

Prepared for
City of Oakland
Community and Economic Development Agency (CEDA)
Planning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

FINAL INITIAL STUDY

GENERAL ELECTRIC SITE
5441 International Boulevard
Oakland, California

Prepared by

Geosyntec 
consultants

engineers | scientists | innovators

10875 Rancho Bernardo Road, Suite 200
San Diego, CA 92127

City of Oakland File No.: ER11-0011
Reference No.: SC0509

28 June 2012

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Figure 1: Site Location

Figure 2: Site Layout

ATTACHMENTS

Attachment A: URBEMIS Construction Emission Estimate Report

Attachment B: Sausal Creek Watershed Map

INITIAL STUDY AND ENVIRONMENTAL REVIEW CHECKLIST

California Environmental Quality Act (CEQA)

1. **Project Title:** GE Demolition – International Boulevard
2. **Lead Agency:** City of Oakland
Community and Economic Development Agency (CEDA)
Planning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
3. **Contact Person:** Peterson Vollmann, Planner III
(510) 238-6167
pvollmann@oaklandnet.com
4. **Project Location:** 5441 International Boulevard
Oakland, CA 94601
5. **Project Sponsor:** Geosyntec Consultants
10875 Rancho Bernardo Road, Suite 200
San Diego, CA 92127
Attn: Jim Cox
(858) 674-6559
jcox@geosyntec.com
6. **General Plan Designation:** General Industrial
7. **Zoning:** IG/S-19, General Industrial / Health and Safety Protection Overlay
CN-3, Neighborhood Commercial Zone
8. **Description of Project:**

The General Electric Company (GE) Oakland Facility is located at 5441 International Boulevard, Oakland, California (the site). The site consists of approximately 24 acres on International Boulevard, between 54th and 57th Avenues, and east of San Leandro Street (Figure 1).

General Electric Company (GE) purchased the project site as an undeveloped property in 1922. In 1923 GE developed the property to house transformer manufacturing operations. Between 1975 and the mid-1990s, GE Apparatus Service Department (ASD) operated an electrical equipment maintenance and repair operation in portions of the site. Afterwards, the site was used for a period of time for storage of mobile office trailers. There are eight buildings that remain on the site (Buildings 1, 2, 4, 8, 17, 18, 20, and 21); these buildings were constructed between 1924 and 1975 (Figure 2). The site is currently unoccupied, surrounded by a fence, and has onsite security 24 hours a day.

The property was inspected on 2 March 2010 by CEDA, who issued a Declaration of Public Nuisance – Substandard (Declaration) on 21 May 2010 (Complaint #1001777). Therefore, based on the age of the buildings and their current condition, a review of current City of Oakland (City) building codes, the issuance of the Declaration by CEDA, and due to impacts of hazardous constituents in building materials (such as lead, asbestos, and polychlorinated biphenyls (PCBs)), GE proposed to demolish the existing buildings on the site. An application for demolition of the eight existing buildings on the property was submitted to the City of Oakland Building Services on 30 July 2010 and permits were issued on 3 January 2011, contingent upon environmental review.

The proposed demolition does not include foundations or any other elements that would require excavation; the demolition will consist of removing above ground features such as walls and appurtenances. It is anticipated the demolition will take approximately 4 months to complete and an estimated total of 200 truckloads of material will be removed from the site over the project duration. Demolition debris impacted with hazardous constituents will be appropriately disposed of.

There are currently no plans for redeveloping the site following demolition. Therefore, the site shall remain vacant in the interim.

9. Surrounding Land Uses and Setting:

The property is bordered by:

- Northwest and Northeast – Commercial and residential property. The residential properties to the northwest of the site and northeast of International Boulevard are typically composed of single-family homes. The commercial property in this area is composed of retail establishments such as markets, automotive repair shops, and some manufacturing.
- Southeast – Industrial property. The industrial property to the southeast is primarily composed of one factory with additional manufacturing facilities towards the southern end of the property.
- Southwest – Union Pacific railroad tracks and Bay Area Rapid Transit (BART) tracks.

10. Actions/permits which may be required, and for which this document provides CEQA clearance, include without limitation:

- Demolition Permits
- Plumbing Permit (for abandoning sanitary sewer drains in place)
- Bay Area Air Quality Management District (BAAQMD) Demolition Notification Form

11. Other Public Agencies Interested in the Project:

- California Department of Toxic Substances Control (DTSC)
- California Office of Historic Preservation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages, which will be further studied in the EIR. No other environmental factors will be further studied in the EIR.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION

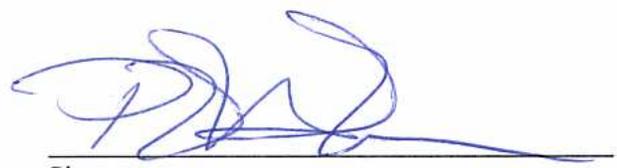
On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment with Uniformly Applied Development Standards imposed as Standards Conditions of Approval, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures and Uniformly Applied Development Standards (imposed as Standard Conditions of Approval) have been imposed on the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in earlier document(s) pursuant to applicable legal standards, and 2) has been addressed by mitigation measures or Uniformly Applied Development Standards (imposed as Standard Conditions of Approval) based on the earlier analysis, and, in part, on CEQA Guidelines section 15183. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed, which includes **cultural resources**. No other environmental factors will be further studied.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Peterson Vollmann
Planner III

7-12-12
Date

For Scott Miller
Interim Planning & Zoning Director
Environmental Review Officer

EVALUATION OF ENVIRONMENTAL IMPACTS

CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, less than significant with development standards, or less than significant. As defined here, a “Potentially Significant Impact” is appropriate if the significant effect is considered to have a substantial or potentially substantial adverse effect on the environment. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

A “Less than Significant with Mitigation” answer applies where incorporation of a mitigation measure has reduced an effect from a “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

A “Less than Significant with Standard Condition of Approval” answer applies where incorporation of a development standard has reduced an effect from a “Potentially Significant Impact” to a “Less than Significant Impact.” The City’s Uniformly Applied Development Standards (contained in a separate document) are incorporated into projects as Standard Conditions of Approval regardless of a project’s environmental determination. As applicable, the Standard Conditions of Approval are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects, in part, pursuant to CEQA Guidelines section 15183. In reviewing project applications, the City determines which of the standard conditions are applied, based upon the zoning district, community plan, and the types of permits/approvals required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which standard conditions apply to each project; for example, standard conditions related to creek protection permits will only be applied to projects on creek side properties.

