

CHAPTER II

Summary

A. Project Description

Project Characteristics

The project sponsor, Pacific Thomas Capital proposes to build a phased residential and commercial mixed-use project on the approximately 9.7-acre site described above. The project would consist of up to 810 residential units, approximately 25,950 square feet of ground-floor commercial space that is anticipated to be neighborhood retail or project-serving retail use, and approximately 160,000 square feet of open space (including an 8,000 square feet of publicly-accessible open space and children's park onsite). Development would occur primarily in six new structures: four multifamily buildings (467 units), two residential towers (300 units), and a series of townhomes (43 units). The new buildings would range in height from approximately three stories to sixteen stories.

The multifamily buildings on Sites II through IV would each contain ground-floor, street-facing commercial space (approximately 2,900 square feet in Sites II and III; 7,110 square feet in Site IV at the southwest corner of 29th Avenue and East 12th Street). The residential tower on Site V would also include 13,040 square feet of ground-floor, street-facing commercial space. Also proposed is an approximately 5,000 square-foot education center as part of the ground-floor space in Site IV, and approximately 3,470 square feet for project leasing and management functions on the ground floor on Sites V and VI.

The project would provide approximately 1,121 total parking spaces for the residential (1,056 spaces) and commercial (65 spaces) uses and would be located on the first two to three levels of each residential building. The ground-floor parking level would be partially submerged (about one-half story) along the southern edge of the site. Vehicles would access and egress the project site and all parking levels from new driveways off East 12th Street, 29th Avenue, and Derby Avenue.

Union Pacific railroad tracks exist along the southern border of the project site, and the elevated BART tracks run within the median of East 12th Street, and eastbound East 12th Street is the site's northern border. The site is approximately three blocks west of the Fruitvale BART Station and four blocks north of I-880.

The project would be developed in phases and involve the incremental demolition of all existing buildings, which include a self-storage facility (owned by the project sponsor and operated by its

affiliate), commercial buildings (vacant and occupied), and a Caltrans South Oakland Maintenance Facility. Development would occur in six phases over a period of approximately 15 to 20 years. The project sponsor proposes to allow each development site to be fully constructed and occupied before initiating construction on another; however, the overall project time schedule for development would be set forth in a Development Agreement between the project sponsor and the City. Development sites may or may not be developed in numerical order, depending on market conditions. The analysis in this EIR assumes that the project will be constructed and fully occupied at year 2025.

The project sponsor has requested approval of a Preliminary Development Plan (PDP) for the portion of the project site that it controls. However, this EIR analyzes development of the entire project site, including portions that the project sponsor does not currently control.

General Plan and Zoning

The project requires approval of a General Plan Amendment and Rezoning to allow the land uses and residential densities proposed by the project. The requested General Plan Amendment would change the existing General Plan land use classifications on the site - *Business Mix* and *Mixed Housing Type Residential*, which preclude or limit high-density residential development, and *Regional Commercial* - to the *Community Commercial* land use classification which would allow the proposed uses and residential densities proposed by the project. The project would also require amendment to the *Coliseum Area Redevelopment Plan* to accommodate the proposed uses and residential densities. The requested Rezoning would change the project site's existing M-30 General Industrial Zone, which prohibits residential use, to the C-45 Community Shopping Commercial Zone, which allows the project's proposed high-density residential uses and commercial uses as proposed for the project, and the S-4 Design Review Combining Zone, which establishes procedures for the design review of new and altered structures.

B. Environmental Impacts, Mitigation Measures and Conditions

The potential environmental effects of the proposed project are summarized in **Table II-1** at the end of this chapter. This table lists impacts and mitigation measures in four categories:

- **Significant and Unavoidable** - These environmental impacts are significant even after implementation of mitigation measures and/or standard conditions of approval, or no feasible mitigation measure was identified. These also include impacts for which a feasible mitigation measure is identified that would reduce the impact to a less-than-significant level, but the approval and/or implementation of the mitigation is not within the City of Oakland's or the project sponsor's sole control. These impacts are presented in Section A of **Table II-1**.
- **Significant but Reduced to Less than Significant** – These environmental impacts are significant but reduced to less than significant after implementation of mitigation measures and/or standard conditions of approval. These impacts are presented in Section B of **Table II-1**. The EIR identifies City of Oakland standard conditions of approval that apply

to a number of less-than-significant impacts, and these impacts are also presented in Section B of **Table II-1**.

- **Less than Significant, Beneficial or No Impact** – These environmental impacts are less than significant, would result in a beneficial effect, or would have no noticeable adverse effect. These impacts are presented in Section C of **Table II-1**.
- **Recommendations Identified for Non-CEQA Topics** – The EIR identifies recommendations that address effects related to the project but that do not address environmental impacts addressed under CEQA. These recommendations are presented in Section D of **Table II-1**.

For each impact, **Table II-2** includes the complete language of the mitigation measures and/or standard conditions of approval identified in the impact analysis of this Draft EIR (Chapter IV, Environmental Setting, Impacts, and Mitigation Measures). The table also indicates the level of significance after implementation of mitigation measures or standard conditions. A complete discussion of each impact and associated mitigation measure or standard condition is provided in Chapter IV.

C. Alternatives

Pursuant to Section 15126.6 of the CEQA Guidelines, the following alternatives were selected for comparison to the proposed project to assess which would attain most of the basic objectives of the project and avoid or substantially lessen one or more significant effects of the project:

Alternative 1a: No Project / Continuation of Recent/Existing Uses and Buildings - Pursuant to Section 15126.6[e] of the CEQA Guidelines, Alternative 1a assumes all existing land uses on the site would remain (or be replaced with similar uses) on the site, thus the site would continue to be used for industrial and commercial activities. Even as new tenants might occupy the site, existing buildings would not change substantially through additions, demolitions, or other alterations, particularly changes that would result in larger facilities. No General Plan Amendment or Rezoning would occur.

Alternative 1b: Redevelopment Consistent with General Plan - Alternative 1b is included in the EIR to provide a comparison of the proposed project to an alternative that could reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans (CEQA 15126.6[3][a]). The site would be redeveloped in accordance with the three existing General Plan land use classifications. No General Plan Amendment would be required. This alternative would develop up to 390 residential units, approximately 23,000 square feet of ground-floor commercial/retail use, a 5,000 square-foot education space, and approximately 40,000 square feet of light industrial use.

Alternative 2: Partial Site / Development Occurs Only on Portion of the Site Controlled by the Project Sponsor - Alternative 2 is included in the EIR to compare the proposed project to a scenario of similar, but less overall development. Development of the project would occur only on property that the project sponsor controls – all of the site west of 29th Avenue and a parcel of vacant

land that extends east-west through the middle of the portion of the site east of 29th Avenue. Development west of 29th Avenue would be the same as proposed by the project, and development east of 29th Avenue would be reduced to high-rise residential condominium towers with 296 units and 4 three-story townhomes, and would provide nearly 8,110 more total square feet of commercial space than the proposed project. A General Plan Amendment and Rezoning would occur, as with the project.

