

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

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
A. SIGNIFICANT AND UNAVOIDABLE IMPACTS		
<i>(Remains Significant after Implementation of Mitigation Measures and/or Standard Conditions of Approval)</i>		
B. Transportation, Circulation, and Parking		
<p>Impact B.2a: The proposed project, in combination with other development projects and background growth, would cause the AM and PM peak-hour level of service at the signalized intersection of <i>West Grand Avenue and I-880 Frontage Road (#2)</i> to degrade from an existing acceptable LOS C to an unacceptable LOS F. Traffic generated by the proposed project would contribute at least five percent of the cumulative traffic increases, as measured by the difference between existing and cumulative (with project) conditions. (Significant)</p>	<p>Mitigation Measure B.2a: The project applicant shall fund, on a fair share basis, the following improvements that would reduce the cumulative traffic impact:</p> <ul style="list-style-type: none"> Widen both the northbound Frontage Road and southbound I-80 East Ramp approaches to provide one separate right turn lane, and convert the existing through lane and shared through-right lane to a shared left-through lane and through lane, upgrade the traffic signal standards, and modify the traffic signal phasing and timing to improve traffic operations and safety (e.g., provision of overlap signal phasing [green arrow]). <p>Implementation of the above-described measures would reduce the significant impact at the West Grand Avenue / I-880 Frontage Road intersection, but would not reduce the impacts to a less-than-significant level. To fully mitigate the impact at the intersection would require expansion of all approaches to the intersection, all of which are located on bridge structures (with associated physical environmental impacts). In addition, implementation of the identified mitigation measures can not be assured by the City of Oakland (as Lead Agency) because it would be contingent upon receiving final design approval and an encroachment permit from Caltrans.</p>	Significant and Unavoidable
<p>Impact B.2b: The proposed project, in combination with other development projects and background growth, would cause the AM and PM peak-hour level of service at the signalized intersection of <i>West Grand Avenue and Market Street (#6)</i> to degrade from an existing acceptable LOS B to an unacceptable LOS F. Traffic generated by the proposed project would contribute at least five percent of the cumulative traffic increases, as measured by the difference between existing and cumulative (with project) conditions. (Significant)</p>	<p>Mitigation Measure B.2b: The project applicant shall fund, on a fair share basis, the following improvements that would reduce the cumulative traffic impact:</p> <ul style="list-style-type: none"> Modify the eastbound West Grand Avenue approach from the existing one shared left-through lane, one through lane, and one right turn lane to one left turn, one through lane, and one shared through-right turn lane. Modify the westbound West Grand Avenue approach from the existing one shared left-through lane, and one shared through-right turn lane to one left turn, one through lane, and one shared through-right turn lane. <p>Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public</p>	Significant and Unavoidable

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	Works Agency. After implementation of this measure, the intersection would operate at LOS C or better.	
Impact B.7: The project would contribute to changes to traffic conditions on the regional and local roadways. (Significant)	<p>Mitigation Measure B.7a:</p> <p><i>Transportation Demand Management:</i></p> <p>The Project Sponsors shall develop and implement a project-site-specific transportation demand management program to reduce the dependence for single-occupant and peak-hour trips. The program shall include the Project Sponsor providing financial incentives for use of alternate modes and participation in the Alameda County CMA's Guaranteed Ride Home Program.</p>	Significant and Unavoidable
	<p>Mitigation Measure B.7b:</p> <p><i>Shuttle Services:</i></p> <p>The Project Sponsors shall provide a shuttle service between the Project Area and the West Oakland BART Station (or other appropriate activity nodes nearby, and incorporate shuttle stops into final design plans. The shuttle stops shall be located within the Project Area and would be dispersed such that Project residents would be no more than one-quarter mile from a shuttle stop. The shuttle service would operate at 15-minute peak hour headways during commute hours. The shuttle service shall be designed to meet City of Oakland standards, link with pedestrian access, and be reviewed for approval by the City.</p>	Significant and Unavoidable
	Implementation of Mitigation Measures B.7a and B.7b would reduce the significant cumulative impacts on study area freeways, but elimination of the project impacts to a level that is less than significant is not ensured. Increasing freeway capacity by adding lanes would not be feasible because of high cost, negative impacts to air quality, and other factors. Moreover, adding lanes is inconsistent with the policies of the responsible regional agencies. No feasible mitigation measures have been identified that would reduce the project impacts to a level that is less than significant.	