The Standard Conditions of Approval incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions, the City will determine whether there are feasible mitigation measures to reduce the impact to less than significant levels in the course of appropriate CEQA review (mitigated negative declarations or EIRs).

A “Less than Significant Impact” answer applies where the project creates no substantial or potentially substantial adverse effect on the environment.

A “No Impact” answer applies where a project does not create any impact in that category. A “No Impact” answer needs to be adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
--------------------------------	--	---	------------------------------	-----------

I. AESTHETICS, SHADOW, AND WIND -- Would the project:

- | | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a public scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings located within a state or locally designated scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Introduce landscape that now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code sections 25980-25986)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Cast shadows that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Cast a shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Cast shadow on an historic resource, as defined by CEQA Guidelines section 15064.5(a), such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of Historic Resources or a historical resource survey form (DPR Form 523) with a rating of 1-5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the Provision of adequate light related to appropriate uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Create winds that exceed 36 mph for more than 1 hour during daylight hours during the year? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The project involves removing structures and would not degrade the aesthetics as described above. Building 1 contains an A1+ historic designation and is proposed for demolition; however the property is not located within a

state or locally designated scenic highway. Issues related to the removal of Building 1 are further discussed in Section V – Cultural Resources.

The proposed project does not include new construction and as such the project would not affect a scenic vista, create a new source or light or glare, cast shadows, or require an exception to policies or regulations related to the provision of adequate light.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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II. AGRICULTURAL AND FOREST RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The site is located in a General Industrial Zone, with a portion of the northeast end being zoned in a Neighborhood Commercial Zone as designated in Oakland’s General Plan and Zoning Ordinance. The project is not located in or near an agricultural area or forest land. Therefore, the project would not convert farmland or conflict with an agricultural use or convert forest land to non-forest use.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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III. AIR QUALITY -- Would the project:

Project-Level Impacts

- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) During project construction result in average daily emissions of 54 pounds per day of ROG, NO _x , or PM _{2.5} or 82 pounds per day of PM ₁₀ ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) During project operation result in average daily emissions of 54 pounds per day of ROG, NO _x , or PM _{2.5} or 82 pounds per day of PM ₁₀ ; or result in maximum annual emissions of 10 tons per year of ROG, NO _x , or PM _{2.5} or 15 tons per year of PM ₁₀ ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of 9 parts per million (ppm) averaged over eight hours and 20 ppm for one hour? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) During either project construction or project operation expose persons by siting a new source or a new sensitive receptor to substantial levels of Toxic Air Contaminants (TACs) resulting in: <ul style="list-style-type: none"> i) a cancer risk level greater than 10 in one million ii) a non-cancer risk (chronic or acute) hazard index greater than 1.0 iii) an increase of annual average PM_{2.5} of greater than 0.3 micrograms per cubic meter? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project Level Cumulative Impacts

- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) During either project operation or project construction expose persons, by siting a new source or a new sensitive receptor, to substantial levels of TACs resulting in: <ul style="list-style-type: none"> i) a cancer risk level greater than 100 in a million ii) a non-cancer risk (chronic or acute) hazard index greater than 10.0 iii) annual average PM_{2.5} of greater than 0.8 micrograms per cubic meter? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Plan-Level Impacts

- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Fundamentally conflict with the Bay Area Clean Air Plan (CAP) because the projected rate of increase in vehicle miles traveled (VMT) or vehicle trips is greater than the rate of increase in population? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Fundamentally conflict with the CAP because the project does not demonstrate reasonable efforts to implement control measures contained in the CAP? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
i) Not include special overlay zones containing goals, policies, and objectives to minimize potential TAC impacts in areas located:					
i) near existing and planned sources of TACs					
ii) within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Not identify existing and planned sources of odors with policies to reduce potential odor impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project is the demolition of the existing eight buildings on the project site. An estimated maximum of approximately 200 trips total would be required for offsite transportation of demolition waste for the duration of the project. In addition, emissions will be produced from heavy equipment used onsite for demolition activities. Based on the short duration, the project would not result in a considerable net increase of criteria pollutants, and is considered to have a less than significant impact. The Urban Land Use Emissions Model (URBEMIS) was used to estimate emissions during demolition, as recommended by Bay Area Air Quality Management District (BAAQMD). The URBEMIS results indicate that the proposed project would not exceed the daily maximum thresholds for construction emissions, including 54 pounds per day for ROG, NO_x, and PM_{2.5} or maximum PM₁₀ exhaust emissions of 82 pounds per day (Attachment A). In addition, the short duration of the 4 month project and limited usage of equipment will not contribute to CO concentrations exceeding the CAAQS. There are no redevelopment plans, therefore there are no emissions related to operation following demolition.

The proposed project would not result in the potential to expose persons to substantial levels of TACs such that the probability of contracting cancer exceed 10 in one million nor result in ground level concentrations of non-carcinogenic TACs such that the Hazards Index would be greater than 1.0. The project will not result in an increase of an annual average PM_{2.5} of greater than 0.8 micrograms per cubic meter. No odors will be generated during demolition activities. Activities related to the demolition would not result in substantial levels of TAC.

Plan-level impacts do not apply to the proposed project since redevelopment of the property is not currently proposed.

Dust control measures and dust monitoring program would be implemented during the demolition work and are compliant with the Dust Control Standard Condition listed below. Therefore, the potential for the project to violate air quality standards is less than significant with City’s Standard Conditions of Approvals for dust control and construction emissions listed below.