Alternative 3: Light Industrial / Live Work – Alternative 3 would redevelop the project site with approximately 145,000 square feet of light industrial uses and 18 new joint living and working units. While this alternative may effectively reduce or avoid certain environmental effects identified with the proposed project, the City has included it in this Draft EIR primarily to respond to the City’s current consideration of industrial land use policy and the conversion of industrial land to residential uses.

Environmentally Superior Alternative

The Light Industrial / Live Work Alternative (Alternative 3) is identified as the Environmentally Superior Alternative because it would avoid or reduce to the greatest extent more of the potentially significant impacts identified for the project and each of the other alternatives. Specifically, Alternative 3 would avoid each of the significant and unavoidable traffic impacts identified for the project.

**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 After Implementation of Mitigation Measures or Standard Conditions		
C. Transportation, Circulation, and Parking		
<p>Impact TRANS-2a: (Baseline plus Project Conditions) The addition of project traffic would cause the City of Oakland's significance criteria for unsignalized intersections to be met at the <i>East 9th Street at I-880 Northbound Off-Ramp intersection</i> during both peak hours. (2010 plus Project and 2025 Cumulative, also.)</p>	<p>Mitigation Measure TRANS-2a: Signalize the East 9th Street at I-880 Northbound Off-Ramp intersection. The signal should be built to current Caltrans standards such as full actuation and count-down pedestrian heads.</p> <p>The project sponsor shall fully fund the installation of a traffic signal at the East 9th Street at I-880 Northbound Off-Ramp intersection. However, the project sponsor would be subject to reimbursement from future projects which would also add traffic to this intersection, due to the fact that this intersection fails in the Baseline Conditions. After implementation of this measure, the intersection would operate at an acceptable LOS B during both peak hours. The implementation of Mitigation Measure TRANS-2a would not lead to any adverse impacts. No other feasible improvements are available at this intersection that would mitigate the project's impact, such as widening or reconfiguration. Widening would not be possible due to physical constraints. Reconfiguring the intersection from all-way stop control to two-way stop control would cause substantial increases in delay and queuing at the remaining stop-controlled approaches.</p>	<p>Less than Significant; however, because the City of Oakland, as lead agency, could not implement part of Mitigation Measure C.2a (changes to the freeway off-ramps) without the approval of Caltrans, the project impact is considered Significant and Unavoidable.</p>
<p>Impact TRANS 3b: (2010 plus Project) The addition of project traffic would cause the City of Oakland's significance criteria for unsignalized intersections to be met at the <i>East 9th Street at I-880 Northbound Off-Ramp intersection</i> during both peak hours. (2025 Cumulative, also.)</p>	<p>Mitigation Measure TRANS-3b: The project sponsor shall implement Mitigation Measure TRANS-2a.</p>	<p>Less than Significant; however, because the City of Oakland, as lead agency, could not implement part of Mitigation Measure TRANS-.2a (changes to the freeway off-ramps) without the approval of Caltrans, the project impact is considered Significant and Unavoidable.</p>
<p>Impact TRANS-4c: (2025 Cumulative): The addition of project traffic would cause the City of Oakland's significance criteria for unsignalized intersections to be met at the <i>East 9th Street at I-880 Northbound Off-Ramp intersection</i> during both peak hours. Also, the project would make a considerable contribution to cumulative impacts at this intersection since it would contribute over five percent of the cumulative growth.</p>	<p>Mitigation Measure TRANS-4c: The project shall implement Mitigation Measure TRANS-2a.</p>	<p>Less than Significant; however, because the City of Oakland, as lead agency, could not implement part of Mitigation Measure TRANS-2a (changes to the freeway off-ramps) without the approval of Caltrans, the project impact is considered Significant and Unavoidable.</p>
<p>Impact TRANS-4d: (2025 Cumulative): <i>The Clement Avenue at Park Street</i> intersection would operate at LOS E with and without the addition of project traffic. However, the addition of</p>	<p>Mitigation Measure TRANS-4d: Optimize the traffic signal at the intersection of Clement Avenue at Park Street. Optimization of traffic signal shall include determination of allocation of green</p>	<p>Less than Significant; however, because the City of Oakland, as lead agency, could not implement part of Mitigation</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>project traffic causes the average delay to increase by over four seconds, which would meet the City of Alameda significance criteria.</p>	<p>time for each intersection approach in proportion with the relative traffic volumes on those approaches. The signal should be upgraded to current city standards such as full actuation and count-down pedestrian heads.</p> <p>The project sponsor shall contribute its fair-share toward the cost of optimization of the traffic signals at the intersection of Clement Avenue at Park Street. The project sponsor's fair share would be the project's contribution to cumulative growth, which is 5.4 percent. After implementation of this measure, the intersection would operate at an acceptable LOS D during the p.m. peak hour.</p>	<p>Measure TRANS-4d without the approval of the City of Alameda, the project impact is considered Significant and Unavoidable.</p>
<p>Impact TRANS-4e: (2025 Cumulative): The Central Avenue at Park Street intersection would operate at LOS E in the a.m. peak hour and LOS F in the p.m. peak hour with and without the addition of project traffic. During the a.m. peak hour, the addition of project traffic would not cause the average delay to increase by over four seconds. However, in the p.m. peak hour, the addition of project traffic would cause the average delay to increase by over four seconds, which would meet the City of Alameda significance criteria. Thus, the project would create a potentially significant impact at this intersection according to the City of Alameda significance criteria.</p>	<p>Mitigation Measure TRANS-4e: None identified.</p>	<p>Less than Significant; however, the p.m. peak hour left-turn restriction at the intersection is not currently being observed by all motorists. The p.m. peak hour left-turn restriction at the intersection is required to maintain acceptable levels of service. If the p.m. peak hour left-turn restriction is observed, average delay would be reduced substantially, the intersection would operate at LOS D, and no project impact would occur. No other feasible improvements are available at this intersection that would mitigate the project's impact, such as reconfiguring or widening other intersection approaches. Since the p.m. peak hour left-turn restriction is not being observed by all motorists, the project impact is considered Significant and Unavoidable.</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 but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
B. Visual Quality and Shadow		
<p>Impact AES-3: The proposed project would create a new source light or glare, but would not adversely affect day or nighttime views in the area.</p>	<p><i>Impact is Less than Significant, however, the following Standard Condition is identified although it is not required to reduced a significant impact:</i></p> <p>Standard Condition AES-3: The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. All lighting shall be architecturally integrated into the site.</p>	Remains Less than Significant
C. Transportation, Circulation, and Parking		
<p>Impact TRANS-3a: (2010 plus Project) The addition of project traffic would cause the level of service to deteriorate from LOS D to LOS E at the <i>East 7th Street at Kennedy Street</i> intersection during the p.m. peak hour. (2025 Cumulative, also, See Significant and Unavoidable.)</p>	<p>Mitigation Measure TRANS-3a: Optimize the traffic signal at the intersection of East 7th Street at Kennedy Street. Optimization of traffic signal shall include determination of allocation of green time for each intersection approach in proportion with the relative traffic volumes on those approaches. The signal should be upgraded to current city standards such as full actuation and count-down pedestrian heads.</p> <p>The project sponsor would be fully responsible for the cost of optimization of the traffic signals, as well as the cost of upgrading the signals to current City standards, at the intersection of East 7th Street at Kennedy Street. However, the project sponsor may be subject to reimbursement from future projects which would also add traffic to this intersection for all but sponsor's fair share, or as otherwise agreed upon. After implementation of this measure, the intersection would operate at an acceptable LOS B during the p.m. peak hour.</p>	Less than Significant
<p>Impact TRANS-4a: (2025 Cumulative) The addition of project traffic would cause the level of service to deteriorate from LOS D to LOS E at the East 12th Street at 29th Avenue intersection during the p.m. peak hour. Also, the project would make a considerable contribution to cumulative impacts at this intersection since it would contribute over five percent of the cumulative growth.</p>	<p>Mitigation Measure TRANS-4a: Widen and reconfigure the northbound approach to the East 12th Street at 29th Avenue intersection to include a left-turn lane, through lane, and a right-turn lane. Adjust signal phasing to protect northbound left turns. The signal should be upgraded to current city standards such as full actuation and count-down pedestrian heads. Although these adjustments would not fully mitigate the project's contribution to cumulative growth, it must be implemented to improve average</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>delay per vehicle, and reduce delay for critical movements.</p> <p>The project sponsor would be fully responsible for the cost of widening and signal improvement for the northbound approach to the intersection of East 12th Street at 29th Avenue, as well as the cost of upgrading the signals to current City standards. However, the project sponsor may be subject to reimbursement from future projects which would also add traffic to this intersection for all but sponsor's fair share, or as otherwise agreed upon. After mitigation, the intersection would operate at LOS D during the p.m. peak hour. The implementation of Mitigation Measure TRANS-4a would not lead to any adverse impacts.</p>	
<p>Impact TRANS 4b: (2025 Cumulative) The addition of project traffic would cause the level of service to deteriorate from LOS E to LOS F at the <i>East 7th Street at Kennedy Street</i> intersection during the p.m. peak hour. Also, the project would make a considerable contribution to cumulative impacts at this intersection since it would contribute over five percent of the cumulative growth.</p>	<p>Mitigation Measure TRANS-4b: The project shall implement Mitigation Measure TRANS-3a.</p>	Less than Significant
<p>Impact TRANS-11: Construction of the proposed project would affect traffic flow and circulation, parking, and pedestrian safety.</p>	<p>Standard Condition TRANS-11: Prior to the issuance of each building permit, the project sponsor 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 sponsor 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, 	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
D. Air Quality	<p>equipment, and vehicles (must be located on the project site).</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. • Subject to City review and approval, prior to start of construction, a construction worker transportation demand management (TDM) program shall be implemented to encourage construction workers to carpool or use alternative transportation modes in order to reduce the overall number of vehicle trips associated with construction workers. 	Less than Significant
<p>Impact AIR-1: Activities associated with demolition, site preparation, and construction throughout development of the project would generate suspended and inhalable particulate matter.</p>	<p>Standard Condition AIR-1a: Asbestos Removal – If asbestos is found to be present in building materials to be removed, demolition and disposal is required to be conducted in accordance with procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of Bay Area Air Quality Management District (BAAQMD) regulations, as may be amended.</p>	Less than Significant
	<p>Standard Condition AIR-1b: Dust Control Measures – During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic</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>and enhanced dust control procedures required for construction sites. These include:</p> <p><u>Basic Controls that Apply to All Construction Sites</u></p> <ul style="list-style-type: none"> a) Water all 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 possible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites. e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. f) Limit the amount of the disturbed area at any one time, where feasible. g) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. h) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. i) Replant vegetation in disturbed areas as quickly as feasible. j) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). k) Limit traffic speeds on unpaved roads to 15 miles per hour. 	