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<p>C. Air Quality</p>	<p>Mitigation Measure C.2: To reduce the significance of the operational impacts of the project (both scenarios), the project sponsor shall, as feasible and practical, implement a combination of the following mitigation measures required for reducing motor vehicle emissions, in addition to other specific measures identified to reduce project vehicle trips.</p> <p><i>Rideshare Measures</i></p> <p>Mitigation Measure C.2a: Encourage all tenants (commercial and residential) at the site to implement carpool/ vanpool programs (e.g., carpool, ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, guaranteed ride home program, etc.). Distribute information about the Alameda County Congestion Management Agency's Guaranteed Ride Home Program to tenants of the building to facilitate alternative transportation modes. As part of the program, a person who uses an alternate mode of travel, including transit or a carpool, is provided with free taxi service in the case of unexpected circumstances. These circumstances might include unscheduled overtime or a family illness or emergency.</p> <p>Mitigation Measure C.2b: Encourage commercial tenants to implement employee rideshare incentive programs providing cash payments or pre-paid fare media such as transit passes or coupons.</p> <p><i>Incentive and Parking Measures</i></p> <p>Mitigation Measure C.2d: Encourage commercial tenants to meet standard, minimum employee ridesharing requirements or to provide incentives to encourage employees to rideshare.</p> <p>Mitigation Measure C.2e: Encourage commercial tenants to implement a parking cash-out program for employees (e.g., non-driving employees receive transportation allowance equivalent to the value of subsidized parking).</p> <p>Mitigation Measure C.2f: Provide preferential parking for carpool and vanpool vehicles within project parking structures/lots (e.g., near building entrance, sheltered area, etc.) to the extent that there is demand for such spaces.</p>	<p>Significant and Unavoidable. Based on the effectiveness of these measures as determined by the BAAQMD, implementation of the above mitigation measures could reduce the operational impacts of the project by reducing motor vehicle trips generated by the project by 15 to 20 percent (BAAQMD, 1999). However, no feasible mitigation is available to reduce the residual impact to a less-than-significant level. Therefore, the residual impact would still be significant and unavoidable.</p>

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<i>(Remains Significant after Implementation of Mitigation Measures and/or Standard Conditions of Approval)</i>		
<i>Shuttle Measures</i>		
	Mitigation Measure C.2g: The project sponsor shall seek to implement a local shuttle service between the site and key activity nodes, such as the West Oakland BART Station through collaboration with the community (e.g., West Oakland Neighbors), similar service being considered by the Wood Street Project nearby, and other transit agencies and jurisdictions (e.g., City of Emeryville, AC Transit, etc.).	
<i>Bicycle and Pedestrian Measures</i>		
	Mitigation Measure C.2h: Provide adequate amount of secure short-term bicycle parking at or in the vicinity of the project site for customers and residents and other non-commute trips.	
	Mitigation Measure C.2i: Provide secure, weather-protected bicycle parking for employees.	
	Mitigation Measure C.2j: Provide showers and lockers for employees bicycling or walking to work.	
	Mitigation Measure C.2k: Provide direct safe, attractive pedestrian and bicycle access to transit stops, adjacent bicycle routes and nearby development.	
	Mitigation Measure C.2l: Provide adequate street lighting within the street right of way immediately adjacent to and within the project site.	
<i>Transportation Demand Management</i>		
	Same as Mitigation Measure B.7a, which requires that the project sponsor prepare and implement a project-site-specific transportation demand management program.	
Impact C.4: The proposed project (both scenarios) together with anticipated future development in the area could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions and conflict with or obstruct implementation of the Bay Area Clean Air Plan. (Significant)	Mitigation Measure C.4: Same as Mitigation Measure C.2 regarding Project-level Impacts.	Significant and Unavoidable

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B. SIGNIFICANT IMPACTS		
<i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i>		
B. Transportation, Circulation and Parking		
<p>Impact B.1: Traffic generated by the project would affect traffic levels of service at local intersections in the project vicinity. (Significant Impact for the Community Grocery Store Scenario at the unsignalized intersection of <i>West Grand Avenue and West Street</i>; Less Than Significant Impact at all other intersections for the Community Grocery Store Scenario, and at all intersections for the Industrial Village Scenario)</p>	<p>Mitigation Measure B.1: Install traffic signals at the unsignalized intersection of <i>West Grand Avenue and West Street</i>. Installation of traffic signals shall include the traffic signal equipment and optimization of signal phasing and timing (i.e., allocation of green time for each intersection approach) in tune with the relative traffic volumes on those approaches, and coordination with signal phasing and timing of adjacent intersections. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets). Signal installation shall meet City of Oakland design standards.</p> <p>Prior to the installation of this traffic signal, a complete traffic signal warrant analysis would be conducted at this location to verify that this location meets MUTCD signal warrants, which include both daily and peak-hour volume, accidents, and pedestrian volumes.</p> <p>The project sponsor would pay to install the traffic signals. After implementation of this measure, the intersection would operate at LOS B.</p>	Less than Significant
<p>Impact B.2: Traffic generated by the project would contribute to cumulatively significant impacts at local intersections in the project vicinity in 2025. (Significant Impact for the proposed project at the intersections described under Impacts B.2a through B.2e)</p>	<p>See B.2c through B.2e below.</p>	
<p>Impact B.2c: The proposed project, in combination with other development projects and background growth, would cause the AM and PM peak-hour level of service on the side-street approaches at the unsignalized intersection of <i>West Grand Avenue and West Street (#7)</i> to degrade from an existing acceptable LOS D or better to an unacceptable LOS F. Traffic generated by the proposed project would contribute at least five percent of the cumulative traffic increases, as measured by the difference between existing and cumulative (with project) conditions. (Significant)</p>	<p>Mitigation Measure B.2c: Install traffic signals at the unsignalized intersection of <i>West Grand Avenue and West Street</i>. Installation of traffic signals shall include the traffic signal equipment and optimization of signal phasing and timing (i.e., allocation of green time for each intersection approach) in tune with the relative traffic volumes on those approaches, and coordination with signal phasing and timing of adjacent intersections. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets). Signal installation shall meet City of Oakland design standards.</p>	Less Than Significant