STANDARD CONDITION AIR – 1

Construction-Related Air Pollution Controls (Dust and Equipment Emissions)

Ongoing throughout demolition

During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the BAAQMD:

- a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). 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) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible.
- e) Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- f) Limit vehicle speeds on unpaved roads to 15 miles per hour.
- g) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.
- h) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- i) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required onsite signage.
- j) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- k) 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.
- l) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize windblown dust. Wind breaks must have a maximum 50 percent air porosity.
- m) Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- n) All trucks and equipment, including tires, shall be washed off prior to leaving the site.
- o) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.
- p) Minimize the idling time of diesel-powered construction equipment to two minutes.
- q) The project applicant shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate matter (PM) reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.

- r) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NO_x and PM.
- s) Off-road heavy diesel engines shall meet the CARB's most recent certification standard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (as defined by section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Fundamentally conflict with the City of Oakland Tree Preservation Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances? Factors to be considered in determining significance include: The number, type, size, location, and condition of (i) the protected trees to be removed and/or impacted by construction and (ii) the protected trees to remain, with special consideration given to native trees.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Protected trees include the following: <i>Quercus agrifolia</i> (California or coast live oak) measuring four inches diameter at breast height (dbh) or larger, and any other tree measuring nine inches dbh or larger except eucalyptus and <i>Pinus radiata</i> (Monterey pine); provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be protected trees.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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g) Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources. Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of riparian and aquatic habitat through:

- i) discharging a substantial amount of pollutants into a creek;
- ii) significantly modifying the natural flow of the water;
- iii) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability; or
- iv) adversely impacting the riparian corridor by significantly altering vegetation or wildlife habitat?

Discussion:

The project was developed for industrial uses in the 1920s. It is located in an industrial area and is surrounded by manufacturing, residential, and commercial areas. There are no wetlands, creeks, or riparian zones located on the site or in the area nearby. Historically, a 54th Avenue Creek drained onto the property at the northwest corner; however, records indicate it was buried or drained circa 1850 (Attachment B). Suitable habitat to support candidate, sensitive, or special status species does not exist on the project site or surrounding area. Vegetation on the property would not be disturbed or removed as part of the demolition. Therefore, no impacts to biological resources are projected.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines section 15064.5. Specifically, a substantial adverse change includes physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be “materially impaired.” The significance of an historical resource is “materially impaired” when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion on, or eligibility for inclusion on an historical resource list (including the California Register of Historical Resources, the National Register of Historical Resources, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1-5)?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d) Disturb any human remains, including those interred outside of formal cemeteries?

Discussion:

In 1994, a Reconnaissance Survey was completed by the Oakland Cultural Heritage Survey; the survey classified Building 1 as a potentially historical designated property, with a provisional rating of A1+. The proposed project is the demolition of all the buildings on the site, including Building 1. Building 1 and the other buildings have been vacant for several years. Considering the age of the building, its current physical condition, City of Oakland building codes, and due to impacts of hazardous constituents in building materials, demolition of the buildings was deemed appropriate by the site owner. The removal of the Building 1 designated A1+ structure will be further discussed in the EIR.

Soil would not be disturbed as part of the proposed project and as such there would be no impacts to archaeological or paleontological resources. The proposed project would not have the potential to disturb human remains including those interred outside of formal cemeteries.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to substantial risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to California Geological Survey 42 and 117 and Public Resources Code section 2690 et. seq.)?

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse?

iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creek/waterways?

c) Be located on expansive soil, as defined in section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property?

d) Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property?

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
e) Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project consists of removing surface buildings; no subsurface activity is proposed. There would be no new construction and no new population would be introduced on the site. There would be no seismic- or soil-related impacts from project implementation.

VII. GREENHOUSE GAS EMISSIONS / GLOBAL CLIMATE CHANGE -- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically:

Project-Level Impacts

i) For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO _{2e} annually?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) For a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO _{2e} annually and more than 4.6 metric tons of CO _{2e} per service population annually?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Plan-Level Impacts

iii) Produce emissions of more than 6.6 metric tons of CO _{2e} per service population annually?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project involves only a short-term demolition phase and would not be a continuing source of greenhouse gas emissions or result in long-term climate change impacts. Discussed below are the demolition-related activities that could contribute to the generation of increased greenhouse gas emissions during the project's short (4-month) duration:

- Motor Vehicle Use – Transportation associated with the proposed project would result in greenhouse gas emissions from the combustion of fossil fuels in daily automobile and truck trips.

- Heavy Equipment – Construction equipment typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates greenhouse gases such as carbon dioxide, methane, and nitrous oxide. Furthermore, methane is emitted during the fueling of heavy equipment.
- Water Use – California’s water conveyance system is energy-intensive, with electricity used to pump and treat water. Minimal amounts of water would be used during demolition activities for dust control.
- Construction Waste – The proposed project would be required to comply with the Construction and Waste Reduction Ordinance and has submitted a Waste Reduction and Recycling Plan (WRRP) for review and approval with the Demolition Permit application package. Clean materials appropriate for reuse onsite would result in reduced construction-related truck traffic and associated emissions. In addition, reuse of concrete, brick, and other debris would reduce the amount of material introduced to area landfills.

Although no significant impacts related to greenhouse gas emissions have been identified, and no mitigation is required, the project’s greenhouse gas emissions generated during construction and operation would be minimized by best management construction practices as described in Standard Condition AIR-1 in Section III.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- | | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (i.e. “Cortese List”) and, as a result, would create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific | | | | | |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
instances due to climatic, geographic, topographic, or other conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would result in a significant safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Be located within the vicinity of a private airstrip, and would result in a significant safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are currently eight buildings on the site; these buildings were constructed between 1924 and 1975 to house transformer manufacturing operations. Between 1975 and the mid-1990s, electrical equipment maintenance and repair operations were performed in portions of the site. The site was then used for a period of time for storage of mobile office trailers. The site is currently vacant. Due to the materials used for constructing and maintaining the buildings and for manufacturing operations, the building materials are impacted with hazardous materials. The site is listed on the Government Code Section 65962.5 list (Cortese List), but it only applies to the impacts in the subsurface,¹ and therefore the buildings on the site are not part of this list.

