the previously identified SCAs) requiring appropriate action if cultural resources are discovered.

Geology, Soils, and Geohazards

There have been no substantial changes to the Geology Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area.

The OMSS Project would be required to meet current rules and regulations, including the updated California Building Code. Updates to these regulatory documents are common procedure and would not change the analysis or conclusions in the Prior EIR. There have been no substantial changes to the Geology, Soils, and Geohazards Regulatory Setting and Significance Criteria related to the OMSS Project since the 2012 Addendum.

The OMSS Project is part of the development identified in the Prior EIR that is located in the seismically active Bay Area with related risks (2012 Addendum Impacts 4.13-1 and 4.13-2), and could be subject to expansive soils (Impact 4.13-5) or underground hazards (Impact 4.13-6) or result in erosion during construction (Impact 4.13-4). These impacts and related mitigation are applicable to the OMSS Project. As it relates to the OMSS Project, SCAs GEO-1, GEO-2, GEO-3, HYD-1, HYD-2, and HYD-3 now require compliance with applicable building codes, site-specific soils and geotechnical reports, erosion control and stormwater pollution prevention. These SCAs supersede 2012 Addendum MMs 4.13-1, 4.13-2, and 4.13-3.

Greenhouse Gas Emissions

As noted in the 2012 Addendum, climate change and greenhouse gas (GHG) emissions were not expressly addressed in the 2002 EIR. However, since information on climate change and GHG

emissions was known, or could have been known in 2002, it is not “new information” as specifically defined under CEQA and thus is not legally required to be analyzed as part of an Addendum. The 2012 Addendum included an analysis of the 2012 Project, using the BAAQMD then-current May 2011 CEQA Guidelines to provide more information to the public and decision-makers. As detailed in the CWS Addendum, BAAQMD has updated their thresholds and guidelines for analyzing projects since the Prior EIR, which allows for assessment against the local greenhouse reduction plan.

The City Energy and Climate Action Plan (ECAP) was adopted on December 4, 2012, as an environmental policy to address the issues of climate change and energy consumption. While the final document was adopted subsequent to preparation of the 2012 Addendum, the 2012 Addendum analyzed consistency with the draft version, which is functionally equivalent as it related to the OMSS Project. The ECAP was again updated to reflect an updated reduction target of 56% under 2005 levels by 2030 and adopted on July 28, 2020. The City’s thresholds and SCA language were revised to be consistent with the updated ECAP in December 2020.

Consistent with the analysis set forth in the Prior EIR, the OMSS Project would not conflict with the relevant objectives and actions identified in the City’s current ECAP or any other applicable GHG reduction plans, and further the proposed project would be required to implement SCAs to reduce GHG emissions, as applicable.

SCAs GHG-1 (replacing GCC-1), TRANS-1, and UTIL-6 apply and would require compliance with the ECAP consistency checklist, transportation demand management, and compliance with green building measures to reduce project greenhouse gas emissions. As a result, the OMSS Project would not result in new or worsened impacts related to greenhouse gas emissions.

Hazards and Hazardous Materials

There have been no substantial changes to the Hazards and Hazardous Materials Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City’s Gateway Area consistent with plans for the area. The OMSS Project site does not contain any existing permanent buildings.

The OMSS Project is part of the development identified in the Prior EIR that could involve routine transport, use or disposal of hazardous materials (2012 Addendum Impact 4.7-1) or the potential for accidental release of hazardous waste (Impact 4.7-3), but the 2012 Addendum determined that compliance with applicable federal and State regulations would reduce the impact to less than significant levels without the need for additional mitigation.

The OMSS Project is part of the development identified in the Prior EIR on sites that could include contaminants in soil and groundwater (Impacts 4.7-4, and 4.7-5). These impacts and related mitigation are applicable to the OMSS Project. As it relates to the OMSS Project, mitigation includes MMs 4.7-3, requiring implementation of the RAP/RMP and consistency with identified land uses, SCAs HAZ-1 and HAZ-2, which now require compliance with applicable best management practices related to hazardous materials during construction activities and implementation of an operational hazardous materials business plan that supersedes SCAs identified in the Prior EIR.

Hydrology and Water Quality

Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area, including some new infrastructure in area roadways.

Clean Water Program Alameda County issues the C.3 Stormwater Technical Guidance (C.3 Handbook) to assist developers, builders and project sponsors as they include post-construction stormwater controls in their projects in order to meet local municipal requirements. The C.3 Handbook is regularly updated, including updates since the 2012 Addendum, the most recent of which was March 2023. The OMSS Project stormwater control plan is required to comply with current applicable C.3 requirements. The Safety Element of the Oakland General Plan was updated in September 2023 and includes updated flood hazard mapping not reflected in the 2012 Addendum, which confirms that the site remains outside of a 100-year flood zone (Figure SAF-5 in the Safety Element). There have been no other substantial changes to the Hydrology and Water Quality Existing Conditions or Regulatory Setting related to the OMSS Project since the 2012 Addendum.

The OMSS Project is part of the development identified in the Prior EIR that could result in sedimentation or contamination of receiving waters during construction activities (2012 Addendum Impacts 4.15-2 and 4.15-3) or operations (Impacts 4.15-4 and 4.15-5) if not properly addressed. The OMSS Project does not involve wells or dewatering or in-water construction and other potentially significant Prior EIR impacts would not be applicable.

As it relates to the OMSS Project, applicable mitigation and conditions include MMs 4.14-1, 4.14-2, 4.15-5, 4.15-6, and 3.9-1 and SCAs HYD-1, HYD-2, HYD-3, HAZ-1, and GEO-1, which now require construction-period and ongoing operational stormwater control and pollution prevention and erosion and sedimentation control, and appropriate handling of construction dewatering.

Land Use and Planning

There have been no substantial changes to the Land Use and Planning Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area.

The OMSS Project is consistent with development anticipated for the site under the 2012 Addendum including the General Plan designation and zoning. 2012 Addendum Land Use and Planning impacts relate to historic districts and structures or dissimilar land uses in. The site is subject to fair share payments to address the impact to the historic development, and the AMS uses at this site are intended to help minimize the presence of trucks in residential areas, thereby reducing the potential for conflicts between dissimilar uses. No mitigation or standard conditions are warranted under this topic.

Noise

There have been no substantial changes to the Noise Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area.

The OMSS Project is part of the development identified in the Prior EIR that would generate noise during construction (2012 Addendum Impact 4.5-1) and operations (Impact 4.5-2). SCAs NOI-1 through NOI-5 requiring compliance with construction and operational noise limitations. Reduction measures and processes would minimize the potential impacts and supersede SCAs identified in the Prior EIR.