**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>Impact AIR-2: Activities associated with demolition, site preparation and construction throughout development of the project would generate emissions of criteria pollutants, including equipment exhaust emissions.</p>	<p>l) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.</p>	<p>Remains Less than Significant</p>
	<p><u>Enhanced Controls that Apply to Sites Greater than 4 Acres</u></p> <p>m) All "Basic" controls listed above, plus</p> <p>n) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</p> <p>o) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).</p> <p>p) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction as well as posted on-site over the duration of construction.</p> <p>q) Install appropriate wind breaks at the construction site to minimize wind blown dust.</p>	
	<p><i>(Also see Standard Condition HAZ-1e.)</i></p> <p><i>Impact is Less than Significant, however, the following Standard Condition is identified although it is not required to reduced a significant impact:</i></p>	
	<p>Standard Condition AIR-2: Construction Emissions -</p> <p>a) Demonstrate compliance with BAAQMD Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1, requires an authority to construct and permit to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This</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
E. Noise	<p>exemption is provided in BAAQMD Rule 2-1-105.</p> <p>b) Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period.</p>	
<p>Impact NOI-1: Construction activities would intermittently and temporarily generate noise levels above existing ambient levels in the project vicinity.</p>	<p>Standard Condition NOI-1a: The project applicant shall require construction contractors to limit standard construction activities as follows, ongoing throughout demolition, grading, and/or construction:</p> <p>a) Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday for all other cases, Pile driving and/or other extreme noise generating activities greater than 90 dBA limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.</p> <p>b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident’s preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.</p> <p>c) Construction activity shall not occur on Saturdays, with the following possible exceptions:</p> <ul style="list-style-type: none"> • Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident’s preferences for whether the activity is acceptable if the overall duration of construction 	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>is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.</p> <ul style="list-style-type: none"> • After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed. <p>d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.</p> <p>e) No construction activity shall take place on Sundays or Federal holidays.</p> <p>f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Also, the following project-specific recommendation identified in the <i>Fruitvale Gateway Construction Noise and Vibration Feasibility Study (Salter Associates, Inc., 2005)</i> is consistent with, and incorporated as part of Standard Condition NOI-1a:</p> <p>g) During mobilization of earth moving equipment near noise-sensitive areas, equipment operations shall be performed during the peak traffic hours, to the extent feasible and in accordance with the Oakland Noise Ordinance. Based on the on-site noise measurements conducted for this EIR, traffic noise is fairly constant between the hours of 8 a.m. and 6 p.m.</p> <p>Standard Condition NOI-1b: To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to City review and approval, which includes the following measures, ongoing throughout demolition, grading, and/or construction:</p> <p>a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of</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
	<p>intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).</p> <p>b) 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, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.</p> <p>c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.</p> <p>d) If feasible, the noisiest phases of construction shall be limited to less than 10 days at a time.</p> <p>Also, the following project-specific recommendation identified in the <i>Fruitvale Gateway Construction Noise and Vibration Feasibility Study (Salter Associates, Inc., 2005)</i> is consistent with, and incorporated as part of Standard Condition NOI-1b:</p> <p>e) Temporary noise barriers shall be incorporated at the site shall and shall be:</p> <ul style="list-style-type: none"> • a minimum of three pounds per square foot (e.g., wood, steel) and have no visible cracks or gaps, including at the base; • located and of a height (generally up to 8-feet tall) to break any line-of-sight between the receivers and equipment; <p>f) Equipment and staging areas shall be positioned closest to the UPRR tracks, avoiding as much as possible the southwest corner of East 12th Street and 29th Avenue and the northeast corner of East 12th</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>Street and Derby Avenue, which are closest to residential, educational and outdoor recreational uses. Where possible, noise barriers shall be erected around stationary noise generating operations.</p> <p>g) "Quiet" procedures shall be used, wherever feasible, such as:</p> <ul style="list-style-type: none"> • use of drills rather than impact equipment; • "quiet" gasoline or electric-powered compressors; • electric rather than gasoline or diesel-powered forklifts; • welded rather than bolted steel connections to reduce the use of impact wrenches; • pre-cut metal decks and metal studs off-site to minimize on-site sawing; • use of core bits instead of hammer drilling; and • use concrete screws instead of powder-actuated fasteners. <p>Standard Condition NOI-1c: To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant.</p> <p>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 will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of the following measures. These attenuation measures shall include as many of the following control strategies as feasible, ongoing</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
	<p>throughout demolition, grading, and/or construction:</p> <ul style="list-style-type: none"> a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; b) 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; c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; d) 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 e) Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>Standard Condition NOI-1d: Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the City Building Services Division a list of measures to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures shall include the following:</p> <ul style="list-style-type: none"> a) A procedure and phone numbers for notifying the City Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours); b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor’s telephone numbers (during regular construction hours and off-hours); c) The designation of an on-site construction complaint and enforcement manager for the project. As recommended by the <i>Fruitvale Gateway Construction</i> 	<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
<p>Impact NOI-3: The project would place noise-sensitive multifamily residential uses in a noise environment characterized as “clearly unacceptable” for such uses by the City of Oakland.</p>	<p><i>Noise and Vibration Feasibility Study</i> (Salter Associates, Inc., 2005), the manager shall act as a liaison between the project and its neighbors. The manager’s responsibilities and authority shall include the following:</p> <ul style="list-style-type: none"> • familiarity with the project and construction schedule, including attending weekly construction meetings; • an active role in monitoring project compliance with respect to noise; • ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers; • Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and • Intervening or discussing mitigation options with contractors. <p>d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and</p> <p>e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</p>	<p>Less than Significant</p>
	<p>Standard Condition NOI-3a: If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls) shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer. Final recommendations for sound-rated assemblies will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phase. As recommended in the <i>Fruitvale Gateway Construction Noise and Vibration Feasibility Study</i> (Salter</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>Associates, Inc., 2005), specific consideration shall be given to window size, degree of sound insulation of exterior walls, which can be increased through staggered- or double-studs, multiple layers of gypsum board, and incorporation of resilient channels.</p>																										
	<p>Standard Condition NOI-3b: Sound rated walls, window, and exterior doors shall be installed on project building facades as follows, subject to review by a qualified acoustical engineer pursuant to Standard Condition NOI-3a, and as recommended in the <i>Fruitvale Gateway Construction Noise and Vibration Feasibility Study</i> (Salter Associates, Inc., 2005):</p>	Less than Significant																									