The site is under a Consent Order (Docket #HSA 96/97-061) with the California Department of Toxic Substances Control (DTSC) for remediating impacts in the subsurface. The primary constituents of concern at the site include PCBs in soil and chlorinated volatile organic compounds, including trichloroethene, cis-1,2-dichloroethene, and vinyl chloride, in groundwater and soil. The DTSC approved remedy includes institutional controls, targeted soil excavation, groundwater extraction and treatment, monitored natural attenuation, and capping the site. The DTSC completed an Initial Study related to the proposed remedy and determined that implementation of the remediation project will not result in any significant environmental impact (see Appendix E of the Final Remedial Action Plan).²

Two building material characterization studies have been completed and the data will be used to properly manage demolition materials and segregate them for reuse, recycling, and/or disposal.³ The following constituents are

¹ The site is listed on the Cortese List due to the PCB manufacturing previously performed at the site. The potential contaminants of concern in the subsurface listed on the DTSC Envirostor website are PCBs, TCE, vinyl chloride, and cis-1,2-dichloroethene.

² Geosyntec, 2011, *Final Remedial Action Plan*. Prepared for General Electric, June 30.

³ ARCADIS, 2009. *Draft Phase I Building Assessment Report*. Prepared for General Electric, January.
Geosyntec, 2010. *Phase II Building Materials Characterization Report*. Prepared for General Electric, July.

known to exist in building materials: PCBs, lead, asbestos, zinc, chromium, cadmium, and mercury. Initial mitigation efforts were completed in the fall of 2009 to remove asbestos, mercury switches, PCB ballasts, sodium light bulbs, and storage tanks. The remaining impacted materials are:

- Paint impacted with PCBs, lead, zinc, chromium, and cadmium;
- Brick and metal materials impacted by contaminated paint;
- Concrete impacted with PCBs and VOCs;
- Asbestos remains in roofing materials and window caulking; and
- Pentachlorophenol in treated wood support poles.

During demolition activities, the following measures would be implemented to prevent the above hazard impacts from migrating off site:

- Disposal containers will have hard lids and will be closed at the end of every shift. If stockpiles are used, they will be covered with plastic sheeting and sandbags.
- Waste containers transported off site will be covered during transportation.
- BMPs will be used as described in the site specific SWPPP to prevent demolition debris from entering the stormwater system.
- Dust control measures will be used as described in Section III.

Implementation of the City's Standard Condition of Approval – Hazards and Hazardous Materials (see below) would further reduce any potential impacts.

STANDARD CONDITION HAZ – 1

Hazards Best Management Practices

Prior to commencement of demolition

The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

- a) Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction.
- b) Avoid overtopping construction equipment fuel gas tanks.
- c) During routine maintenance of construction equipment, properly contain and remove grease and oils.
- d) Properly dispose of discarded containers of fuels and other chemicals.
- 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 onsite demolition, or construction activities would potentially affect a particular development or building.
- f) If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous

materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

STANDARD CONDITION HAZ – 2

Asbestos Removal in Structures

Prior to issuance of a demolition permit

If asbestos-containing materials (ACM) are found to be present in building materials to be removed, the project applicant shall submit 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 and Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.

STANDARD CONDITION HAZ – 3

Site Review by the Fire Services Division

Prior to the issuance of demolition permit

The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.

STANDARD CONDITION HAZ – 4

Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment

Prior to issuance of any demolition permit

The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, 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.

STANDARD CONDITION HAZ – 5

Lead-Based Paint Remediation

Prior to issuance of any demolition permit

If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the 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.

STANDARD CONDITION HAZ – 6

Other Materials Classified as Hazardous Waste

Prior to issuance of any demolition permit

If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

STANDARD CONDITION HAZ – 7

Health and Safety Plan per Assessment

Prior to issuance of any demolition permit

If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall 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.

The proposed project consists of removing surface buildings; there would be no new construction and no new population would be introduced on the site. The proposed project would not result in a safety hazard related to proximity to an airport or private air strip, or from wildland fires. It would not interfere with an adopted emergency response or emergency evacuation plan.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY -- Would the project:

- | | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in substantial erosion or siltation on or offsite that would affect the quality of receiving waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in substantial flooding on or offsite? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
e) Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create or contribute substantial runoff which would be an additional source of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a substantial risk of loss, injury, or death involving flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Expose people or structures to a substantial risk of loss, injury, or death as a result of inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a Creek, river or stream in a manner that would result in substantial erosion, siltation, or flooding, both on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources. Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through: <ul style="list-style-type: none"> i) discharging a substantial amount of pollutants into a creek; ii) significantly modifying the natural flow of the water or capacity; iii) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability; or iv) substantially endangering public or private property or threatening public health or safety? 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There is a potential for impacted demolition debris and dust to enter the stormwater system. A site-specific stormwater pollution prevention plan (SWPPP) would be adhered to during construction per the Standard Condition listed below. In addition, the existing Best Management Practices (BMPs) would be maintained during demolition; therefore the potential for having a violation of stormwater quality standards would be less than significant. As described in the Standard Conditions in Section III above, good housekeeping and street sweeping would be performed to mitigate migration of debris offsite.

STANDARD CONDITION HYD – 1

Stormwater Pollution Prevention Plan (SWPPP)

Prior to and ongoing throughout demolition

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) and submit the plan for review and approval by the Building Services Division. 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 to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. 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.