Population and Housing

Since the Prior EIR, ABAG has issued Plan Bay Area 2050 as the current regional long-range plan charting the course for the future of the nine-county San Francisco Bay Area. Plan Bay Area 2050 focuses on four key issues: the economy, the environment, housing, and transportation. Plan Bay Area 2050 estimates a total of 5,408,000 jobs in the Bay Area by 2050, 1,182,000 of which would be located in Alameda County (an addition of 1,403,000 jobs in the area and 315,000 jobs in Alameda County between 2015 and 2050). Plan Bay Area 2050 did not provide job projections by city. Job projections for Alameda County were estimated at a 36% growth from 2015 to 2050.^{1, 2}

There have been no other substantial changes to the Population and Housing Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area.

The Prior EIR did not identify any significant impacts with respect to population and housing as there was no housing existing in the area to be displaced, proposed redevelopment would not directly generate population growth through residential development as none is proposed, and the increased employment and related indirect population growth would be within planned levels.

The increased employment in the OARB Redevelopment/Reuse Plan was estimated at 2,635 in the 2012 Addendum and 5,420 in the 2002 EIR. Both documents noted that increased employment could indirectly induce population growth, but that the level of potential growth would be less than significant. The OMSS Project is a part of that growth, and approximately 108 employees would be expected to be employed at the site, which would be within the employment estimates in the Prior 2002 EIR and 2012 Addendum, and a part of growth assumptions of current regional planning documents (315,000 jobs representing 36% growth in Alameda County to 2050 as presented above). Therefore, consistent with the conclusions of the Prior EIR, the OMSS Project would not result in a significant impact with respect to population and housing and no mitigation or conditions would be warranted.

Public Services, Parks, and Recreation Facilities

There have been no substantial changes to the Public Services, Parks, and Recreation Facilities Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum. Since

¹ Association of Bay Area Governments and Metropolitan Transportation Commission, Forecasting and Modeling Report, October 2021. Available at: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf

² Association of Bay Area Governments and Metropolitan Transportation Commission, Plan Bay Area 2050 Final Blueprint Growth Pattern, January 2021. Available at: <https://www.planbayarea.org/digital-library/plan-bay-area-2050-final-blueprint-growth-pattern>

the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area.

The OMSS Project would not involve shoreline park development or interference with emergency response staging and related 2012 Addendum impacts are not applicable to the current project. The OMSS Project is part of the development identified in the Prior 2002 EIR that would increase demand for public services and parks, but the 2012 Addendum determined that these impacts would be less than significant with no mitigation or conditions warranted.

The following applicable current Public Services, Parks, and Recreation Facilities-related SCAs would further reduce these less than significant impacts: SCAs GEN-1 and PUB-1, which require compliance with applicable requirements and fees.

Transportation

Since the 2012 Addendum, the City has completed public improvements in the area consistent with development plans and identified mitigation, including realignment of nearby Wake Avenue. Burma Road east of Maritime Street has been renamed Admiral Robert Toney Way. Some development has occurred in the City's Gateway Area consistent with plans for the area.

As detailed in the CWS Addendum, consistent with updated state requirements, the City's threshold with regard to project transportation impacts is now based upon vehicle miles traveled (VMT). VMT was not expressly addressed in the Prior EIR as a CEQA transportation threshold, although VMT was discussed in relation to consistency with the Clean Air Plan, which noted that implementation of a Transportation Demand Management (TDM) plan would result in reduced VMT and therefore reduced emission. Since information on VMT was known, or could have been known in the Prior EIR, it is not legally "new information" as specifically defined under CEQA.

There have been no other substantial changes to the Transportation and Circulation Existing Conditions or Regulatory Setting related to the OMSS Project since the 2012 Addendum.

The project is consistent with applicable plans, ordinances, and policies, and would not cause a significant impact by conflicting with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay).

As noted in the Prior EIR, there are no AC Transit routes servicing the area, though it is possible redevelopment would increase ridership through West Oakland BART station transit hub, the closest major regional transit station. However, the Prior EIR determined that ridership increase was not projected to be substantial such that it would result in a significant capacity or travel time impacts on transit.

The OMSS Project is required to be consistent with applicable site design requirements to prevent safety hazards and ensure appropriate emergency access as well as bicycle parking requirements. The Prior EIR identified some mitigation measures related to roadway changes and improvements, but these are not applicable to the OMSS Project because no roadway changes are proposed.

The OMSS Project is consistent with both the City's 2017 Pedestrian Master Plan and the 2007 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. The nearby Maritime multi-use path has been completed since the 2012 Addendum. The Metropolitan Transportation Commission (MTC) High Occupancy Vehicle (HOV)/Bus Lane phase II extension is proposed but not yet constructed and would extend a bike/pedestrian connection from the intersection of Maritime Street and West Grand Avenue, which will connect the Maritime multi-use path and the OMSS Project site eastbound towards West Oakland/Downtown Oakland via Grand Avenue.

City of Oakland Department of Transportation and Oakland Fire Department reviewed the proposed site plan and had no comments related to site geometry and safety of access. Consistency with applicable requirements will be coordinated with applicable departments through design-level details.

Overall, the OMSS Project would not conflict with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system.

The OMSS Project is part of the development identified in the Prior EIR to result in significant and unavoidable impacts with respect to transportation and would implement SCA TRANS-1, requiring a TDM plan, and fair share contribution to completed and underway transportation system improvements identified in MMs 4.3-7, 4.3-8/4.9-1, 3.16-1 to -4 and -17. The project would also implement SCA-GEN-1: Construction Management Plan (replacing former SCA-TRANS-2), requiring management of construction traffic and parking. The OMSS Project would not result in new or worsened impacts than identified in the Prior EIR.

Utilities and Service Systems

Since the Prior EIR, the OMSS Project site has been vacant or used as truck parking areas and some development has occurred in the City's Gateway Area consistent with plans for the area. With the realignment of Wake Avenue, all new utility infrastructure was installed. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area. There have been no other substantial changes to the Utilities and Service Systems Existing Conditions or Regulatory Setting related to the OMSS Project site since the 2012 Addendum.

The OMSS Project is part of the development identified in the Prior EIR that leads to increased demand for utilities (2012 Addendum Impacts 4.9-8, through 4.9-11) and increased deterioration of local roadways (Impact 4.9-12). SCAs UTIL-1 through UTIL-6 requiring compliance with the Green Building Code, waste reduction and recycling, underground utilities, and public improvements, supersede MMs and SCAs identified in the Prior EIR.