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<p>B. SIGNIFICANT IMPACTS <i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i></p>		
<p>Impact B.2d: The proposed project, in combination with other development projects and background growth, would cause the PM peak-hour level of service at the signalized intersection of <i>7th Street and Market Street (#28)</i> to degrade from an existing acceptable LOS B to an unacceptable LOS E. Traffic generated by the project would contribute at least five percent of the cumulative traffic increases, as measured by the difference between existing and cumulative (with project) conditions. (Significant)</p>	<p>Prior to the installation of this traffic signal, a complete traffic signal warrant analysis would be conducted at this location to verify that this location meets MUTCD signal warrants, which include both daily and peak-hour volume, accidents, and pedestrian volumes.</p> <p>This measure was previously identified as necessary to mitigate a direct project impact (Impact B.1, page IV.B-5), which the project sponsor would fully fund. The project sponsor would pay its fair share of any additional costs related to traffic signal upgrades and modifications of signal phasing and timing under cumulative conditions. After implementation of this measure, the intersection would operate at LOS B during the AM peak hour, and at LOS D during the PM peak hour.</p> <p>Mitigation Measure B.2d: The project applicant shall fund, on a fair share basis, the following improvements that would reduce the cumulative traffic impact: upgrade the traffic signal standards, and modify the traffic signal phasing and timing to improve traffic operations and safety (e.g., provision of protected and permissive phases for both northbound left turn and southbound left turn, and to re-optimize existing signal timing splits).</p> <p>After implementation of this measure, the intersection would operate at LOS C during the AM peak hour, and at LOS D during the PM peak hour.</p>	<p>Less Than Significant</p>
<p>Impact B.2e: The proposed project, in combination with other development projects and background growth, would cause the PM peak-hour level of service at the unsignalized intersection of <i>Mandela Parkway and Horton Street (#31)</i> to degrade from an existing acceptable LOS C to an unacceptable LOS F. Traffic generated by the proposed project would contribute at least five percent of the cumulative traffic increases, as measured by the difference between existing and cumulative (with project) conditions. (Significant)</p>	<p>Mitigation Measure B.2e: Install traffic signals at the unsignalized intersection of Mandela Parkway and Horton Street. Installation of traffic signals shall include the traffic signal equipment and optimization of signal phasing and timing (i.e., allocation of green time for each intersection approach) in tune with the relative traffic volumes on those approaches, and coordination with signal phasing and timing of adjacent intersections. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets). Signal installation shall meet City of Oakland design standards.</p>	<p>Less Than Significant</p>

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<p><i>B. SIGNIFICANT IMPACTS</i> <i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i></p>		
Impact B.4: The project would generate demand for alternative transportation service for the area in 2025. (Significant)	<p>Prior to the installation of this traffic signal, a complete traffic signal warrant analysis would be conducted at this location to verify that this location meets MUTCD signal warrants, which include both daily and peak-hour volume, accidents, and pedestrian volumes.</p> <p>The project applicant shall fund, on a fair share basis, the installation of the traffic signals. After implementation of this measure, the intersection would operate at LOS A during the AM peak hour, and at LOS D during the PM peak hour.</p> <p>Mitigation Measure B.4: The Project Sponsors shall fund their fair share for adding one or more new fare gates at the West Oakland BART Station.</p>	Less than Significant
Impact B.9: Project construction would temporarily affect traffic flow and circulation, parking, and pedestrian safety. (Potentially Significant)	<p>Mitigation Measure B.9: Prior to the issuance of each building permit, the project applicant and construction contractor shall meet with the Transportation Services Division of the Oakland Public Works Agency and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the City Transportation Services Division. The plan shall include at least the following items and requirements:</p> <ul style="list-style-type: none"> • A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. • Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site). 	Less than Significant