The proposed project consists of removing surface buildings and would not result in depleting groundwater supplies or interfering substantially with groundwater recharge, substantial erosion or siltation, flooding, or runoff. No new construction is currently proposed so housing will not be placed within a 100-year flood hazard area. Flood flows will not be impeded or redirected and the project will not result in inundation by seiche, tsunami, or mudflow. The existing drainage pattern will not be altered.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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X. LAND USE AND PLANNING -- Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in a fundamental conflict between adjacent or nearby land uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Fundamentally conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The proposed project consists of removing surface buildings. The proposed project would not physically divide an established community, conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, or conflict with any applicable habitat conservation plan or natural community conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

According to the City’s Open Space, Recreation, and Conservation Element of the General Plan, the site is located in a developed urban area that has no known existing mineral resources. Based on the California Geological Survey (CGS), the site is classified based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1974 as Mineral Resource Zone 1 (MRZ-1), an area where adequate information indicates a low likelihood of significant mineral resources⁴. Therefore, the project would not result in the loss of availability of known mineral resources.

XII. NOISE -- Would the project:

a) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommended measures to reduce potential impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code section 8.18.020) regarding persistent construction-related noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁴ Stinson, M. C., M. W. Manson, J. J. Plappert, and others. Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, Part II, Classification of Aggregate Resource Areas South San Francisco Bay Production-Consumption Region, California Division of Mines and Geology Special Report 146, 1982.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
c) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Municipal Code section 17.120.050) regarding operational noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3 dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose persons to interior L _{dn} or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) During either project construction or project operation expose persons to or generate groundbourne vibration that exceeds the criteria established by the Federal Transit Administration (FTA)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project would result in a temporary increase in noise levels during building demolition. Implementation of the City's Standard Condition of Approval described below, including the limited days and hours for demolition activities and equipment requirements, would reduce this potential impact to a less than significant level.

Since the project is temporary and no new development is planned, the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise would not be violated and no permanent increase in ambient noise levels will occur. In addition, due to the short-term (4 months) nature of the project,

City of Oakland Noise Ordinance (Oakland Municipal Code section 8.18.020) regarding nuisance of persistent construction-related noise would not be violated and interior L_{dn} or CNEL will not be greater than 45 dBA for surrounding residences. A vibration will not be generated by the project activities, including rail-related groundbourne vibrations. The site is not located within an airport land use plan or private airstrip and therefore, people working in the project area will not be exposed to excessive noise levels.

STANDARD CONDITION NOI – 1

Days/Hours of Construction Operation

Ongoing throughout demolition

The project applicant shall require construction contractors to limit standard construction activities as follows:

- a) Construction activities are limited to between 7:00 am and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 AM and 4:00 PM Monday through Friday.
- 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.
- c) Construction activity shall not occur on Saturdays, with the following possible exceptions:
 - i. 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 is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.
 - ii. 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.
- d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.
- e) No construction activity shall take place on Sundays or Federal holidays.
- f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held onsite in a non-enclosed area.
- g) Applicant shall use temporary power poles instead of generators where feasible.

STANDARD CONDITION NOI – 2

Noise Control

Ongoing throughout demolition

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:

- a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- b) Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- c) 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 use other measures as determined by the City to provide equivalent noise reduction.
- d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

STANDARD CONDITION NOI – 3

Noise Complaint Procedures

Ongoing throughout demolition

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

- a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department (during regular construction hours and off-hours).
- b) A sign posted onsite containing permitted construction days and hours, 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 onsite construction complaint and enforcement manager for the project.
- 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.
- a) A preconstruction meeting shall be held with the job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in a manner not contemplated in the General Plan either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?

Discussion:

The project would not directly or indirectly induce population growth in the project vicinity. The project would not create any new housing units or employment generating land uses. There are no housing units on the project site or people residing on the project site in any form of temporary housing. The project would therefore not displace any existing housing units or people from the project site. Therefore, no impacts are projected.

XIV. PUBLIC SERVICES -- Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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times or other performance objectives for any of the following public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project does not include any new buildings or structures, as the work scope involves only demolition activities. Therefore, this project would not impact public services.

XV. RECREATION -- Would the project:

a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project does not involve new housing units or construction of new parks or any other type of recreational facilities. The project would not create any new demands for parks or recreational facilities.

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

Project Impacts

Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit, non-motorized travel, and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit, specifically:

Traffic Load and Capacity Thresholds

a) At a study, signalized intersection which is located outside the Downtown area, the project would cause the level of service (LOS) to degrade to worse than LOS D (i.e., LOS E)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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b) At a study, signalized intersection which is located within the Downtown area, the project would cause the LOS to degrade to worse than LOS E (i.e., LOS F)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) At a study, signalized intersection outside the Downtown area where the level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds, or degrade to worse than LOS E (i.e., LOS F)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) At a study, signalized intersection for all areas where the level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more, or degrade to worse than LOS E (i.e., LOS F)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause (i) the overall volume-to-capacity (“V/C”) ratio to increase 0.01 or more or (ii) the critical movement V/C ratio to increase 0.02 or more?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) At a study, unsignalized intersection, the project would add ten (10) or more vehicles and after project completion satisfy the Caltrans peak hour volume traffic signal warrant?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a roadway segment of the Congestion Management Program (CMP) Network, the project would cause (i) the LOS to degrade from LOS E or better to LOS F or (ii) the V/C ratio to increase 0.03 or more for a roadway segment that would operate at LOS F without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Cause congestion of regional significance on a roadway segment on the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in substantially increased travel times for AC Transit buses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i><u>Traffic Safety Thresholds</u></i>					
j) Directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Directly or indirectly result in a permanent substantial decrease in pedestrian safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Directly or indirectly result in a permanent substantial decrease in bicyclist safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Directly or indirectly result in a permanent substantial decrease in bus rider safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
n) Generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Other Thresholds

o) Fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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p) Result in a substantial, though temporary, adverse effect on the circulation system during construction of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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q) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Cumulative Impacts

A project’s contribution to cumulative impacts is considered “considerable” (i.e., significant) when the project exceeds at least one of the thresholds listed above in a future year scenario.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Planning Related Non-CEQA Issues

The following transportation-related topics are not considerations under CEQA but should be evaluated in order to inform decision-makers and the public about these issues.