Acronyms and Terms

AC Transit	Alameda–Contra Costa Transit District
ACWMA	Alameda County Waste Management Authority
BART	Bay Area Rapid Transit
Caltrans	State of California Department of Transportation
CAP	Clean Air Plan
OMSS Project	OMSS Gateway Maritime Support Services Facility Project
CEQA	California Environmental Quality Act
City	City of Oakland
CWS	California Waste Solutions
DTSC	Department of Toxic Substances Control
EBMUD	East Bay Municipal Utility District
ECAP	Energy and Climate Action Plan
EIR	Environmental Impact Report
GHG	greenhouse gas
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LTS	Less Than Significant
MM	Mitigation Measure
MTC	Metropolitan Transportation Commission
NI	No Impact
NPDES	National Pollution Discharge Elimination System
OARB	Oakland Army Base
OBRA	Oakland Base Reuse Authority
Prior EIR	2002 OARB Redevelopment Plan EIR as updated and modified by the 2012 Addendum and the 2021 CWS Addendum

PM _{2.5}	particulate matter, 2.5 micrometers or less
PM ₁₀	particulate matter, 10 micrometers or less
SCA	Standard Condition of Approval
SCAMMRP	Standard Conditions of Approval and Mitigation Monitoring and Reporting Program
SU	Significant and Unavoidable
TAC	toxic air contaminant
TDM	Transportation Demand Management
TIRG	Transportation Impact Review Guidelines
VMT	vehicle miles traveled
WOCAP	West Oakland Community Action Plan

Attachment A: City of Oakland Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP)

The City of Oakland’s Uniformly Applied Development Standards adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs) were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code section 21083.3 and have been incrementally updated over time. The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/Landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects.

These SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project’s environmental impacts. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project’s environmental effects.

In reviewing project applications, the City determines which SCAs apply based upon the zoning district, community plan, site, surroundings, project proposal, and the type of permits/approvals required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCAs apply to a specific project. Because these SCAs are mandatory City requirements imposed on a city-wide basis, environmental analyses assume that these SCAs will be imposed and implemented by the project sponsor, and are not imposed as mitigation measures under CEQA.

All SCAs identified in this third Addendum—which is consistent with the measures and conditions presented in the City of Oakland General Plan, LUTE EIR—are included herein. To the extent that any SCA identified in this third Addendum was inadvertently omitted, it is automatically incorporated herein by reference.

This SCAMMRP also lists the mitigation measures (MMs) from the Prior EIR that are applicable to the OMSS Project and includes revisions where necessary to focus applicability to the OMSS Project.

- The first column identifies the SCA/MM applicable to that topic in this third Addendum.
- 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.

In addition to the SCA/MMs identified and discussed in this third Addendum, other SCAs that are applicable to the project are included herein.

The project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCA/MMs set forth herein at its sole cost and expense, unless otherwise expressly

provided in a specific SCA/MM, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCA/MMs 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.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—e.g., **SCA-AIR-1**, **SCA-AIR-2**. The SCA title and the SCA number that corresponds to the City's current master SCA list are also provided—e.g., **SCA-AIR-1: Construction-Related Air Pollution (Dust and Equipment Emissions) (#19)**. MMs from the Prior EIR that are applicable to the OMSS Project retain the same numbering as from the Prior EIR.

**City of Oakland Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP)
for the OMSS Gateway Maritime Support Services Facility Project**

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
GENERAL			
<p>SCA-GEN-1: Construction Management Plan (#13)</p> <p>Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department, Department of Transportation, and the Public Works Department as directed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Conditions of Approval (and mitigation measures if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management (see applicable Conditions below). The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, and litter/debris clean-up plan) that specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.</p>	Prior to the issuance of the first construction-related permit	Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department, Department of Transportation, and the Public Works Department as directed	Bureau of Building
AESTHETICS, SHADOW, AND WIND			
<p>SCA-AES-1: Trash and Blight Removal (#16)</p> <p>The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.</p>	Ongoing	N/A	Bureau of Building
<p>SCA-AES-2: Graffiti Control (#17)</p> <p>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:</p>	Ongoing	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	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><i>a. Landscape Plan Required</i></p> <p>The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of Chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.</p> <p>NOTE: Due to the Project location, the landscape plan must follow the Tree and Plant List found in Appendix A of the Gateway Industrial District Design Guidelines in place of the Master Street Tree List referenced.</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p><i>b. Landscape Installation</i></p> <p>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>	Prior to building permit final	Bureau of Planning	Bureau of Building
<p><i>c. Landscape Maintenance</i></p> <p>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>	Ongoing	N/A	Bureau of Building
<p>SCA-AES-5: Public Art for Private Development (#93)</p> <p>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.</p> <p>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
<p>SCA-AES-4: Lighting (#19)</p> <p>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

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
Air Quality			
<p>Mitigation Measure 4.4-4: The City and the Port shall jointly create, maintain and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to strive to reduce redevelopment related contributions to local West Oakland diesel emissions to less than significant levels, consistent with applicable federal, state and local air quality standards, and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reduction within specific time periods.</p> <p>This program shall be periodically reviewed and updated every one to three years, corresponding to regular updates of the CAP. The review and update shall include, and not be limited to, an assessment of any potential new strategies, a reassessment of funding requirements, technical feasibility, and cost benefit assumptions. Periodic updates shall be submitted to the City/Port Liaison Committee or its equivalent.</p> <p>The diesel emissions reduction program shall include a list of potential emission reduction strategies that shall include on-site Port improvements and/or practices; loan, grant or incentive-based programs; and on-going studies....</p> <p>NOTE: This Mitigation Measure 4.4-4 is applied to the Project through fair share payment and approval and implementation of Project-Specific Air Quality Plans as defined and described below in Mitigation Measure PO-1, which shall include an air quality plan for operations through which developer will conduct a diesel emission reduction technology review every three years.</p>	<p>Fair Share Payment Due at Issuance of Grading Permit; Air Quality Construction Plan Prior to issuance of Grading Permit; Air Quality Operations Plan Prior to issuance of a Building Permit</p>	<p>Bureau of Planning/ Port of Oakland</p>	<p>Bureau of Planning/ Port of Oakland</p>
<p>Mitigation Measure 4.4-5: Major developers shall fund on a fair share basis BAAQMD – recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.</p> <p>Each major developer of a subsequent redevelopment activity shall fund its fair share toward some or all of the following TCMs:</p>	<p>Fair Share Payment Due at Issuance of Grading Permit</p>	<p>Bureau of Planning</p>	<p>Bureau of Planning</p>