	<table border="1"> <thead> <tr> <th data-bbox="856 748 1115 773">Building Façade Location</th> <th data-bbox="1251 699 1409 773">Mitigation STC^a Rating (50 % Window Area)</th> </tr> </thead> <tbody> <tr> <td data-bbox="856 789 1220 837">North façades along East 12th Street / BART</td> <td data-bbox="1251 789 1367 813">STC 38 - 43</td> </tr> <tr> <td data-bbox="856 854 1157 878">West façades along 25th Avenue</td> <td data-bbox="1251 854 1367 878">STC 34 – 39</td> </tr> <tr> <td data-bbox="856 894 1171 943">East and West facades along 29th Avenue</td> <td data-bbox="1251 894 1367 919">STC 34 – 39</td> </tr> <tr> <td data-bbox="856 959 1178 984">East façades along Derby Avenue</td> <td data-bbox="1251 959 1367 984">STC 40– 45</td> </tr> <tr> <td data-bbox="856 1000 1115 1024">South facades along UPRR</td> <td data-bbox="1251 1000 1335 1024">STC 45+</td> </tr> <tr> <td data-bbox="856 1040 1178 1065">Facades interior to the project site</td> <td data-bbox="1251 1040 1367 1065">STC 28 - 33</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th data-bbox="856 1187 1115 1211">Building Façade Location</th> <th data-bbox="1251 1097 1409 1170">Mitigation STC^a Rating (90 % Window Area)</th> </tr> </thead> <tbody> <tr> <td data-bbox="856 1187 1220 1235">North façades along East 12th Street / BART</td> <td data-bbox="1251 1187 1367 1211">STC 40 - 45</td> </tr> <tr> <td data-bbox="856 1252 1157 1276">West façades along 25th Avenue</td> <td data-bbox="1251 1252 1367 1276">STC 37 - 42</td> </tr> <tr> <td data-bbox="856 1292 1171 1341">East and West facades along 29th Avenue</td> <td data-bbox="1251 1292 1367 1317">STC 37 - 42</td> </tr> <tr> <td data-bbox="856 1357 1178 1382">East façades along Derby Avenue</td> <td data-bbox="1251 1357 1367 1382">STC 42 - 47</td> </tr> <tr> <td data-bbox="856 1398 1115 1422">South facades along UPRR</td> <td data-bbox="1251 1398 1335 1422">STC 50+</td> </tr> </tbody> </table>		Building Façade Location	Mitigation STC ^a Rating (50 % Window Area)	North façades along East 12th Street / BART	STC 38 - 43	West façades along 25 th Avenue	STC 34 – 39	East and West facades along 29 th Avenue	STC 34 – 39	East façades along Derby Avenue	STC 40– 45	South facades along UPRR	STC 45+	Facades interior to the project site	STC 28 - 33	Building Façade Location	Mitigation STC ^a Rating (90 % Window Area)	North façades along East 12th Street / BART	STC 40 - 45	West façades along 25 th Avenue	STC 37 - 42	East and West facades along 29 th Avenue	STC 37 - 42	East façades along Derby Avenue	STC 42 - 47	South facades along UPRR
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**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>Impact NOI-4: The project would place noise-sensitive publicly-accessible outdoor uses in a noise environment characterized as “clearly unacceptable” for such uses, as established by the Noise Element of the Oakland General Plan. (Potentially Significant)</p>	<p>Facades interior to the project site STC 31 - 36</p> <p>^a Sound Transmission Class (STC) – A single figure rating standardized by ASTM and used to rate the sound insulation properties of building partitions.</p> <p>Since the required STC ratings are dependant on the architectural design (e.g., room, window, and door sizing, and interior floor finishes), a qualified acoustical consultant shall be retained during the design phase to refine the necessary STC ratings, with consideration given to window size, degree of sound insulation of exterior walls, which can be increased through staggered- or double-studs, multiple layers of gypsum board, and incorporation of resilient channels.</p> <p>Standard Condition NOI-4: All balconies and courtyards proposed in project buildings shall be located towards the interior of the project site, to break the line of sight between the primary noise sources (UPRR, BART and traffic along 12th Street) and publicly-accessible open spaces. If necessary to comply with the land use compatibility requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable outdoor noise levels at publicly-accessible open spaces, noise reduction in the form of specific layout of buildings on the site and, if warranted, barrier walls along the south façade of the site to break the line of site to/from the UPRR adjacent to the south, based on recommendations of a qualified acoustical.</p>	Less than Significant
<p>Impact NOI-5: The project would expose sensitive residential uses to groundborne vibration from trains passing by on the UPRR tracks.</p>	<p>Standard Condition NOI-5a: The project applicant shall incorporate special building methods to reduce groundborne vibration being transmitted into project building structures containing residential uses. Potential methods include the following:</p> <ul style="list-style-type: none"> • Isolation of foundation and footings using resilient elements such as rubber bearing pads or springs, such as a “spring isolation” system that consists of resilient spring support that can support the podium or residential foundations. The specific system shall be selected so that it can properly support the structural loads, and provide adequate filtering of ground-borne vibration to the residences above. • Trenching, which involves excavating soil between the railway and the project so that the vibration path is 	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
F. Hazardous Materials	<p>interrupted, thereby reducing the vibration levels before they enter the project's structures. Since the reduction in vibration level is based on a ratio between trench depth and vibration wavelength, additional measurements shall be conducted to determine the vibration wavelengths affecting the project. Based on the resulting measurement findings, an adequate trench depth and, if required, suitable fill shall be identified (such as foamed styrene packing pellets [i.e., Styrofoam] or low-density polyethylene). Since trench depths required to mitigate groundborne vibration generated by railway operations can be significant (e.g. greater than 30-feet), the project sponsor shall submit the for City review and approval any trench proposal.</p> <ul style="list-style-type: none"> The foundation system or other equivalent mechanism (such as trenching) shall effectively reduce groundborne vibration level at residential areas on the project site that are 1) not above at least two parking levels and 2) less than 70 feet from the nearest train track centerline, by at least 7 dB or other increment to ensure vibration levels that do not exceed the maximum FTA threshold of 72 dB for residential use. 	Less than Significant
Impact HAZ-1: Historical uses at and in the vicinity of the project site have impacted soil and groundwater at the project site. Contaminated soil and groundwater could pose risks to human health and the environment.	Standard Condition NOI-5b: A qualified acoustical consultant shall be retained during the design phase of the project to comment on structural design as it relates to mitigating groundborne vibration at the project site.	Less than Significant
	Standard Condition HAZ-1a: Same as Standard Condition AIR-1a.	Less than Significant
	Standard Condition HAZ-1b: Prior to issuance of demolition, grading, or building permits the project applicant shall submit to the Fire Prevention Bureau, Hazardous Materials Unit, a Phase I environmental site assessment report, and a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.	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>Standard Condition HAZ-1c: The project applicant shall submit a comprehensive assessment report, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.</p>	Less than Significant
	<p>Standard Condition HAZ-1d: If the environmental site assessment reports recommend remedial action, the project applicant shall:</p> <ul style="list-style-type: none"> a) Consult with the appropriate local, State, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. b) Obtain and submit written evidence of approval for any remedial action if required by a local, State, or federal environmental regulatory agency. c) Submit a copy of all applicable documentation required by local, State, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. 	Less than Significant
	<p>Standard Condition HAZ-1e: Natural Asbestos in Soils – To minimize the release of naturally occurring asbestos in the soil during construction, the project sponsor shall require the construction contractor to demonstrate compliance with BAAQMD's Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations (implementing CCR section 93105) for activities that disturb the soil, such as grading, etc.</p>	Less than Significant
	<p><u>Minimum Requirements where area to be disturbed with Construction Operations is More than 1 acre</u> <u>Administrative (Prior to the start of work)</u></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
	<ul style="list-style-type: none"> a) Asbestos Dust Minimization Plan submitted to BAAQMD and approved prior to engaging in the any construction or grading operation. b) The Asbestos Dust Minimization Plan provisions shall be implemented at the beginning and maintained throughout the duration of the construction or grading activity. <p><u>Dust Control Requirements</u></p> <p>The Asbestos Dust Minimization Plan shall include one or more provisions to address the following topics:</p> <ul style="list-style-type: none"> c) Control for traffic on on-site unpaved roads, parking lots, and staging areas shall include: limiting vehicle speed to less than 15 mph, and one or more of the following: watering every two hours of active operations or sufficiently often to keep area wetted; applying chemical dust suppressants to consistent with manufacturer's directions; maintaining gravel cover with a silt content less than 5% and asbestos content less than .25% as determined using the asbestos bulk test method; or any other measure as effective as those listed above. d) Control for earthmoving activities shall include one or more of the following: pre-wetting the ground to the depth of the anticipated cuts; suspending grading operations when wind speeds are high enough to result in dust emissions crossing the property line despite applicable of dust measures; application of water prior to any land clearing; or any other measure as effective. e) Storage piles kept adequately wetted, or covered with tarps when the material is not being added or removed. f) Storage piles must be stabilized when inactive for more than 7 days by implementing one or more of the following: adequately wetting the site, establishing and maintaining surface crusting material, chemical dust suppressant or stabilizer, covering with tarps or vegetative cover, installation of wind barriers of 50% porosity around three sides of the pile areas, or any 	