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<p><i>B. SIGNIFICANT IMPACTS</i> <i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i></p>		
	<ul style="list-style-type: none"> • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant. • Temporary construction fences to contain debris and material and to secure the site. • Provisions for removal of trash generated by project construction activity. • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. • Provisions for monitoring surface streets used for truck routes so that any damage and debris attributable to the trucks can be identified and corrected. <p>It is anticipated that this Construction Traffic Management Plan would be developed in the context of a larger Construction Management Plan, which would address other issues such as hours of construction on site, limitations on noise and dust emissions, and other applicable items.</p>	
<p>C. Air Quality</p> <p>Impact C.1: Activities associated with demolition, site preparation, and construction of the project (both scenarios) would generate temporary emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions for an extended duration in proximity to sensitive receptors (residences and public open space). (Potentially Significant)</p>	<p>Mitigation Measure C.1a.: Same as Mitigation Measure H.2a regarding Asbestos Survey and Removal (see H. Hazardous Materials).</p> <p>Mitigation Measure C.1b.: Same as Mitigation Measure H.2b regarding Lead Investigation and Removal (see H. Hazardous Materials).</p> <p>Standard Condition C.1: Dust Control Measures – During all construction activities, dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures shall be consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust control</p>	<p>Less than Significant.</p>

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<i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i>		
	<p>measures recommended for sites larger than 4 acres and include:</p> <ul style="list-style-type: none"> • Watering all active construction areas <i>at least twice daily</i> to control dust; • Covering stockpiles of debris, soils, or other material if blown by the wind; • Sweeping adjacent public rights of way and streets daily if visible soil material or debris is carried onto these areas. • Sweeping daily all paved access roads, parking areas, and staging areas at the construction site. • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily (<i>at a minimum</i>) or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Install sandbags or other erosion control measures to prevent silt runoff onto public roadways; • Plant vegetation in disturbed areas as quickly as possible; • Limit traffic speeds on unpaved roads/driveways to 15 miles per hour; • Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site; • Install wind breaks at the windward sides of the construction areas; and • Suspend excavation and grading activities when wind (as instantaneous gusts) exceed 30 miles per hour (consistent with proposed operational standards for the project that exceeds the City's Standard Conditions of Approval). 	

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<p>D. Noise</p>		
<p>Impact D.1: The project (both scenarios) would not violate the City of Oakland Noise Ordinance regarding construction noise although it would intermittently and temporarily generate noise levels above existing ambient levels in the project vicinity. (Potentially Significant)</p>	<p>Condition D.1a: The project sponsor shall require construction contractors to limit standard construction activity as required by the City Building Department. Such activities are generally limited to between 7:00 a.m. and 7:00 p.m., Monday through Friday. Subject to prior authorization of the Building Services Division and the Planning and Zoning Division, no construction activities shall be allowed on weekends until after the building is enclosed.</p> <p>Condition D.1b: To reduce daytime noise impacts due to construction, the project sponsor shall require the construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> • A pre-construction meeting shall be held with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices are completed prior to the issuance of a building permit (including construction hours, neighborhood notification, posted signs, etc.). • 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). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible 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 where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. 	<p>Less than Significant</p>

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	<p>Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.</p> <p>Condition D.1c: Pile Driving - If pile-driving and/or other extreme noise generating activities greater than 90 dBA occur, they shall be limited to between 8:00 a.m. and 4:00 p.m., Monday through Friday, with no extreme noise-generating activity permitted between 12:30 p.m. and 1:30 p.m. No extreme noise-generating construction activities shall be allowed on Saturdays, Sundays, or holidays.</p> <p>Condition D.1d: Condition D.1d: To further mitigate potential pile driving and/or other extreme noise generating construction impacts, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the City to ensure that maximum feasible noise attenuation is achieved. These attenuation measures shall include as many of the following control strategies as feasible and shall be implemented prior to any required pile-driving activities:</p> <ul style="list-style-type: none"> • 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; • Erect temporary plywood noise barriers around the entire construction site, to shield adjacent uses; • Utilize noise control blankets on the building structure as it is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings; and • Monitor the effectiveness of noise attenuation measures by taking noise measurements. 	

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	<p>Condition D.1e: Prior to the issuance of each building permit, along with the submission of construction documents, the project sponsor shall submit to the City Building Department a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:</p> <ul style="list-style-type: none"> • A procedure for notifying City Building Division staff and Oakland Police Department; • A list of telephone numbers (during regular construction hours and off-hours); • A plan for posting signs on-site pertaining to construction days and hours and complaint procedures and who to notify in the event of a problem; • Designation of an on-site construction complaint manager for the project; • Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of pile-driving and/or other extreme noise-generating activities about the estimated duration of the activity; and • A preconstruction meeting shall be held with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. <p>The contractor would be required to implement the above conditions of approval throughout the duration of construction activity. The City of Oakland considers compliance with the Noise Ordinance achieved if the preceding standard conditions are implemented, and as a result, project construction impacts would be considered less than significant.</p>	