Standard Conditions of Approval/Mitigation Measures Applicable to the Project		When Required	Initial Approval	Monitoring/ Inspection
CAP TCMs	Description			
1. Support Voluntary Employer- Based Trip Reduction Programs	<p>The City and Port will explore ways to promote transit use and support employer-based trip reduction programs through development incentives such as density bonuses, reduced parking requirements, incentives for permanent bicycle facilities, etc.</p> <p>The City will encourage development of transit transfer stations near employment concentrations in the Gateway development area and 16th/Wood sub-district.</p>			
9. Improve Bicycle Access and Facilities	<p>Redevelopment includes extensive multi-use trails serving as both “spine” thoroughfares and “spurs” connecting main trails to the Oakland waterfront.</p> <p>The City and Port will encourage employers and developers to provide permanent bicycle facilities.</p>			
12. Improve Arterial Traffic Management	<p>Maritime Street and other roadways in the project area will include facilities to encourage bicycling and walking.</p> <p>Roadways and intersections will be designed to operate at City-standard LOS, to facilitate traffic flow and avoid unnecessary queuing.</p>			
15. Local Air Policies and Programs	<p>Redevelopment as presented in Chapter 2.0 Project Description and Chapters 3.3 Air Quality and 3.16 Transportation and Traffic (in the 2012 OARB Project Initial Study/Addendum), incorporate land uses such as a rail terminal in conjunction with logistics uses, and measures intended to reduce the number and length of truck trips and single-occupant automobile trips.</p>			
17. Conduct Demonstration Projects	<p>The City will encourage through development incentives demonstration projects for fleet electrification or alternative fueling. In addition, the Port will not preclude alternative fueling in its design of rail facilities.</p>			
19. Pedestrian Travel	<p>OARB and Maritime sub-districts will include multi-use trails to encourage safe pedestrian travel.</p>			
20. Promote Traffic Calming Measures	<p>Redevelopment will include traffic calming measures to the extent appropriate, consistent with the General Plan and sound traffic management of the project area.</p>			
Source: BAAQMD CEQA Guidelines, revised 1999 Table 5.				

Standard Conditions of Approval/Mitigation Measures Applicable to the Project		When Required	Initial Approval	Monitoring/ Inspection
Each major developer of a subsequent redevelopment activity shall also fund its fair share of the following CAP TCMs, which the BAAQMD has identified as appropriate for local implementation, with redevelopment-specific modifications:				
Control Measure	Measure			
1	Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. Improve transit bus service to the area.			
2	Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.			
3	Provide and make public transit convenient for 16th and Wood sub-district residents and tenants. <i>(Note: Not applicable to the 2012 OARB Project)</i>			
4	Encourage OARB sub-district tenants to use car pools, vanpools, and public transit by providing incentives.			
5	Provide a shuttle to and from the West Oakland BART station			
6	Provide on-site shops and services for employees, such as cafeteria, bank, dry cleaners, convenience market, etc.			
7	Provide on-site child care, or contribute to off-site child care within walking distance.			
8	Establish mid-day shuttle service from worksite to food service establishments/commercial areas.			
9	Provide preferential parking for carpool and vanpool vehicles			
10	Implement parking fees for single occupancy vehicle commuters.			
11	Provide secure, weather-protected bicycle parking for employees.			
12	Provide safe, direct access for bicyclists to adjacent bicycle routes.			
13	Provide showers and lockers for employees bicycling or walking to work.			
14	Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.			
15	Provide neighborhood-serving shops and services within or adjacent to the 16th and Wood sub-district. <i>(Note: Not applicable to the 2012 OARB Project)</i>			
Source: BAAQMD 1996, as amended through 1999. Based on Table 15: “Mitigation Measures for Reducing Motor Vehicle Emissions from Commercial, Institutional, and Industrial Projects.”				

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
<p>Mitigation PO-1 (Stakeholder Review of Air Quality and Trucking Plans) (Modified to be specific to the OMSS Project): The City of Oakland (“City”) and OMSS (“Developer”) shall engage the public in the development of Project-specific air quality construction plan, air quality operations plan that implement the following SCAMMRP requirements related to potential air quality and trucking impacts on the surrounding area during construction and operation of the project (the “Project-Specific Air Quality Plans”):</p> <ul style="list-style-type: none"> • SCA AIR-1 (Construction Management Plan) • SCA AIR-2 (Construction-Related Air Pollution Controls) • Mitigation 4.4-4 (Truck Diesel Emission Reduction Plan) • Mitigation 4.4-6 (Energy-Conserving Fixtures and Designs) • SCA TRANS-1 (Transportation and Parking Demand Management) • SCA TRANS-2 (Construction Traffic and Parking) [replaced by SCA-GEN-1: Construction Management Plan] • Mitigation 4.3-13 (Traffic Control Plan – Hazardous Materials) <p>a. Stakeholder List. The City shall maintain a list of the names and electronic mail addresses of the stakeholders that have expressed an interest in receiving information on the plans developed by the Developer (the “Stakeholder List”). The Stakeholder List shall include the recipients of the July 3, 2013, letter related to the Construction Management Plan for the Public Improvements (which included SCA AIR-1, SCA AIR-2, SCA TRANS-2, MM 4.3-13 and SCA 4.4-6) and such additional stakeholders that submit a written request to the City to be added to the Stakeholder List.</p> <p>b. Quarterly Meetings. Beginning in the first quarter following final approval of the Project and continuing until such time as the City Administrator has approved the Project-Specific Air Quality Plans, the City and the Developer shall jointly host quarterly meetings to discuss the status of the Project-Specific Air Quality Plans. The City and the Developer shall make a good faith effort to schedule the meetings at a day/time to maximize Stakeholder attendance. The meetings shall be noticed via electronic mail to all parties included in the Stakeholder List providing at least ten (10) calendar days’ prior notice of the time and place of the meeting.</p> <p>c. Notice of Plan Review. The party responsible for the preparation and implementation of the Project-Specific Air Quality Plans shall provide at least forty five (45) calendar days’</p>	Prior to issuance of a Certificate of Occupancy	Bureau of Planning and Building	Bureau of Planning

