FINAL

1800 SAN PABLO AVENUE PROJECT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT RESPONSE TO COMMENTS DOCUMENT

STATE CLEARINGHOUSE NO. 2011102031

LSA

October 2012

CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA, SUITE 3315 • OAKLAND, CALIFORNIA 94612-2032

Planning, Building, and Neighborhood Preservation
Planning and Zoning

(510) 238-3941
FAX (510) 238-6538
TDD (510) 238-3254

COMBINED NOTICE OF RELEASE AND AVAILABILITY OF A RESPONSE TO COMMENTS DOCUMENT AND NOTICE OF A PUBLIC HEARING ON THE 1800 SAN PABLO AVENUE PROJECT

TO: All Interested Parties

PROJECT NAME: 1800 San Pablo Avenue Project (also known as the Fox Block Project)

PROJECT LOCATION: 1800 San Pablo Avenue, Oakland, CA 94612

PROJECT SPONSOR: Sunfield Development

CASE FILE NO: ER110014; CMDV11136; State Clearinghouse No. 2011102031

PROJECT LOCATION: The Project site is located at 1800 San Pablo Avenue in the Uptown District of the City of Oakland (City). The approximately 1.02-acre site consists of APN 008-0642-018. The Project site is not on the Cortese List. The General Plan designation of the site is Central Business District and the Zoning designation of the site is Central Business District Mixed Commercial (CBD-X).

PROJECT DESCRIPTION: The Project would involve the construction of a three-story (above grade) structure containing commercial uses and a parking garage on an existing surface parking lot. The building would be a maximum of 90 feet in height and would contain a total of 120,000 square feet of interior space. The building would contain 30,000 square feet of commercial space on the first floor; 40,000 square feet of commercial space on each of the second and third floors; and 10,000 square feet of commercial space on the roof top. Up to 309 fee parking spaces would be constructed on three floors below grade. The Project would require approval of a Major Conditional Use Permit and Design Review.

ENVIRONMENTAL REVIEW: A Final Supplemental Environmental Impact Report (FSEIR) was prepared for the Project. As provided for in *CEQA Guidelines* Sections 15162 and 15163, the FSEIR is a supplement to the certified Uptown Mixed-Use Project EIR (January 2004, State Clearinghouse No. 200052070) and the Proposed Amendments to the Central District Urban Renewal Plan EIR (June 2011, State Clearinghouse No. 2010102024). The Uptown Mixed Use Project EIR evaluated a 19-story condominium structure on the Project site; and the Proposed Amendments to the Central District Urban Renewal Plan EIR evaluated 110,000 square feet of retail/entertainment space and 301 parking spaces on the Project site. The FSEIR evaluates changes to the Uptown Mixed Use Project and Proposed Amendments to the Central District Urban Renewal Plan, and circumstances surrounding these projects associated with construction of the 1800 San Pablo Avenue Project. The FSEIR contains only the information needed to make the previous EIRs adequate for the analysis of the Project.

On October 7, 2011, the City circulated a Notice of Preparation (NOP) to help identify topics that should be evaluated in the Draft Supplemental EIR (DSEIR), as well as potential areas of controversy. The NOP was mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the Project and its potential impacts. In addition, the NOP was posted on the City's website. A public scoping session for the DSEIR was held as a public meeting before the Planning Commission on

November 2, 2011. Comments received by the City on the NOP and at the public scoping meeting were taken into account during preparation of the DSEIR.

The DSEIR was made available for public and agency review on July 6, 2012. Copies of the Notice of Availability (NOA) of the DSEIR were mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the Project and its potential impacts. Copies of the DSEIR were made available for review at the City of Oakland Office of Planning, Building and Neighborhood Preservation and on the City's website.

Public comment sessions on the DSEIR were held as public hearings before the Oakland City Planning Commission on August 1, 2012 and the Oakland Landmarks Preservation Advisory Board on August 13, 2012. The CEQA-mandated 45-day public comment period for the DSEIR ended on August 20, 2012.