- i) Parking
- ii) Transit Ridership
- iii) Queuing
- iv) Traffic Control Devices
- v) Collision History

Discussion:

The proposed project is the surface demolition of eight buildings; a maximum of 200 trips for disposal of demolition debris are estimated for the entire project duration of approximately 4 months (approximately 5 trips per day at the height of demolition). Trucks would be scheduled to run to and from the site during off-peak traffic hours, therefore limiting any temporary traffic effects. Also, sufficient parking is available on the property for construction personnel’s personal vehicles, equipment staging/storage, and staging of waste containers. Therefore, the project would not significantly impact traffic volume or flow and would not increase traffic delay at intersections.

The project will not result in a change in air traffic patterns, a substantial increase traffic hazards, and fundamentally will not conflict with adopted policies, plans, or programs supporting alternative transportation.

The project is short-term (4 months), therefore there are no considerable cumulative impacts on transportation and traffic.

There currently are no redevelopment plans for the property, therefore the planning related non-CEQA issues (parking, transit, queuing, traffic control devices, and collision history) are not discussed in this document.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Violate applicable federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Violate applicable federal, state and local statutes and regulations relating to energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project would not create any new development and therefore the project would not create any demands for or place an undue burden on any utility or service system.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant with Standard Condition of Approval	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE -- Does the project have:

- | | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) The potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

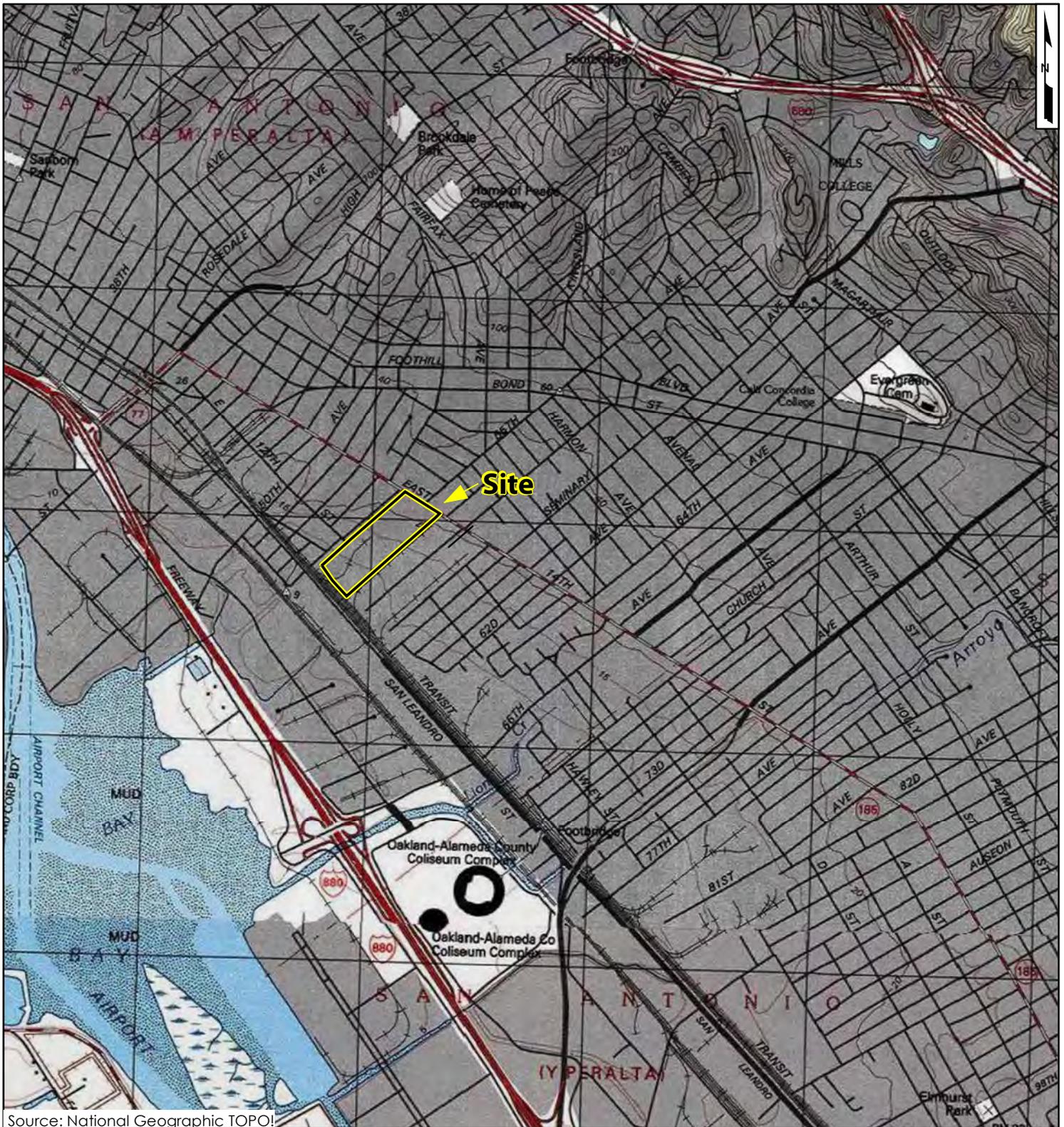
Discussion:

As discussed in Section V above, Building 1 is listed as a potentially designated historical property, with a provisional rating of A1+. The demolition of Building 1 would impact this cultural resource. Building 1 and the other buildings have been vacant for several years. Considering the age of the building, its current physical condition, City of Oakland building codes, and due to impacts of hazardous constituents in building materials, demolition of the buildings was deemed appropriate. This topic will be further discussed in the EIR. Demolition would have no impact on fish or wildlife.