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E. Cultural Resources		
Impact E.1: Construction of the project (both scenarios) could cause substantial adverse changes to currently unknown cultural resources at the site, potentially including archaeological resources pursuant to CEQA Guidelines Sections 15064.5 or 21083.2(g), or the disturbance of any human remains, including those interred outside of formal cemeteries. (Significant)	<p>Standard Condition E.1a: Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project sponsor and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project sponsor and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to, as appropriate and based on the recommendations of the consulting archaeologist, scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.</p> <p>While considering any mitigations recommended by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the project sponsor shall determine whether avoidance is necessary and feasible in light 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) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.</p> <p>Should an archaeological artifact or feature be discovered onsite during project construction, all activities within a 50-foot radius of the find shall be halted until the findings can be fully investigated and evaluated by a qualified archaeologist to assess the significance of the find according to the CEQA definition of an historical or unique archaeological resource. If the deposit is determined to be significant, the project sponsor and the qualified archaeologist shall determine the appropriate avoidance measures or other appropriate mitigation, subject to approval by</p>	Less than Significant

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<p>Impact E.2: The project (both scenarios) may adversely affect unidentified paleontological resources at the site. (Significant)</p>	<p>the City of Oakland. If archaeologically-significant materials are recovered, the qualified archaeologist would recommend appropriate analysis and treatment and shall prepare a report on the findings for submittal to the Northwest Information Center.</p> <p>Standard Condition E.1b: In the event that human skeletal remains are uncovered at the project site during construction or earth moving activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines 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 Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made.</p> <p>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.</p> <p>Standard Condition E.2: In the event of an unanticipated discovery of a brea true, and/or trace fossil during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards, SVP 1995,1996). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in Section 15064.5 of the CEQA Guidelines. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare and submit to the City for review and approval an excavation plan for mitigating the effect of the project on the qualities that make the resource important. The project sponsor shall implement the plan.</p>	<p>Less than Significant</p>

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
B. SIGNIFICANT IMPACTS		
<i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i>		
H. Hazardous Materials		
Impact H.1: Disturbance and release of contaminated soil and groundwater during remediation, demolition and construction phases of the project (both scenarios), or transportation of excavated material, could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Significant)	<p>Mitigation Measure H.1a: The project sponsor shall retain a qualified environmental consulting firm to prepare a cleanup plan for the contaminated soil and groundwater for the project area. The plan shall be prepared pursuant to regulatory requirements as monitored by DTSC or the RWQCB, and may address closure or removal of subsurface structures, excavation and disposal of contaminated materials, remediation of soil and groundwater, and controls to minimize exposure to and migration of contaminated materials, including consideration of capping areas with clean soil or materials. The plan shall be approved by the oversight regulatory agency, either the DTSC or the RWQCB.</p> <p>Mitigation Measure H.1b: The cleanup plan shall include the preparation of a health and safety plan to address best management practices (BMPs) and regulations for protecting the workers and the public during all remediation and construction activities. Following agency approval of the plan, remediation and removal work shall be conducted according to all applicable OSHA worker safety regulations. Throughout the course of remediation and construction activities, the handling, transport, and storage of any hazardous waste or potentially hazardous waste shall be conducted consistent with all applicable local and state agency protocols.</p> <p>Mitigation Measure H.1c: Soil generated by excavation activities shall be stockpiled in designated areas onsite and sampled and profiled prior to reuse or disposal at an appropriate facility. Clean soils shall be stockpiled separate from contaminated soils, and any stockpiled soil may be reused onsite only by prior approval from the appropriate oversight agency. The cleanup plan shall identify vehicle access for the removal or import of soil for construction activities.</p>	Less than Significant

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<p><i>B. SIGNIFICANT IMPACTS</i> <i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i></p>		
	<p>Mitigation Measure H.1d: Prior to offsite disposal of excavated soils, the project sponsor shall adequately profile excavated soils to establish the proper classification of the soils for hazardous or non-hazardous waste disposal as determined by the disposal facility that is to accept the waste. The soils shall be handled, stored, and transported according to all applicable regulations for the appropriate classification.</p> <p>Mitigation Measure H.1e: Groundwater generated during construction dewatering shall be contained and transported offsite for disposal at an appropriate facility, or treated, if necessary, prior to discharge into either the sanitary sewer at levels acceptable to the East Bay Municipal Utilities District or into the storm drain at levels acceptable to the Public Works Department.</p>	
<p>Impact H.2: Disturbance and release of hazardous structural and building components (i.e. asbestos, lead, PCBs, drums, and other wastes) during demolition and construction phases of the project (both scenarios) or transport of these materials could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Significant)</p>	<p>Mitigation Measure H.2a: Prior to issuance of any demolition, grading or building permit for the project, a pre-demolition ACM survey shall be performed by a state-certified asbestos consultant prior to for any structures located on the project site. The survey shall include sampling and analysis of suspected ACMs. Abatement of known or suspected ACMs shall be conducted by a licensed asbestos abatement firm in accordance with the BAAQMD's Regulation 11, Rule 2 prior to demolition or construction activities that would disturb ACMs. Pursuant to an asbestos abatement plan the project sponsor shall submit for review and approval by the City, written documentation that any ACMs have been removed and appropriately disposed of by a state certified asbestos contractor prior to the start of any demolition activities.</p> <p>Mitigation Measure H.2b: Prior to issuance of any demolition, grading or building permit for the project, the project sponsor shall implement a lead-based paint abatement plan, prepared by a qualified consultant, which shall include the following components:</p>	<p>Less than Significant</p>