Following the public comment period, a Response to Comments Document was prepared to respond to written and verbal comments received on the DSEIR. The Response to Comments Document, together with the DSEIR, constitutes the FSEIR for the Project. Copies of the Response to Comments Document and DSEIR are available for review or distribution to interested parties at no charge at the Office of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m., and on the City's website at the "Current Environmental Review" page (http://www2.oaklandnet.com/ Government/o/PBN/OurServices/Application/ DOWD009157) and at the "Completed Environmental Review" page (http://www2.oaklandnet.com/ Government/o/PBN/OurServices/Application/DOWD009158). Paste these links into your browser.

PUBLIC HEARING: The Oakland City Planning Commission will conduct a public hearing on certification of the FSEIR on **November 14, 2012**, **at 6:00 p.m.** in Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza.

For further information, please contact **Lynn Warner at (510) 238-6983 or at lwarner@oaklandnet.com**.

(for)

SCOTT MILLER
Interim Planning and Zoning Director
Department of Planning, Building and Neighborhood Preservation
Environmental Review Officer

Date of Notice: **October 31, 2012**
File Number ER110014

FINAL

1800 SAN PABLO AVENUE PROJECT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT RESPONSE TO COMMENTS DOCUMENT

STATE CLEARINGHOUSE NO. 2011102031

Submitted to:

City of Oakland
Office of Planning, Building and Neighborhood Preservation
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, CA 94710
510.540.7331

LSA

October 2012

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I. INTRODUCTION

A. PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This Response to Comments (RTC) Document has been prepared to respond to comments received on the Draft Supplemental Environmental Impact Report (Draft Supplemental EIR) prepared for the 1800 San Pablo Avenue Project (Project) and, where warranted, to augment or clarify the information contained in the Draft Supplemental EIR.

The Project would involve the development of a three-story structure containing 120,000 square feet of commercial space on a site currently occupied by a surface parking lot. The site is bounded by 19th Street on the north; the Fox Court affordable housing complex on the east; 18th Street on the south; and San Pablo Avenue on the west. The Draft Supplemental EIR was prepared because the currently-proposed Project represents a change to the development proposal for the Project site described in the *Uptown Mixed Use Project EIR* (*Uptown EIR*)[1] and *Proposed Amendments to the Central District Urban Renewal Plan EIR* (*Central District EIR*)[2] and this change has the potential to result in new significant environmental effects beyond those identified in the previous EIRs. This RTC document, together with the Draft Supplemental EIR, constitutes the Final Supplemental EIR for the proposed Project.

B. ENVIRONMENAL REVIEW PROCESS

According to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on an EIR.

On October 7, 2011, the City of Oakland (City) circulated a Notice of Preparation (NOP) to help identify topics that should be evaluated in the Draft Supplemental EIR, as well as potential areas of controversy. The NOP was mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the Project and its potential impacts. In addition, the NOP was posted on the City's website. A public scoping session for the Draft Supplemental EIR was held as a public meeting before the Planning Commission on November 2, 2011. Comments received by the City on the NOP and at the public scoping meeting were taken into account during preparation of the Draft Supplemental EIR.

The Draft Supplemental EIR was made available for public and agency review on July 6, 2012. Copies of the Notice of Availability (NOA) of the Draft Supplemental EIR were mailed to public

[1] LSA Associates, Inc., 2004. *Uptown Mixed Use Project Final Environmental Impact Report.*

[2] Environmental Science Associates, Inc., 2011. *Proposed Amendments to the Central District Urban Renewal Plan Final Environmental Impact Report.*

agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the Project and its potential impacts. Copies of the Draft Supplemental EIR were made available for review at the City of Oakland Office of Planning, Building and Neighborhood Preservation and on the City's website at the "Current Environmental Review" page: www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157.