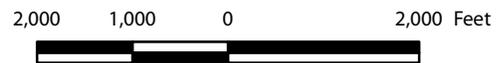
The site is under a Consent Order (Docket #HSA 96/97-061) with the DTSC for remediating impacts in the subsurface. The DTSC approved remedy includes institutional controls (including land use restrictions), targeted soil excavation, groundwater extraction and treatment, monitored natural attenuation, and capping the site. No long-term development is currently proposed for the site following demolition; therefore there are no cumulatively considerable impacts for the project.

The demolition of the buildings would remove hazardous materials, therefore reducing the likelihood of human contact with the materials. The short-term nature of the demolition activities would not cause substantial adverse effects on human beings.

FIGURES



Source: National Geographic TOPO!



Site Location

5441 International Boulevard
Oakland, California

Geosyntec
consultants

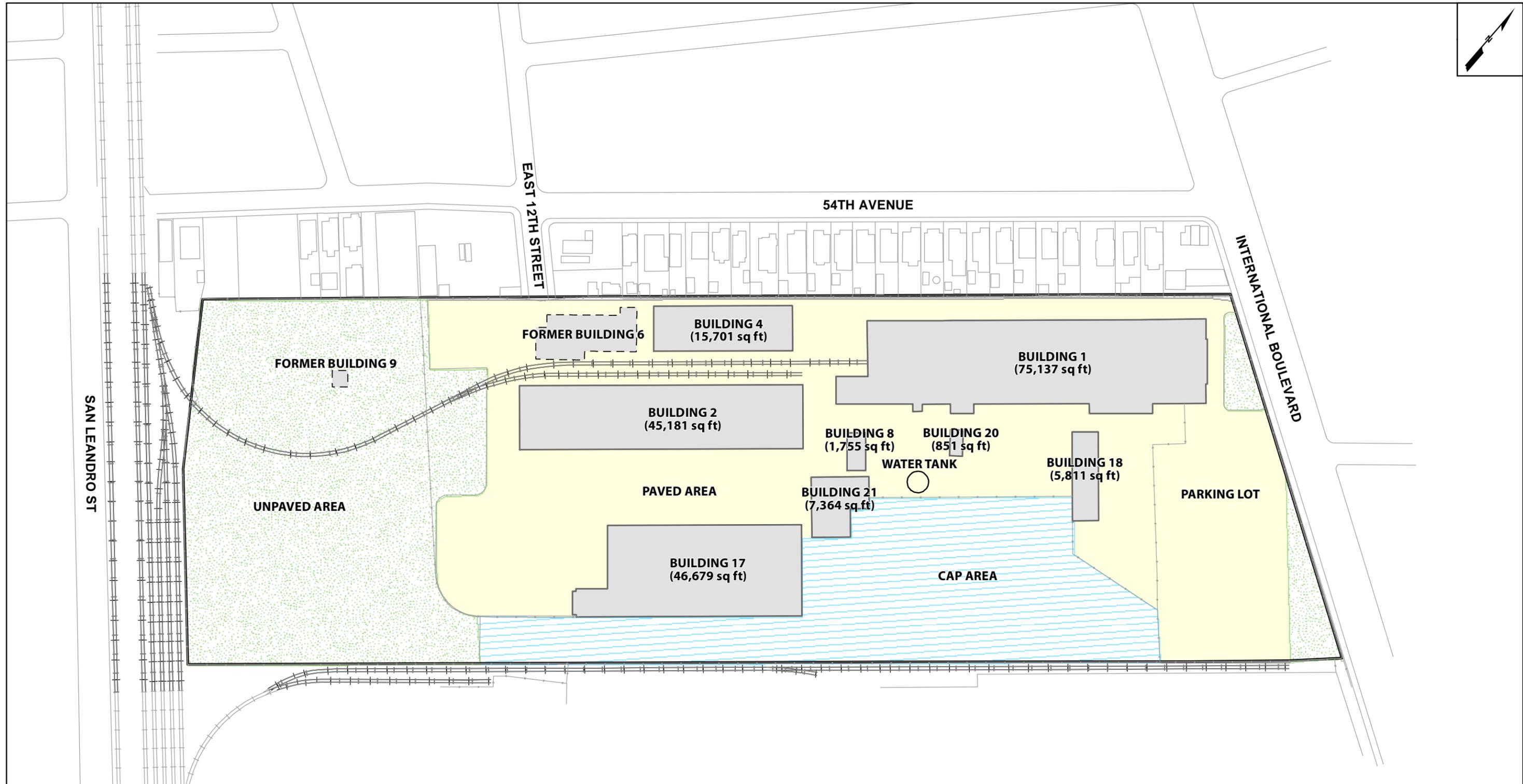
Figure

1

San Diego

June 2012

P:\GIS\SC0509_SiteLocation.mxd:Kilgore



Legend	
	Railroad
	Road
	Property Boundary
	Bentonite Cap
	Pervious Area
	Impervious Area
	Former Building
	Existing Building

Site Features 5441 International Boulevard Oakland, California	
San Diego	June 2012
Figure 2	

ATTACHMENT A

Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)

File Name: P:\PRJ\SDWP\Current Projects\SC0509 GE Oakland\PHASE 6 - CEQA\Initial Study\Screencheck Draft\GEOakland.URBEMIS.20120531.urb924