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
	measure as effective.	
	g) Equipment must be washed down before moving from the property onto paved roadway.	
	h) Track-out prevention and control measures shall include	
	i) Removal of visible track-out on paved public road at any location where vehicles exit the work site using wet sweeping or High Efficiency Particulate Air (HEPA) filter equipped vacuum device at least one time per day.	
	ii) Installation of one or more of the following track-out prevention devices: gravel pad, tire shaker, wheel wash system, not less than 50 feet of pavement extending from intersection with paved public road, or other measure as effective.	
	i) Control for offsite-transport shall include the following: maintenance of trucks such that no spillage can occur from holes or openings in cargo compartments; loads are adequately wetted; and either covered with tarps or loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than 6" from the top and that at no point of the load extends above the top of the cargo compartment.	
	j) Post project stabilization of disturbed surfaces using one or more of the following: establishing vegetative cover; placement of at least 3" of non-asbestos-containing material, paving, or other measure deemed sufficient to prevent 10 mph winds from causing visible emissions.	
	<i>Administrative (After completion of work)</i>	
	k) If required by the BAAQMD's APCO, the plan must include an air-monitoring component which shall specify the following: type of air sampling device; siting of the device; sampling of the device; sampling duration and frequency; and analytical method.	
	l) The plan shall state the frequency with which the information will be reported to BAAQMD.	