Public comment sessions on the Draft Supplemental EIR were held as public hearings before the Oakland City Planning Commission on August 1, 2012 and the Oakland Landmarks Preservation Advisory Board on August 13, 2012. The CEQA-mandated 45-day public comment period for the Draft Supplemental EIR ended on August 20, 2012. Copies of all written and verbal comments received on the Draft Supplemental EIR during and immediately after the comment period are included in Chapter III of this document.

C. DOCUMENT ORGANIZATION

This RTC Document consists of the following chapters:

- *Chapter 1. Introduction:* This chapter discusses the purpose and organization of this RTC Document and summarizes the environmental review process for the Project.
- *Chapter II. List of Commenting Agencies and Individuals:* This chapter contains a list of agencies and persons who submitted written comments on the Draft Supplemental EIR during the public review period, and the date of the public hearings at which verbal comments on the Draft Supplemental EIR were submitted.
- *Chapter III. Comments and Responses:* This chapter contains reproductions of all comment letters received on the Draft Supplemental EIR, as well as a summary of the comments made at the public hearings on the Draft Supplemental EIR. A written response for each CEQA-related comment received during the public review period is provided.
- *Chapter IV. Draft Supplemental EIR Text Revisions:* Corrections to the Draft Supplemental EIR made in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft Supplemental EIR, are contained in this chapter. Text in underline represents language that has been added to the Draft Supplemental EIR; text with ~~strikeout~~ has been deleted from the Draft Supplemental EIR.

II. LIST OF COMMENTING AGENCIES AND INDIVIDUALS

This chapter presents a list of the agencies and individuals who commented on the Draft Supplemental EIR, and describes the organization of the letters and comments that are included in Chapter III, Comments and Responses, of this document.

A. ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Chapter III includes a reproduction of each comment letter received on the Draft Supplemental EIR and a summary of comments made at public hearings on the Draft Supplemental EIR. The written and verbal comments are grouped by the affiliation of the commenter, as follows: State, regional and local agencies (A) and public hearing comments (B). No non-governmental organizations or individuals submitted written comments on the Draft Supplemental EIR.

The letters and the public hearing comments are annotated in the margin according to the following code (individual comments within letters and the public hearing summaries are numbered after the hyphen):

State, Regional, and Local Agencies	A1-#
Public Hearing Comments	B1-#

B. LIST OF AGENCIES AND INDIVIDUALS COMMENTING ON THE DRAFT SUPPLEMENTAL EIR

The following comment letters were submitted to the City during the public review period. In addition, several individuals commented on the Draft Supplemental EIR at the August 1, 2012 Oakland City Planning Commission hearing and the August 13, 2012 Oakland Landmarks Preservation Advisory Board hearing.

State, Regional, and Local Agencies

A1 Alameda County Transportation Commission, Beth Walukas, Deputy Director of Planning (August 17, 2012)

A2 East Bay Municipal Utility District, William R. Kirkpatrick, Manager, Water Distribution Planning (August 10, 2012)

A3 State of California Department of Transportation, District 4, Erik Alm, District Branch Chief, Local Development – Intergovernmental Review (August 20, 2012)

Public Hearing Comments – City of Oakland Planning Commission, August 1, 2012

B1-1	Jim Moore, Commissioner
B1-2 to -3	Chris Pattillo, Commissioner
B1-4	Michael Colbruno, Commissioner
B1-5 to -6	Blake Huntsman, Vice Chair

Public Hearing Comments – Landmarks Preservation Advisory Board, August 13, 2012

B2-1 to -9	Joann Pavlinec, Secretary
B2-10 to -13	Naomi Schiff, Board Member, Oakland Heritage Alliance
B2-14 to -15	Daniel Schulman, Board Member
B2-16 to -18	Dan Biggs, Board Member
B2-19	Christopher Andrews, Board Member
B2-20 to -23	John Goins, Board Member
B2-24 to -26	Valerie Garry, Vice Chair
B2-27 to -28	Daniel Schulman, Board Member
B2-29 to -31	Mary MacDonald, Board Member

III. COMMENTS AND RESPONSES

Written responses to each comment received on the Draft Supplemental EIR are provided in this chapter. These written responses, together with the Draft Supplemental EIR, constitute the Final Supplemental EIR for the proposed project. Letters received during and immediately after the public review period on the Draft Supplemental EIR are provided in their entirety. Each letter is immediately followed by responses keyed to the specific comments. The letters are grouped by the affiliation of the commenting entity as follows: State, local, and regional agencies (A); and public hearing comments (B). No non-governmental organizations or individuals provided written comments on the Draft Supplemental EIR.