Project Name: GE Oakland

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10 Total</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5 Total</u>	<u>CO2</u>
Time Slice 3/4/2013-6/14/2013 Active Days: 75	5.34	40.51	26.51	0.01	0.25	2.31	2.57	0.06	2.13	2.18	5,069.46
Demolition 03/04/2013-06/14/2013	5.34	40.51	26.51	0.01	0.25	2.31	2.57	0.06	2.13	2.18	5,069.46
Fugitive Dust	0.00	0.00	0.00	0.00	0.22	0.00	0.22	0.04	0.00	0.04	0.00
Demo Off Road Diesel	5.01	36.61	22.97	0.00	0.00	2.17	2.17	0.00	2.00	2.00	4,050.78
Demo On Road Diesel	0.26	3.78	1.27	0.01	0.03	0.13	0.16	0.01	0.12	0.13	763.45
Demo Worker Trips	0.07	0.12	2.27	0.00	0.01	0.01	0.02	0.00	0.01	0.01	255.23
Time Slice 6/17/2013-6/28/2013 Active Days: 10	3.16	15.47	11.33	0.01	0.02	1.21	1.24	0.01	1.12	1.12	1,834.28
Asphalt 06/17/2013-06/28/2013	3.16	15.47	11.33	0.01	0.02	1.21	1.24	0.01	1.12	1.12	1,834.28
Paving Off-Gas	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.19	13.60	8.91	0.00	0.00	1.15	1.15	0.00	1.05	1.05	1,272.04
Paving On Road Diesel	0.12	1.77	0.59	0.00	0.01	0.06	0.08	0.00	0.06	0.06	358.05
Paving Worker Trips	0.06	0.10	1.82	0.00	0.01	0.01	0.02	0.00	0.00	0.01	204.19

Phase Assumptions

Phase: Demolition 3/4/2013 - 6/14/2013 - Default Fine Site Grading Description
Building Volume Total (cubic feet): 64000
Building Volume Daily (cubic feet): 512
On Road Truck Travel (VMT): 189.63

Page: 2

5/31/2012 3:59:42 PM

Off-Road Equipment:

- 1 Aerial Lifts (60 hp) operating at a 0.46 load factor for 8 hours per day
- 1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day
- 1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
- 1 Sweepers/Scrubbers (91 hp) operating at a 0.68 load factor for 8 hours per day
- 3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 6/17/2013 - 6/28/2013 - Default Paving Description

Acres to be Paved: 3

Off-Road Equipment:

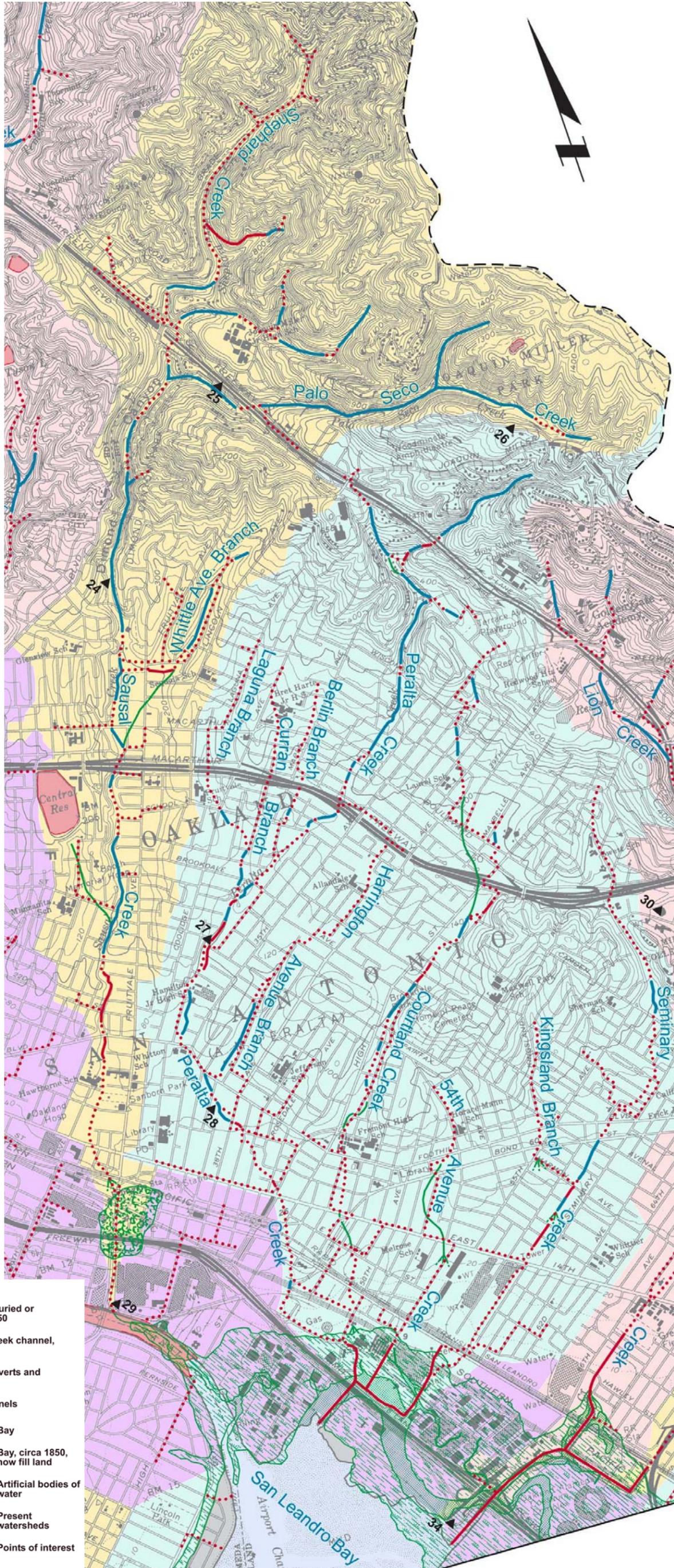
- 4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
- 1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
- 1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
- 1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

ATTACHMENT B

Sausal Creek Watershed Map

Portion of Creek & Watershed Map of Oakland & Berkeley

(source: <http://museumca.org/creeks/1190-OMSausalBig.html#>)



- Creeks
- Former creeks, buried or drained, circa 1850
- Natural end of creek channel, circa 1850
- Underground culverts and storm drains
- Engineered channels
- Willow groves, circa 1850
- Beach, circa 1850
- Slough, circa 1850
- Tidal marsh, circa 1850
- now water
- now fill land
- Bay
- Bay, circa 1850, now fill land
- Artificial bodies of water
- Present watersheds
- Points of interest