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>B. SIGNIFICANT IMPACTS</i>		
<i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i>		
	<ul style="list-style-type: none"> • A pre-demolition LBP survey for all structures proposed for demolition at the project site. The survey shall include sampling and identification of suspected materials containing LBP. • Development of an abatement specification plan which shall be based on survey work and detail proposed abatement work areas and procedures. • A site Health and Safety Plan. • Containment of all abatement work areas to prohibit offsite migration of paint chip debris. • Removal of all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities per the recommendations of the survey. The demolition contractor shall be identified as responsible for properly containing and disposing of intact lead-based paint on all equipment to be cut and/or removed during the demolition. • Appropriately remove paint chips by vacuum or other approved method. • Collection, segregation, and profiling waste for disposal determination. • Appropriate disposal of all hazardous and non-hazardous waste. <p>The project sponsor shall demonstrate to the satisfaction of the Office of Fire Department, Office of Emergency Services, that the site has been investigated for the presence of lead and does not contain hazardous levels of lead.</p> <p>Mitigation Measure H.2c: Prior to issuance of any demolition, grading or building permit for the project, a pre-demolition PCB survey shall be conducted by a qualified professional. The survey shall include sampling and identification of suspected PCBs. Abatement of known or suspected PCBs shall occur prior to demolition or construction activities that would disturb those</p>	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<p><i>B. SIGNIFICANT IMPACTS</i> <i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i></p>		
<p>Impact H.3: Hazardous materials used onsite during construction activities (e.g., solvents) for the project (both scenarios) could be released to the environment through improper handling or storage. (Significant)</p>	<p>materials. In the event that electrical equipment or other PCB-containing materials are identified prior to demolition activities they shall be removed, and shall be disposed of by a licensed transportation and disposal contractor at an appropriate hazardous waste facility.</p> <p>Mitigation Measure H.2d: If unidentified USTs are encountered during construction, construction in the immediate area shall cease until the UST is removed with oversight from the City of Oakland Fire Department Hazardous Materials Unit or other applicable oversight agency. If there is any indication that the tank has leaked, then the lead agency shall direct any appropriate remediation measures. Removal of the UST shall include, to the extent deemed necessary by the lead agency, over-excavation and disposal of any impacted soil that may be associated with such tanks to a degree satisfactory to the oversight agency.</p> <p>Mitigation Measure H.3: The following construction best management practices shall be implemented during construction to minimize the potential negative effects to groundwater and soils resulting from accidental release:</p> <ul style="list-style-type: none"> • Follow manufacturer's recommendations on 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; and • Properly dispose of discarded containers of fuels and other chemicals. 	<p>Less than Significant</p>

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>B. SIGNIFICANT IMPACTS</i>		
<i>(Reduced to Less than Significant with Implementation of Project Mitigation Measures / Standard Conditions)</i>		
M. Biological Resources		
Impact M.1: Construction activities associated with the project (both scenarios) could adversely affect non-listed special-status nesting raptors and other nesting birds. (Potentially Significant)	Mitigation Measure M.1: If construction activities occur only during the non-breeding season between August 31 and February 1, there would be no effect on nesting raptors or birds, therefore, no surveys would be required. Therefore, construction activities shall be scheduled to avoid breeding season, February 2 through August 30, to the extent feasible. If avoidance is not feasible, a qualified biologist shall survey the site for nesting raptors and other birds within 14 days prior to any ground-disturbing activity or demolition of buildings. If nesting raptors or birds are present, appropriate measures shall be identified, and as necessary and appropriate, in consultation with USFWS and/or CDFG. Measures may include construction buffer areas where construction would be suspended, or seasonal avoidance. The identified measures shall be implemented until subsequent surveys by a qualified biologist indicate that nesting chicks have fully fledged. Survey results shall be valid for a period of 21 days from the date of the survey. If construction activity has not commenced in that time, a subsequent survey shall be conducted.	Less than Significant