**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>m) The owner/operator shall keep maintain the following records for at least 7 years following completion of the project: results of any required air monitoring; documentation for any geologic evaluation conducted for the purposes of obtaining an exemption; and results of any bulk sampling conducted by the owner/operator to document applicability done or at the request of APCO.</p> <p><i>(Also see Standard Condition AIR-1b.)</i></p>	Less than Significant
<p>Impact HAZ-2: Disturbance and release of hazardous structural and building components (i.e. asbestos, lead, PCBs, and USTs) during demolition and construction phases of the project or transport of these materials could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling.</p>	<p>Standard Condition HAZ-1f: The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Services, Hazardous Materials Units. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. 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. 	Less than Significant
	<p>Standard Condition HAZ-2a: If asbestos is found to be present in building materials to be removed, demolition and disposal is required to be conducted in accordance with procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of Bay Area Air Quality Management District (BAAQMD) regulations, as may be amended.</p>	Less than Significant
	<p>Standard Condition HAZ-2b: If lead-based paint is present, the project applicant shall submit, prior to issuance of any demolition, grading or building permit, specifications signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the</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
Impact HAZ-3: Hazardous materials used onsite during construction activities (i.e. solvents, paints, fuels, and glues) could be released to the environment through improper handling or storage.	stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.	Less than Significant
	Standard Condition HAZ-2c: If asbestos-containing materials (ACM) are present, the project applicant shall submit, prior to issuance of any demolition, grading or building permit, specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.	
	Standard Condition HAZ-2d: If other building materials or stored materials classified as hazardous waste by State or federal law is present, the project applicant shall submit, prior to issuance of any demolition, grading or building permit, written confirmation that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	Less than Significant
	Standard Condition HAZ-2e: If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall, prior to issuance of any demolition, grading or building permit, create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.	Less than Significant
	Standard Condition HAZ-3: The project applicant and construction contractor shall ensure that construction best management practices are implemented as part of construction to minimize the potential negative effects to groundwater and soils, prior to commencement of demolition, grading, or construction. These shall include the following: <ul style="list-style-type: none"> a) Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction; b) Avoid overtopping construction equipment fuel gas 	