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>prior notice of the date that a draft of the applicable Project-Specific Air Quality Plans shall be available for review pursuant to Item (d) below. Such notice shall be delivered via electronic mail to the parties included in the Stakeholder List. The notice shall include an express reference to the specific SCAMMRP requiring the applicable Project-Specific Air Quality Plans.</p> <p>d. Public Review and Comment Period. Prior to approving any draft Project-Specific Air Quality Plans, the City shall provide the parties included in the Stakeholder List with seventeen (17) calendar days within which to review and provide written comments to any draft Subject Plan, and such written comments must be received by the City no later than 5:00 p.m. on the seventeenth day; provided, however, if the seventeen (17) day period expires on any day other a business day, the expiration date shall be extended to 5:00 p.m. on the next business day. The seventeen (17) day period shall be initiated by the City's electronic mail to the parties included in the Stakeholder List. During the 17-day public review and comment period the City shall make the draft Project-Specific Air Quality Plans available for public review such as posting the document on the City's website.</p> <p>e. Informational Council Presentation. City staff shall provide the City Council with an informational presentation of the Project-Specific Air Quality Plans within ninety (90) calendar days after the City Administrator's approval of such Project-Specific Air Quality Plans. Such presentation shall include a summary of the public outreach implemented pursuant to this mitigation measure and the requirements and goals of the applicable approved Project-Specific Air Quality Plans.</p>			
<p>SCA-AIR-1: Dust Controls – Construction Related (#20)</p> <p>The project applicant shall implement all of the following applicable air pollution control measures during construction of the project:</p> <p>a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.</p> <p>b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).</p> <p>c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. 			
<p>SCA-AIR-2 : Criteria Air Pollutant Controls – Construction Related (#21)</p> <p>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> <ul style="list-style-type: none"> a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”). c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met. 	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>The project applicant shall implement all of the following applicable enhanced control measures for criteria air pollutants during construction of the project as applicable:</p> <p>g. Criteria Air Pollutant Reduction Measures</p> <p>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. Construction Emissions Minimization Plan</p> <p>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, 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>Prior to issuance of a construction related permit</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>
<p>SCA-AIR-3: Diesel Particulate Matter Controls-Construction Related (#22)</p> <p>a. Diesel Particulate Matter Reduction Measures</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 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 current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to</p>	<p>Prior to issuance of a construction related permit (i), during construction (ii)</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>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 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><i>b. Construction Emissions Minimization Plan (if required by a above)</i></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>Prior to issuance of a construction-related permit</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-AIR-4: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24)</p> <p>The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <p>a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p> <p>- or -</p> <p>b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <p>i. Installation of non-diesel fueled generators, if feasible, or;</p> <p>ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
<p>SCA-AIR-5: Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#25)</p> <p>a. <i>Truck Loading Docks</i></p> <p>The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible.</p> <p>b. <i>Truck Fleet Emission Standards</i></p> <p>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</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
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.			

CULTURAL RESOURCES

Mitigation Measure 4.6-2: The City, Port and OARB sub-district developers shall fund on a fair share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the actual loss of historic resources.

Land shall be set aside for development of a commemoration site at a publicly accessible place located within the Gateway development area (potentially the Gateway Park at the Bay Bridge touchdown peninsula). The commemoration site should include relocated physical elements of the OARB Historic District, along with appropriate monument(s) to memorialize the contributions of civilians and the military in the Bay Area to all wars.

- An appropriate location shall be set aside for development of a commemoration site. The commemoration site shall be at a publicly accessible place. It may be located within or adjacent to any historic district contributor buildings that are preserved on a permanent basis. If that is not feasible, another potential location is within or near to the Gateway Park.
- A design plan for the commemoration site shall be prepared, and shall include the design of monuments and the selection of appropriate relocated physical elements from the OARB, potentially including relocated structures or portions of structures to be included in the site. The City and the Port shall identify structures and/or portions of structures to be preserved or moved to the commemoration site prior to demolition.
- The master planning process should involve the City and the Port, the public and interested historical and veterans groups, historic experts, and other public agencies.
- Implementation of the commemoration site master plan may be phased along with the timing of new development.
- The master plan shall include an endowment to be funded by the City and the Port, or their designee, for on-going maintenance and replacement and may also include curator costs associated with commemoration site and with trail signage, exhibits, and design elements as described below.
- The City and the Port shall develop an ongoing outreach program informing the public of