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
A. Land Use, Plans and Policies		
Impact A.1: The project (both scenarios) would not physically divide an established community. (Less than Significant)	None Required.	
Impact A.2: The project (both scenarios) would not result in a fundamental conflict between adjacent and nearby land uses. (Less than Significant)	None Required.	
Impact A.3: The project (both scenarios) would not result in a fundamental conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)	None Required.	
B. Transportation, Circulation and Parking		
Impact B.3: The project would generate demand for alternative transportation service for the area. (Less Than Significant)	None Required.	
Impact B.5: The project would create demand for bicycle parking. (Less than Significant)	None Required.	
Impact B.6: The project would increase the potential for conflicts among different traffic streams. (Less than Significant)	None Required.	
Impact B.8: The project would contribute to 2025 changes to traffic conditions on the regional and local roadways. (Less than Significant)	None Required.	
C. Air Quality		
Impact C.3: Mobile emissions generated by project traffic (both scenarios) would increase carbon monoxide concentrations at intersections in the project vicinity. (Less than Significant)	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
D. Noise		
Impact D.2: Noise from project-generated traffic (both scenarios) and other operational noise sources (such as light industrial uses, mechanical equipment, truck loading/unloading, etc.) could exceed the Oakland Noise Ordinance standards and impact nearby residential receptors. (Less than Significant)	None Required.	
Impact D.3: The project will generate operational noise sources other than traffic generated noise, that could exceed the Oakland Noise Ordinance standards and impact noise sensitive receptors. (Less than Significant)	None Required.	
Impact D.4: (Non-CEQA) Given the measured exterior noise levels in the vicinity of the project site, the interior noise levels within the proposed residential units (both scenarios) could exceed DNL 45 dBA (the Title 24 interior noise standard for multifamily residences), but will incorporate acoustical techniques to comply with all regulatory noise standards. (Less than Significant)	None Required.	
Impact D.5: The proposed project (both scenarios), together with anticipated future development in the area, as well as Oakland in general, could result in long-term traffic increases that could cumulatively increase noise levels. (Less than Significant)	None Required.	
E. Cultural Resources		
Impact E.3: The project (both scenarios) would not result in a substantial adverse change in the significance of an historic resource, as defined in Section 15064.5. (Less than Significant)	None Required.	
Impact E.4: The project (both scenarios) would construct new and substantially taller buildings in the vicinity of historic resources, which could alter their historic setting. (Less than Significant)	None Required.	
Impact E.5: The proposed project (both scenarios) would not combine with cumulative development that would involve substantial alteration of other industrial buildings in West	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Oakland to form a significant cumulative impact to historic resources. (Less than Significant)		
Impact E.6: Construction of the proposed project in combination with construction from other known projects in the vicinity could cause a significant cumulative impact to currently unknown cultural resources at the site, potentially including an archaeological resource pursuant to CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g), or the disturbance of any human remains, including those interred outside of formal cemeteries. (Less than Significant)	None Required.	
F. Geology, Soils and Seismicity		
Impact F.1: In the event of a major earthquake in the region, seismic ground shaking could potentially injure people and cause collapse or structural damage to proposed project structures (both scenarios); however, the project would comply with all applicable state and local seismic standards and requirements. (Less than Significant)	None Required.	
Impact F.2: In the event of a major earthquake in the region, seismic ground shaking could potentially expose people and property to liquefaction and earthquake-induced settlement; however, the project (both scenarios) would comply with existing applicable building codes and other state requirements to reduce potential exposure. (Less than Significant)	None Required.	
Impact F.3: Development at the project site (both scenarios) could be subject to settlement, but would comply with existing applicable building codes and other requirements to reduce this potential associated risk. (Less than Significant)	None Required.	
Impact F.4: Development of the project (both scenarios), when combined with other reasonably foreseeable development in the vicinity, would not result in significant cumulative impacts with respect to geology, soils or seismicity. (Less than Significant)	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
G. Hydrology and Water Quality		
Impact G.1: Construction required for the project (both scenarios) would involve activities (excavation, soil stockpiling, pier drilling, and grading, etc.) that, would if not properly managed, could result in substantial erosion or siltation and create or constitute substantial polluted runoff. Construction would also involve use of chemicals that, if not properly managed, could violate water quality standards or waste discharge requirement or otherwise substantially degrade water quality. However, the project would comply with all applicable regional, state, and federal regulations would reduce potential construction period impacts. (Less than Significant)	None Required.	
Impact G.2: The project (both scenarios) would involve excavation activities that would involve dewatering or that could contaminate surface water; however, the project would not substantially deplete or create a deficit in groundwater supplies, interfere with groundwater recharge, or lower the groundwater table. (Less than Significant)	None Required.	
Impact G.3: The project (both scenarios) would result in new development that could alter existing drainage pattern on the project site and to the surrounding area. (Less than Significant)	None Required.	
Impact G.4: The project (both scenarios) would cause a negligible change in the impervious surface area, therefore would not substantially increase the volume of project-related stormwater runoff or cause flooding; however, the project could potentially violate waste discharge requirements that could create substantial runoff. (Less than Significant)	None Required.	
Impact G.5: The project (both scenarios) would not result in flooding since it is not within a 100- or 500-year floodplain and would not expose people or structures to other substantial risk related to flooding, seiche, tsunami, or mudflow. (Less than Significant)	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Impact G.6: Project construction and the new development resulting from the project (both scenarios), in conjunction with other foreseeable development in the city, could result in cumulatively considerable impacts on hydrology and water quality conditions. (Less than Significant)	None Required.	
H. Hazardous Materials		