**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>Impact HAZ-4: Accidental rupture of the petroleum pipeline located along the southern boundary of the site could result in adverse impacts to workers, the public, and the environment.</p>	<p>tanks;</p> <p>c) During routine maintenance of construction equipment, properly contain and remove grease and oils;</p> <p>d) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>e) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building. The applicant is responsible to avoid, eliminate delays with the unexpected discovery of contaminated soils with hazardous materials.</p>	<p>Less than Significant</p>
<p>G. Public Services, Parks, and Recreation Facilities</p>	<p><i>Impact is Less than Significant, however, the following Provisional Mitigation Measure is identified and shall be required if specific project components are not implemented:</i></p> <p>Mitigation Measure PS-4 (Provisional): If for any reason the foregoing project components that address existing park and recreation needs in the Fruitvale Planning Area are not implemented with the proposed project, the project sponsor shall pay to the City of Oakland in-lieu fees in an amount adequate to address the resulting effect of the project (without implementation of the foregoing components) on park and recreation facilities within the Fruitvale Planning Area.</p>	<p>If Provisional Mitigation Measure PS-4 is required, impact is Less than Significant after implementation.</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
H. Utilities and Service Systems		
<p>Impact UTIL-1: The project 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.</p>	<p><i>Impact is Less than Significant, however, the following Standard Condition is identified although it is not required to reduced a significant impact:</i></p> <p>Standard Condition UTIL-1: As feasible and applicable, the project sponsor shall implement the following water-efficient equipment and devices into building design and project plans, consistent with the Landscape Water Conservation section of the City of Oakland Municipal Code (Chapter 7, Article 10): low-, ultra-low, and dual flush flow toilets and showerheads; water efficient irrigation systems that include drip irrigation and efficient sprinkler heads; evapotranspiration (ET) irrigation controllers; drought-resistant and native plants for landscaping; and minimization of turf areas.</p>	Remains Less than Significant
<p>Impact UTIL-2: The project’s projected wastewater demand would not result in the City of Oakland exceeding its citywide projected base flow allocation, however, it would exceed base flow allocation for Subbasins 60-04 and 62-01, which may require construction of new or expanded facilities, the construction of which could cause significant environmental effects.</p>	<p>Standard Condition UTIL-2a: Prior to completing the final design for the project’s sewer service, confirmation of the capacity of the City’s surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant.</p> <p>The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the City. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.</p>	Less than Significant
	<p>Standard Condition UTIL-2b: The project shall implement the following standard conditions of approval identified elsewhere in this EIR if the City determines the need for new or expanded sanitary sewer facilities that the project sponsor would implement:</p> <ul style="list-style-type: none"> • Standard Condition TRANS-11 (Construction Traffic) 	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>Impact UTIL-4: The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and would not require or result in construction of landfill facilities or expansion of existing facilities, 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.</p>	<ul style="list-style-type: none"> • Standard Conditions AIR-1a and AIR-1b (Asbestos Removal and Construction Dust and Emission) • Standard Conditions NOI-1a through NOI-1i (Construction Period Noise) • Standard Conditions HYD-1 and HYD-2 (Water Quality during Construction; Contaminated Groundwater Discharge) • Standard Conditions HAZ-1a through HAZ-1f; HAZ-2a through HAZ-2e; HAZ-3 and HAZ-4 (Hazardous Materials). <p><i>Impact is Less than Significant, however, the following Standard Condition is identified although it is not required to reduced a significant impact:</i></p> <p>Standard Condition UTIL-4a: Prior to issuance of demolition, grading, or building permit The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.</p> <p>Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3), and all demolition (including soft demo). The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.</p> <p>Standard Condition UTIL-4b: The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill</p>	<p>Remains 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. Hydrology and Water Quality	disposal in accordance with current City requirements. The proposed program shall be implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.	
Impact HYD-1: Construction-related erosion during project development could result in adverse impacts to the water quality of the Oakland Inner Harbor and San Francisco Bay.	Standard Condition HYD-1: <i>Construction Stormwater Pollution Prevention Plan (SWPPP)</i> - The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP). At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit a copy of the SWPPP and evidence of approval of the SWPPP by the SWRCB to the Building Services Division. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.	Less than Significant
Impact HYD-2: Project excavation activities would not deplete groundwater supplies nor substantially interfere with groundwater recharge or cause contaminated groundwater discharge to contaminate surface water	Standard Condition HYD-2: The City of Oakland shall require the Project Sponsor to obtain a discharge permit from EBMUD or the City of Oakland Public Works Agency and RWQCB prior to discharge of groundwater or stormwater generated from dewatering.	Less than Significant
Impact HYD-3: Implementation of the proposed project could result in development and uses that contribute to Non-Point Source (NPS) pollution levels in the Oakland Estuary and San Francisco Bay.	Standard Condition HYD-3a: <i>Post-Construction Stormwater Pollution Management Plan (SWPMP)</i> - The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other	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>construction-related permit) a completed Stormwater Supplemental Form for the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater pollution management plan, for review and approval by the City, to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.</p> <p>The post-construction stormwater pollution management plan shall include and identify the following:</p> <ul style="list-style-type: none"> a) All proposed impervious surface on the site; b) Anticipated directional flows of on-site stormwater runoff; c) Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; d) Source control measures to limit the potential for stormwater pollution; and e) Stormwater treatment measures to remove pollutants from stormwater runoff. <p>The following additional information shall be submitted with the post-construction stormwater pollution management plan:</p> <ul style="list-style-type: none"> f) Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and g) Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e., non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable of removing the range of pollutants typically removed by landscape-based treatment measures. <p>All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed</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>Impact HYD-4: Implementation of the proposed project could alter drainage patterns on the project site, potentially having adverse effects on the volume and/or timing of peak runoff in the municipal storm drain system.</p>	<p>planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater pollution management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.</p> <p><i>Prior to final permit inspection</i></p> <p>h) The applicant shall implement the approved stormwater pollution management plan.</p> <p>Standard Condition HYD-3b: Standard Condition HYD-3b: Maintenance Agreement for Stormwater Treatment Measures - Prior to final zoning inspection, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:</p> <p>The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and</p> <p>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. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p> <p>Standard Condition HYD-4: Implementation of Standard Condition HYD-3a and HYD-3b.</p>	<p>Less than Significant</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
<p>J. Geology, Soils, and Seismicity</p> <p>Impact GEO-1: Redevelopment in the project area could expose people or structures to seismic hazards such as groundshaking or liquefaction</p>	<p><i>Impact is Less than Significant, however, the following Provisional Mitigation Measure is identified and shall be required if specific project components are not implemented:</i></p> <p>Standard Condition GEO-1: A site-specific, design level geotechnical investigation for each construction site within the project area (which is typical for any large, phased development project) shall be required as part of this project.</p> <p>Specifically:</p> <ul style="list-style-type: none"> a) Each investigation shall include an analysis of expected ground motions at the site from known active faults. The analyses shall be in accordance with applicable City ordinances and policies and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from known active faults. b) The investigations shall determine final design parameters for the walls, foundations, foundation slabs, and surrounding related improvements (utilities, roadways, parking lots and sidewalks). c) The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer and geotechnical engineer will be included in the final design. d) Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the project design phase, shall be incorporated in the project. <p>Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to the commencement of the project.</p>	<p>Remains 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
L. Biological Resources		
<p>Impact BIO-1: Implementation of the proposed project could result in the removal and pruning of, and potential damage to, protected trees.</p>	<p>Standard Condition BIO-1a: Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit, and abide by the conditions of that permit.</p> <p>Standard Condition BIO-1b: Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ul style="list-style-type: none"> a) Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. b) Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. c) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the Tree Reviewer from the base of any protected trees, or any other location on the site from which such substances 	