Fair Share Payment
Due at Issuance of
Grading Permit

Bureau of
Planning/
Port of Oakland

Bureau of
Planning/
Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>the importance of the OARB to the community and the region, and of the existence of the commemorative site.</p> <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>			
<p>Mitigation Measure 4.6-3: The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.</p> <p>Within the Gateway development area, this trail may be located along the shoreline. Beyond the Gateway, the trail would follow the new alignment of Maritime Street, connecting to 7th Street, which connects to the Port’s Middle Harbor Shoreline Park and other existing and planned trail segments.</p> <ul style="list-style-type: none"> • The design and development of this on-site trail shall include a series of interpretive panels, exhibits and design elements that communicate the scope and historical significance of Base activities and their impact on the community throughout the life of the Base. • A brochure shall be developed and made available describing the history of the Army Base that could be used as a self-guided tour, related to the interpretive panels and exhibits described above. <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	Bureau of Planning
<p>Mitigation Measure 4.6-5: The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with “military.com” or a similar military history web site.</p> <ul style="list-style-type: none"> • The parties shall fund development of an interactive web page to be provided to military.com or other web-based organization where former military personnel can be connected to the OARB documentation. • A list of draftees/enlistees processed through the OARB during WWII and the Korean and Vietnam Wars may be an element of such a site <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Building/ Port of Oakland	Bureau of Planning/ Port of Oakland
<p>Mitigation Measure 4.6-7: If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of “A Job Well Done” documentary video published by the Army.</p> <p>The Army has produced a television broadcast-quality video documentary that describes the mission and historical significance of the OARB. This documentary is not widely distributed,</p>	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Building/ Port of Oakland	Bureau of Planning / Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>and has not been viewed by the Oakland Landmarks Preservation Advisory Board or the Oakland Heritage Alliance. This documentary is currently available to the public, but is not widely distributed. This mitigation measure will ensure that the documentary is widely distributed and made available to a larger audience interested in the history of the Base. It will also offset the modification and/or destruction of many of the historic buildings on the base, preserve their images, and provide a description of their function and role to the interested public. Copies of the video shall be distributed to: the Oakland History Room, Oakland Public Library, Bancroft Library, University of California; the Port of Oakland Archives; local public schools and libraries; and local public broadcasting stations. Funding shall also be used to copy this video onto more permanent archive-stable medium such as a CD.</p> <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>			
<p>Mitigation Measure 4.6-9: The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable. To the extent feasible, these materials shall be used in whole, on site, in the construction of new buildings within the Gateway development area. Special consideration shall be given to the use of these materials at the commemoration site through the site’s Master Planning effort.</p> <p>If on-site reuse is found infeasible, opportunities shall be sought for reuse of these materials in other East Bay Area construction, or be sold into the recycled construction materials market. Landfill disposal of salvageable construction material from contributing historic structures shall be prohibited by contract specification. Salvage and reuse requirements shall be enforced via contract specification.</p> <p>Salvage operations shall employ members of local job-training bridge programs (Youth Employment Program, Joint Apprenticeship Training Committee, Homeless Collaborative) or other similar organizations, if feasible, to provide construction-training opportunities to Oakland residents.</p> <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Building/ Port of Oakland	Bureau of Planning/ Port of Oakland
<p>Mitigation Measure 4.6-10: The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB.</p>	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> • The brochure shall be distributed to local libraries and schools, and be made available to the public at select pick-up and drop-off locations along the Bay Trail to be used for self-guided tours. • This brochure shall build upon the previously completed historical documentation produced by the Port of Oakland, the Navy, and the Army for previous projects and on the original research completed for preparation of the Historical Resource Documentation Program and book. • This brochure shall will document the history of the redevelopment area and provide references to where more detailed information about the Base may be found. 			
NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
<p>SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#32)</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</p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>			
<p>SCA-CUL-2: Human Remains – Discovery during Construction (#34)</p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.</p>	During Construction	N/A	Bureau of Building
GEOLOGY AND SOILS			
<p>SCA-GEO-1: Construction-Related Permit(s) (#36)</p> <p>The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
HAZARDS AND HAZARDOUS MATERIALS			
Mitigation Measure 4.7-3: Implement RAP/RMP as approved by DTSC, and if future use proposals include uses not identified in the OARB Reuse Plan and incorporated into the RAP/RMP or if future amendments to the remediation requirements are proposed, obtain DTSC and, as required, City approval.	Prior to the issuance of the first construction-related permit	Bureau of Planning	N/A
NOTE: RAP sites have been remediated by City; OMSS to implement RMP			
SCA-HAZ-1: Hazardous Materials Related to Construction (#42) 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 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. 	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-HAZ-2: Hazardous Materials Business Plan (#44)</p> <p>The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:</p> <ul style="list-style-type: none"> a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b. The location of such hazardous materials. 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. 	Prior to building permit final	Oakland Fire Department	Oakland Fire Department
HYDROLOGY AND WATER QUALITY			
<p>Mitigation Measure 4.14-1: Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.</p> <p>Implementation of this measure would prevent saltwater from being drawn into the aquifer and potentially causing fresh water to become brackish or saline. Limiting extraction of shallow groundwater and groundwater from the Merritt Sand unit will prevent potential impacts to existing study area groundwater resources.</p>	Prior to issuance of grading permit	Bureau of Building	Bureau of Planning and Building
<p>Mitigation Measure 4.14-2: Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.</p> <p>Implementation of this measure would prevent unnecessary extraction of groundwater and prohibit its extraction where contaminants of concern could migrate into deeper aquifers; therefore it will help avoid or reduce the potential migration of contaminants. The City and</p>	Prior to issuance of grading permit	Bureau of Building	Bureau of Planning and Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>Port shall ensure that groundwater extraction, other than for remediation or construction dewatering, is minimized where practicable in the redevelopment project area.</p>			
<p>Mitigation Measure 4.15-5: Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.</p> <p>NPDES permitting requires that BMPs to control post-construction stormwater be implemented to the maximum extent practicable. Analysis of anticipated runoff volumes and potential effects to receiving water quality from stormwater shall be made for specific redevelopment elements, and site-specific BMPs shall be incorporated into design. BMPs shall be incorporated such that runoff volume from 85 percent of average annual rainfall at a development site is pre-treated prior to its discharge from that site, or a pre-treated volume in compliance with RWQCB policy in effect at the time of design.</p> <p>Non-structural BMPs may include and are not limited to good housekeeping and other source control measures, such as the following:</p> <ul style="list-style-type: none"> • Stencil catch basins and inlets to inform the public they are connected to the Bay; • Sweep streets on a regular schedule; • Use and dispose of paints, solvents, pesticides, and other chemicals properly; • Keep debris bins covered; and • Clean storm drain catch basins and properly dispose of sediment. <p>Structural BMPs may include and are not limited to the following:</p> <ul style="list-style-type: none"> • Minimize impervious areas directly connected to storm sewers; • Include drainage system elements in design as appropriate such as: <ul style="list-style-type: none"> o infiltration basins o detention/retention basins o vegetated swales (biofilters) o curb/drop inlet protection. 	<p>Prior to issuance of building permit</p>	<p>Bureau of Building</p>	<p>Bureau of Planning and Building</p>
<p>Mitigation Measure 4.15-6: Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.</p> <p>Design of subsequent redevelopment activities shall ensure recycled water does not leave the site and enter receiving waters. Best management practices shall be implemented to prevent runoff of recycled water. These BMPs may be either structural or non-structural in nature and may include but are not limited to the following:</p>	<p>Prior to issuance of building permit</p>	<p>Bureau of Building</p>	<p>Bureau of Planning and Building</p>

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> • Preventing recycled water from escaping designated use areas through the use of: <ul style="list-style-type: none"> o berms o detention/retention basins o vegetated swales (biofilters) • Not allowing recycled water to be applied to irrigation areas when soils are saturated. • Plumbing portions of irrigation systems adjacent to receiving waters with potable water. 			
Mitigation Measure 3.9-1: Coordinate and consult with EBMUD and if necessary design and build storm drain improvements resulting from increased elevation in the North Gateway area.	Prior to issuance of building permit	Bureau of Building	Bureau of Planning and Building
<p>SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48)</p> <p><i>a. Erosion and Sedimentation Control Plan Required</i></p> <p>The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</p>	Prior to approval of construction-related permit	Bureau of Building	N/A
<p><i>b. Erosion and Sedimentation Control During Construction</i></p> <p>The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.</p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>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

SCA-NOS-1: Construction Days/Hours (#61)

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

- a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.
- b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.
- c. No construction is allowed on Sunday or federal holidays.