Impact H.4: Project operations (both scenarios) would generate and involve the handling of general commercial, retail and household hazardous waste in small quantities, and would generate and involve handling of quantities and types of hazardous wastes used for certain custom and light manufacturing uses; however, the use, handling, storage, and transport of such materials would be conducted in accordance with oversight of the DTSC or other appropriate regulatory agency, as would also be conducted consistent with operational standards established for the project to limit adverse effects on the environment, and to protect tenants/residents and the public. (Less than Significant)	None Required.	
Impact H.5: Development proposed as part of the project (both scenarios), when combined with other foreseeable development in the vicinity, would not result in cumulative hazardous materials impacts. (Less than Significant)	None Required.	
I. Public Services and Recreation Facilities		
Impact I.1: The increased onsite population resulting from the project (both scenarios) would not involve or require new or physically altered governmental facilities in order to maintain acceptable service ratios, response time, or other performance objectives for police protection services. (Less than Significant)	None Required.	
Impact I.2: The increased onsite population resulting from the project (both scenarios) would not involve or require new or physically altered governmental facilities in order to maintain acceptable service ratios, response time, or other performance objectives for fire protection and emergency medical services and facilities. (Less than Significant)	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Impact I.3: New students generated by the project (both scenarios) would not require new or physically altered school facilities in order to maintain acceptable service ratios or other performance objectives at local public schools. (Less than Significant)	None Required.	
Impact I.4: The proposed project (both scenarios) would increase the onsite resident population and would increase the use of existing neighborhood and regional parks or other recreational facilities, but would not cause or accelerate substantial physical deterioration of these facilities. (Less than Significant)	None Required.	
Impact I.5: The project (both scenarios) would increase the onsite resident population and increase the demand for library services; however, the increase in demand for such services would not result in the need to construct or expand libraries, the construction of which could cause significant environmental effects. (Less than Significant)	None Required.	
Impact I.6: The increased population and density resulting from the project (both options), in conjunction with population and density of other foreseeable development, would not result in substantial cumulative impacts, nor would the project's contribution to cumulative effects be considerable. (Less than Significant)	None Required.	
J. Population, Housing and Employment		
Impact J.1: The project (both scenarios) could displace existing businesses and jobs, but would result in a net increase in business and jobs; therefore the project could necessitate construction of replacement facilities; nor would the project result in substantial increases in distances traveled. (Less than Significant)	None Required.	
Impact J.2: The project (both scenarios) would not induce substantial population growth directly by proposing new housing or businesses, or indirectly through infrastructure improvements, such that additional infrastructure is required	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
that was not previously considered or analyzed. (Less than Significant).		
K. Aesthetics and Shadow		
Impact K.1: The project (both scenarios) would not substantially degrade the existing visual character and quality of the project area. (Less than Significant / Beneficial)	None Required.	
Impact K.2: The project (both scenarios) would not result in a substantially adverse affect on a scenic vista or view. (Less than Significant)	None Required.	
Impact K.3: The project would not create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area. (Less than Significant)	None Required.	
Impact K.4: The project (both scenarios) would not cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space or an historic resource, as defined by CEQA Section 15064.5. (Less than Significant)	None Required.	
Impact K.5: The proposed project (both scenarios), when combined with other foreseeable development in the vicinity, would not result in a cumulative aesthetics impact related to visual character or quality, views, light and glare, and shadow. (Less than Significant)	None Required.	
L. Utilities		
Impact L.1: The project (both scenarios) would not exceed water supplies available to serve the project from existing entitlements and resources, nor require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects. (Less than Significant)	None Required.	
Impact L.2: The project's projected wastewater demand (both scenarios) would not result in the City of Oakland exceeding its	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
citywide allocation under the Wet Weather Program or East Bay Municipal Utility District's (EBMUD) capacity to serve the project's projected demand in addition to its existing commitments within its service area. (Less than Significant)	None Required.	
Impact L.3: The project (both scenarios) would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	None Required.	
Impact L.4: The project (both scenarios) would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and would not require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects. Additionally, the project would not impede the ability of the City to meet the waste diversion requirements of the California Integrated Waste Management Act or the Alameda County Waste Reduction and Recycling Initiative or cause the City to violate other applicable federal, state, and local statutes and regulations related to solid waste. (Less than Significant)	None Required.	
Impact L.5: The project (both scenarios) would not violate applicable federal, state and local statutes and regulations relating to energy standards; nor would the proposed project result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects. (Less than Significant)	None Required.	
Impact L.6: The increased development resulting from the proposed project (both scenarios), in conjunction with population and density of other foreseeable development in the city, would not result in cumulative impacts on utilities and service systems. (Less than Significant)	None Required.	

TABLE II-1 (continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation or Standard Condition
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
M. Biological Resources		
Impact M.2: The project (both scenarios) may require removal of "protected" trees during construction, however, such removal(s) would be done in compliance with the City of Oakland's Tree Preservation and Protection Ordinance, and thus the project would not result in potential impacts to protected trees. (Less than Significant)	None Required.	
Impact M.3: The project (both scenarios), when combined with other reasonably foreseeable development in the vicinity, would not result in significant cumulative impacts with respect to biological resources. (Less than Significant)	None Required.	