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>might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>d) Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>e) If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Agency of such damage. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>f) All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p>	
<p>Impact BIO-2: Activities associated with the construction of the proposed project could result in adverse impacts on special-status bird species.</p>	<p>Standard Condition BIO-2: To the extent feasible, removal of the large trees and other vegetation suitable for nesting shall not occur during the breeding season of March 15 and August 15. If tree removal must occur during the breeding season, all sites shall be surveyed by a qualified biologist to verify the presence or absence of nesting birds or raptors. If the survey indicates that potential presences of nesting birds or raptors, the results would be coordinated with CDFG and suitable avoidance measures would be developed and implemented. Construction shall observe the CDFG avoidance guidelines which are a minimum</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
M. Cultural Resources	500-foot buffer zone surrounding active raptor nests and a 250-foot buffer zone surrounding nests of other birds. Buffer zones shall remain until young have fledged.	
Impact CUL-1: The project could adversely affect unknown or undocumented historical resources or unique archaeological resources.	<p data-bbox="827 508 1440 920">Standard Condition CUL-1a: Pursuant to CEQA Guidelines section 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 applicant 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 proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.</p> <p data-bbox="827 940 1440 1182">In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant 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 measure for historical resources or unique archaeological resources is carried out.</p> <p data-bbox="827 1201 1440 1440">Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure</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
Impact CUL-2: The project would adversely affect paleontological resources	<p>implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist would recommend appropriate analysis and treatment, and would prepare a report on the findings for submittal to the Northwest Information Center.</p> <p>Standard Condition CUL-1b: In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking 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. 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 CUL-2: In the event of an unanticipated discovery of a paleontological resource 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 an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.</p>	<p>Less than Significant</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>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 LU-1: The project would not physically divide an existing community or fundamentally conflict with existing adjacent land uses.	None Required.	
Impact LU-2: The project 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.	None Required.	
Impact LU-3: The project, combined with other foreseeable development included in the Oakland cumulative growth scenario, would not result in cumulative land use impacts.	None Required.	
B. Visual Quality and Shadow		
Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources.	None Required.	
Impact AES-2: The proposed project would alter the existing visual conditions on the project site, but would not substantially degrade the existing visual character or quality of the site and its surroundings.	None Required.	
Impact AES-4: The proposed project would result in additional shadow on adjacent areas, however, the project would not cast shadow on historic resources; would not introduce landscaping conflicting with the California Public Resource Code, would not cast shadow on buildings using passive solar heat, solar collectors for hot water heating, or photovoltaic solar collectors; and would not cast shadow that impairs the use of any public or quasi-public park, lawn, garden, or open space.	None Required.	
Impact AES-5: The proposed project may require an exception (variance) to applicable policies and regulations addressing the provision of adequate light related to appropriate uses.	None Required.	
Impact AES-6: The proposed project, when combined with other foreseeable development in the vicinity, as identified in the Oakland cumulative growth scenario, could result in	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>		
cumulative impacts related to visual character views, aesthetics, shadow, light and glare.		
C. Transportation, Circulation, and Parking		
Impact TRANS-1: Traffic generated by the proposed project would affect project driveways	None Required.	
Impact TRANS-5: Traffic generated by the project would affect baseline traffic levels on freeway segments in the project area.	None Required.	
Impact TRANS-6: Traffic generated by the project would affect traffic levels on freeway segments in the project area under future (2010) Conditions.	None Required.	
Impact TRANS-7: Traffic generated by the proposed project would affect traffic levels on freeway segments in the project area under Cumulative (2025) Conditions.	None Required.	
Impact TRANS-8: The proposed project would increase ridership on public transit providers serving the area.	None Required.	
Impact TRANS-9: Development of the proposed project would conflict with existing pedestrian and/or bicycle facilities.	None Required.	
Impact TRANS-10: Development of the proposed project would not require improvements to pedestrian and/or bicycle facilities.	None Required.	
Impact TRANS-12: Development of the proposed project would have a cumulative impact on roadway segments in the regional traffic network.	None Required.	
D. Air Quality		
Impact AIR-3: The project would result in increased emissions of criteria pollutants and their precursors from vehicular traffic to and from the project site, however, the emission increases from the project would not exceed Bay Area Air Quality Management District significance criteria.	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 AIR-4: Mobile emissions generated by project traffic would increase carbon monoxide concentrations at intersections in the project vicinity.	None Required.	
Impact AIR-5: The proposed project could result in exposure of persons to substantial levels of Toxic Air Contaminants such that the probability of contracting cancer for the Maximally Exposed Individual exceeds 10 in one million.	None Required.	
Impact AIR-6: The proposed project is fundamentally consistent with the growth assumptions of the Bay Area Clean Air Plan.	None Required.	
E. Noise		
Impact NOI-2: Noise from project-generated traffic and other operational noise sources, such as mechanical equipment, truck loading/unloading, etc., would not exceed the Oakland Noise Ordinance standards and impact nearby sensitive receptors.	None Required.	
Impact NOI-6: The proposed project, together with anticipated future development included in the Oakland cumulative growth scenario, could result in long-term traffic increases that could cumulatively increase noise levels.	None Required.	
F. Hazardous Materials		
Impact HAZ-5: Project operations would generate and involve the handling of general commercial and household hazardous waste in small quantities, and therefore would not cause an adverse effect on the environment.	None Required.	
Impact HAZ-6: Development proposed as part of the project, when combined with other foreseeable development in the vicinity, would not result in cumulative hazardous materials impacts.	None Required.	
G. Public Services, Parks, and Recreation Facilities		
Impact PS-1: The increased population and density resulting from the project would not involve or require new or physically	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 (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
altered governmental facilities in order to maintain acceptable service ratios, response time, or other performance objectives for police protection services.		
Impact PS-2: The increased population and density resulting from the project 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.	None Required.	
Impact PS-3: The students generated by the project would not require new or physically altered school facilities in order to maintain acceptable service ratios or other performance objectives at local public schools.	None Required.	
Impact PS-5: Increased population resulting from the proposed project, in conjunction with that generated by other foreseeable development in the city and the project vicinity, would increase the cumulative demand for public services, parks, and other recreational facilities such that new facilities could be needed in order to maintain acceptable citywide service ratios.	None Required.	
H. Utilities and Service Systems		
Impact UTIL-3: The project 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.	None Required.	
Impact UTIL-5: The project 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.	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 UTIL-6: The increased development resulting from the proposed project, in conjunction with population and density of other foreseeable development in the city, would not result in cumulative impacts on utilities and service systems.	None Required.	
I. Hydrology and Water Quality		
Impact HYD-5: The project would not result in flooding due to its proximity to a 100-year flood hazard area, or expose people or structures to other substantial risk related to flooding, seiche, tsunami, or mudflow.	None Required.	
Impact HYD-6: The increased construction activity and new development resulting from the project, in conjunction with other foreseeable development in the city, would not result in cumulatively considerable impacts on hydrology and water quality conditions.	None Required.	
J. Geology, Soils, and Seismicity		
Impact GEO-2: Redevelopment in the project area could expose people or structures to surface fault rupture.	None Required.	
Impact GEO-3: Redevelopment in the project area could be subjected to geologic hazards, including expansive soils, differential settlement, and erosion.	None Required.	
Impact GEO-4: The development proposed as part of the project, when combined with other reasonably foreseeable development in the vicinity, would not result in significant cumulative impacts with respect to geology, soils or seismicity.	None Required.	
K. Population, Housing, Employment		
Impact POP-1: The project would not induce substantial population growth, directly, by proposing new housing or businesses, or indirectly, through infrastructure improvements, such that additional infrastructure is required that was not previously considered or analyzed.	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>		
L. Biological Resources		
Impact BIO-3: Tree removal, building demolition, pile driving, and other proposed construction activities during the breeding season could result in impacts to special-status bat species.	None Required.	
Impact BIO-4: Construction activity resulting from the project, in conjunction with other foreseeable infill development in already heavily urbanized portions of the city, could result in impacts on special-status birds and bats	None Required.	
M. Cultural Resources		
Impact CUL-3: The project would have an adverse impact to architectural resources or built historical resources.	None Required.	
Impact CUL-4: The proposed project could contribute to cumulative impacts on cultural resources.	None Required.	
N. Other Topics		
Agricultural Resources: The project would not result in impacts to agricultural resources. (No Impact)	None Required.	
Mineral Resources: The project would not result in impacts on mineral resources. (No Impact)	None Required.	

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

D. RECOMMENDATIONS IDENTIFIED FOR NON-CEQA TOPICS

Pedestrian and Bicycle Facilities

Recommendation 1 (Pedestrian and Bicycle Facilities): The project shall construct City Standard sidewalks at the at-grade railroad crossing on 29th Avenue south of the project site.

Recommendation 2 (Pedestrian and Bicycle Facilities): The project shall construct pedestrian bulb-outs in the northeast and southeast corners of the East 12th Street at 29th Avenue intersection.

The pedestrian bulb-out in the northeast corner would extend approximately eight feet into each roadway (East 12th Street at 29th Avenue). On-street parking spaces would be removed as needed to construct the bulb-outs. Along the northbound approach to this intersection (29th Avenue), roadway width is limited due to the lack of on-street parking. Thus, the bulb-out in the southeast quadrant would only extend into East 12th Street because it would otherwise overlap with the northbound right-turn lane on 29th Avenue. The bulb-outs would increase pedestrian safety and improve the operation of the intersection by decreasing crossing times. The bulb-outs would not decrease level of service of the intersection due to the presence of on-street parking along the frontage of the proposed project site. Bulb-outs should be constructed based on the City of Oakland's Standard Plans.