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

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

During
Construction

N/A

Bureau of
Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.			
<p>SCA-NOS-2: Construction Noise (#62)</p> <p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. 	During Construction	N/A	Bureau of Building
<p>SCA-NOS-3: Extreme Construction Noise (#63)</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 90 dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further</p>	Prior to Approval	Bureau of Building	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>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 the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p>			
<p>SCA-NOS-4: Construction Noise Complaints (#65)</p> <p>The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ul style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; 	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. 			
SCA-NOS-6: Operational Noise (#67) Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing	N/A	Bureau of Building
PUBLIC SERVICES			
SCA-PUB-1: Capital Improvements Impact Fee (#72) 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 TRAFFIC			
Mitigation Measure 4.3-7: The City and the Port shall continue and shall work together to create a truck management plan designed to reduce the effects of transport trucks on local streets. The OMSS Project shall contribute on a fair share basis toward implementation of this plan. The truck management plan may include, and is not limited to, the following elements: <ul style="list-style-type: none"> • Analyze truck traffic in West Oakland; • Traffic calming strategies on streets not designated as truck routes designed to discourage truck through travel; • Truck driver education programs; • Expanded signage, including truck prohibitions on streets not designated as truck routes; • Traffic signal timing improvements; • Explore the feasibility of truck access to Frontage Road; • Roadway and terminal gate design elements to prevent truck queues from impeding the flow of traffic on public streets; and 	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> Continue Port funding of two police officers to enforce truck traffic prohibitions on local streets. <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>			
<p>Mitigation Measure 4.3-8: Provide an emergency service program and emergency evacuation plan using waterborne vessels. The City shall provide emergency access to the OARB sub-district by vessel. The area is currently served by fire boat out of the Jack London Square Fire Station. The City may elect to equip that fire boat with first response medical emergency personnel as well as limited hazardous materials response personnel and equipment (see also Mitigation Measure 4.9-1).</p> <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	Bureau of Planning
<p>Mitigation Measure 4.9-1: The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis, development and operation of increased firefighting and medical emergency response services via fireboat to serve the OARB sub-district. The OMSS Project shall contribute to implementation of this measure on a fair share basis.</p> <p>The City and Port of Oakland will each contribute a fair share toward cooperatively investigating the need for increased firefighting and emergency response services to serve the redevelopment area west of I-880. This investigation shall include consultation with the OES and OFD. Should this investigation conclude, based on detailed redevelopment design, that increased fireboat services are required, the Port and the City shall each fund its fair share to equip and staff fireboat-based services in the OARB sub-district. In addition, as subsequent redevelopment activities occur, the City and Port shall be allowed to develop fee formulae (to recoup initial investment from future development or tenants), as well as a long-term cost-sharing formula (to equitably distribute the cost of continuing operations).</p> <p>The fire facility will be constructed after basic underground infrastructure is constructed, and before any people-attracting subsequent redevelopment activities begin operations.</p> <p>NOTE: This Mitigation Measure is applied to the Project through fair share payment.</p>	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>Mitigation Measure 4.3-13: Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.</p> <p>Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways.</p> <p>The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City, the Port and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions or the Port, as appropriate, for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment.</p> <p>Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by City of Port staff, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions.</p> <p>Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City or the Port, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours.</p> <p>The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to</p>	Prior to issuance of grading permit	Bureau of Planning and Building	Bureau of Planning and Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>transfer workers between the satellite parking areas and remediation or demolition/construction site.</p> <p>The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety driver education, and accident notification.</p>			
<p>Mitigation Measure 3.16-1: 7th Street & I-880 Northbound Off-Ramp (Modified to be specific to the OMSS Project). The OMSS Project shall contribute on a fair share basis toward implementation of the following improvements:</p> <ul style="list-style-type: none"> • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A
<p>Mitigation Measure 3.16-2: San Pablo Ave & Ashby Avenue (Modified to be specific to the OMSS Project). To implement this measure, the OMSS Project shall contribute on a fair share basis toward implementation of the following improvements consistent with City of Berkeley and/or Caltrans standards.</p> <ul style="list-style-type: none"> • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A
<p>Mitigation Measure 3.16-3: 7th Street & Harrison Street (Modified to be specific to the OMSS Project). To implement this measure, the OMSS Project shall contribute on a fair share basis toward implementation of the following improvements consistent with the City's standards.</p> <ul style="list-style-type: none"> • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A
<p>Mitigation Measure 3.16-4: 12th Street & Castro Street (Modified to be specific to the OMSS Project). To implement this measure, the OMSS Project shall contribute on a fair share basis toward implementation of the following improvements consistent with the City's standards.</p> <ul style="list-style-type: none"> • Optimize signal timing (i.e., adjust the allocation of green time for each intersection 	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>approach) for the PM peak hour.</p> <ul style="list-style-type: none"> Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 			
<p>Mitigation Measure 3.16-17: West Grand Avenue & I-880 Frontage Road (Modified to be specific to the OMSS Project).</p> <ul style="list-style-type: none"> Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour. Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. <p>To implement this measure, the OMSS Project sponsor shall contribute on a fair share basis toward implementation of the following improvements consistent with the City's standards.</p>	<p>Fair Share Payment Due at Issuance of Grading Permit</p>	<p>Bureau of Planning</p>	<p>N/A</p>
<p>SCA-TRANS-1: Transportation and Parking Demand Management (#79)</p> <p><i>a. Transportation and Parking Demand Management (TDM) Plan Required</i></p> <p>The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <p>i. The goals of the TDM Plan shall be the following:</p> <ul style="list-style-type: none"> Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. Enhance the City's transportation system, consistent with City policies and programs. <p>ii. The TDM Plan should include the following:</p> <ul style="list-style-type: none"> Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. Proposed TDM strategies to achieve VTR goals (see below). 	<p>Prior to approval of planning application</p>	<p>Bureau of Planning</p>	<p>per TDM Plan</p>

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<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>			

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/or • A 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, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day
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	<ul style="list-style-type: none"> • Always required

Standard Conditions of Approval/Mitigation Measures Applicable to the Project		When Required	Initial Approval	Monitoring/ Inspection
trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.				
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 ³	<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 			
No monthly permits and establish minimum price floor for public parking ⁴	<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	<ul style="list-style-type: none"> Identified as an improvement within operations 			

³ Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

⁴ May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

Standard Conditions of Approval/Mitigation Measures Applicable to the Project		When Required	Initial Approval	Monitoring/ Inspection
changes ⁵	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 ⁶	<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 			
Transit Operations	<ul style="list-style-type: none"> The project applicant shall, if feasible, contribute its fair share to AC Transit service enhancements to meet access goals outlined in the City of Oakland West Oakland Specific Plan and AC Transit's ACgo expanded service plan and improve connections to local goods and services. Alternatively, the project applicant may explore and propose other TDM measure(s), including those already set forth in the TDM plan, in lieu of this fair share contribution. The City may approve the substitute TDM measure(s) if the City, in its discretion, deems the measure(s) more feasible and reasonably related and roughly proportional to the impacts of the development. 			
Trenching and placement of	<ul style="list-style-type: none"> Project size exceeds 100 units, 80,000 sf. of 			

⁵ 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.

⁶ Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

Standard Conditions of Approval/Mitigation Measures Applicable to the Project		When Required	Initial Approval	Monitoring/ Inspection
conduit for providing traffic signal interconnect	<ul style="list-style-type: none"> 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 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) 			

- v. Other TDM strategies to consider include, but are not limited to, the following:
- 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) and any applicable streetscape plan.
 - Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.
 - Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<ul style="list-style-type: none"> • Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. 			
<p>The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is</p>			

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.			
<p><i>b. TDM Implementation – Physical Improvements</i></p> <p>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>	Prior to building permit final	Bureau of Building	Bureau of Building
<p><i>c. TDM Implementation – Operational Strategies</i></p> <p>For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.</p>	Ongoing	Department of Transportation	Department of Transportation
<p>SCA-TRANS-2: Transportation Impact Fee (#78)</p> <p>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).</p>	Prior to issuance of building permit	Bureau of Building	N/A
<p>SCA-TRANS-3: Construction Activity in the Public Right-of-Way (#74)</p> <p><i>a. Obstruction Permit Required</i></p> <p>The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.</p>	Prior to approval of construction-related permit	Department of Transportation	Department of Transportation
<p><i>b. Traffic Control Plan Required</i></p> <p>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</p>		Department of Transportation	Department of Transportation

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.			
<p><i>c. Repair of City Streets</i></p> <p>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>	Prior to building permit final	N/A	Department of Transportation
<p>SCA-TRANS-4: Bicycle Parking (#75)</p> <p>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-TRANS-5: Transportation Improvements (#76)</p> <p>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</p>	Prior to building permit final or as otherwise specified	Bureau of Building; Department of Transportation	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>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 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-TRANS-6: Plug-In Electric Vehicle (PEV) Charging Infrastructure (#80)</p> <p><i>a. PEV-Capable Parking Spaces</i></p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p>	Prior to Issuance of Building Permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p><i>b. ADA-Accessible Spaces</i></p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).</p>	Prior to Issuance of Building Permit	Bureau of Building	Bureau of Building
UTILITIES AND SERVICE SYSTEMS			
<p>SCA-UTIL-1: Sanitary Sewer System (#86)</p> <p>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
<p>SCA-UTIL-2: Storm Drain System (#87)</p> <p>The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p>	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building
<p>SCA-UTIL-3: Recycled Water (#88)</p> <p>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 feasible recycled water uses 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. Feasible recycled water uses may include, but are not limited to, landscape irrigation, commercial and industrial process use, and toilet and urinal flushing in non-residential buildings. 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</p>	Prior to approval of construction-related permit	Bureau of Planning; Bureau of Building	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<p>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.</p>			
<p>SCA-UTIL-4: Water Efficient Landscape Ordinance (WELO) (#89)</p> <p>The project applicant shall comply with California’s Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link below: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%202023%20extract%20-%20Official%20CCR%20pages.pdf</p> <p>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.</p> <p>Prescriptive Measures: Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California’s Model Water Efficient Landscape Ordinance (see 38.14(g) in the link above).</p> <p>Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p> <ol style="list-style-type: none"> a. Project Information: <ol 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, viii. Project contacts, and ix. Applicant signature and date with the statement: “I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.” b. Water Efficient Landscape Worksheet 	<p>Prior to approval of construction-related permit</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<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 c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan <p>Upon installation of the landscaping and irrigation systems, and prior to the final of a construction- related permit, the Project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee.</p>			
<p>SCA-UTIL-5: Construction and Demolition Waste Reduction and Recycling (#81)</p> <p>The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p>	Prior to Approval of Construction-Related Permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
<p>SCA-UTIL-6: Green Building Requirements (#84)</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>The following information shall be submitted to the City for review and approval with the application for a building permit:</p>	Prior to approval of construction-related permit	Bureau of Building	N/A

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
<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>The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • Green building point level/certification requirement per the appropriate checklist approved during the Planning entitlement process. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories. 			
<p><i>b. Compliance with Green Building Requirements During Construction</i></p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building 	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
Ordinance.			
iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.			
<i>c. Compliance with Green Building Requirements After Construction</i> Prior to the final Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.	Prior to Final Approval	Bureau of Planning	Bureau of Building
SCA-UTIL-7: Underground Utilities (#82) 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-8: Recycled Water (#87) 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

Attachment B: Criteria for Determination of Consistency or Use of an Addendum, Per CEQA Guidelines Sections 15162, 15164, and 15168

Section 15164(a) of the 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.”

CEQA Guidelines Section 15168 states that “subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.” An addendum to a previously certified Program EIR may be prepared pursuant to Section 15162, if no new effects could occur or no new mitigation measures would be required. The 2002 EIR/2012 Addendum for the OARB Redevelopment/Reuse Plan is a Program EIR.

The OMSS Project represents development of AMS uses as identified in the 2002 EIR and 2012 Addendum. AMS uses were determined to be essential to efficient port operation, and serve to minimize the impact of Port-related trucking on the surrounding West Oakland community. Specifically, AMS uses at this site were determined to be one of the components to satisfy Mitigation 5.3-7, requiring City and Port cooperation to develop a program designed to reduce cumulative truck parking and other AMS impacts.

Conditions for Addendum. As demonstrated in the CEQA Analysis, none of the following conditions for preparation of a subsequent EIR per Section 15162(a) 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

- (D) 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.

Project Consistency with Sections 15162 and 15168 of the CEQA Guidelines. Since the Program EIR (2002 EIR/2012 Addendum for the OARB Redevelopment/Reuse Plan), no 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 this document. No new information has emerged that would substantially change the analyses or conclusions set forth in the Program EIR.

Furthermore, as demonstrated in the CEQA Analysis, 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 Program EIR, nor render any mitigation measures or alternatives found not to be feasible, feasible. The effects of the proposed project would be substantially the same as those reported in the Program EIR.

The analysis presented in this CEQA document, combined with the Prior EIR analysis, demonstrates that the Project would not result in significant impacts that were not previously identified in the 2002 EIR/2012 Addendum for the OARB Redevelopment/Reuse Plan. The Project would not result in a substantial increase in the significance of impacts, nor would the Project contribute considerably to cumulative effects that were not already accounted for in the certified Program EIR (2002 EIR/2012 Addendum for the OARB Redevelopment/Reuse Plan), and the findings reached in the WOSP EIR and other previous CEQA documents are applicable.

Attachment C: Project Consistency with Community Plan or Zoning, Per CEQA Guidelines Section 15183

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

As detailed in the CEQA Analysis to which this is an attachment, the analysis in the Program EIR (2002 EIR and 2012 Addendum for OARB Redevelopment/Reuse Plan) is applicable to the Project and the Program EIR is the previous CEQA document that provides the basis for use of the streamlined review for consistency with a Community Plan or Zoning.

As outlined below and as determined by the City of Oakland Bureau of Planning, the 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 Gateway Development Area for which the 2002 EIR/2012 Addendum was prepared and certified. The WOSP implements the Oakland General Plan.

- As demonstrated under Criterion Section 15332(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 LUTE EIR.
- The land use designation for the site is General Industry and Transportation. The proposed commercial Project would be consistent with this designation.
- The Project site is zoned as Gateway District Industrial Zone (D-GI), which is intended to facilitate implementation of the OARB Redevelopment/Reuse Plan, with which the Project is consistent.

Since the Project is consistent with the development assumptions for the site 2002 EIR/2012 Addendum for the OARB Redevelopment/Reuse Plan, the Project’s potential contribution to cumulatively significant effects has already been addressed in the prior EIR. 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 reconsider 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.