Please note that text within individual letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the Draft Supplemental EIR, and therefore no comment is enumerated or response required, per *CEQA Guidelines* Sections 15132 and 15088.

According to *CEQA Guidelines* Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the EIR but before certification (e.g., during preparation of the Response to Comments Document). "Significant new information" requiring recirculation includes:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
3. Feasible project alternatives or mitigation measures considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; and
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

As detailed in this chapter, none of the responses to the comments received on the Draft Supplemental EIR meet the definition of "significant new information" pursuant to Section 15088.5. Therefore, recirculation is not required.

A. STATE, REGIONAL, AND LOCAL AGENCIES

Letter
A1

From: Beth Walukas [BWalukas@alamedactc.org]
Sent: Friday, August 17, 2012 1:18 PM
To: Warner, Lynn
Cc: Merkamp, Robert
Subject: DSEIR 1800 San Pablo Oakland ER 110014.pdf - Adobe Acrobat Professional

Lynn and Robert

The DSEIR looks good. Thanks for addressing our comments. **1**

Beth Walukas

Letter
A1
cont.

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

August 17, 2012

Lynn Warner
Planner III
City of Oakland
Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
lwarner@oaklandnet.com

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report (DSEIR) for the 1800 San Pablo Avenue Project in the City of Oakland (Case Number ER 110014)

Dear Ms. Warner:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (DSEIR) being prepared by the City of Oakland. The project site is located at 1800 San Pablo Avenue in the Uptown District of the City of Oakland and would involve the construction of a three-story (above grade) structure containing commercial uses and a parking garage on an existing surface parking lot. The building would contain approximately 120,000 square feet of commercial space and up to 309 parking spaces would be constructed on three floors below grade. The site is surrounded by 19th Street (with residential uses beyond) to the north; residential uses to the east; 18th Street (with retail uses beyond) to the south; and San Pablo Avenue (with commercial uses beyond) to the west. 2

Based on our review of the DSEIR, the Congestion Management Program requirements were met. Alameda CTC has not further comment to make on this project.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: File: CMP – Environmental Review Opinions – Responses - 2012

COMMENTER A1
Alameda County Transportation Commission
Beth Walukas, Deputy Director of Planning
August 17, 2012

Response A1-1: This comment, which expresses general approval of the transportation analysis in the Draft Supplemental EIR, is noted.

Response A1-2: This comment, which summarizes the proposed Project and notes that the transportation analysis in the Draft Supplemental EIR meets Alameda County Congestion Management Program requirements, is noted.

Letter
A2

EAST BAY
MUNICIPAL UTILITY DISTRICT

August 10, 2012

Lynn Warner, Planner III
City of Oakland
Department of Planning, Building, and Neighborhood Preservation
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Notice of Availability of a Draft Supplemental Environmental Impact Report for 1800 San Pablo Avenue Project, Oakland

Dear Ms. Warner:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Supplemental Environmental Impact Report (EIR) for the 1800 San Pablo Avenue Project located in the City of Oakland (City). EBMUD provided written comments to the Notice of Preparation of a Draft Supplemental EIR on November 7, 2011 (enclosed), and the comments still apply. 1

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

David J. Rehnstrom

FOR William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:ELE:sb
sb12_162.doc

Enclosure

cc: Sunfield Development
560 14th Street
Oakland, CA 94612

Letter
A2
cont.

EAST BAY
MUNICIPAL UTILITY DISTRICT

November 7, 2011

Lynn Warner, Planner III
City of Oakland
Community and economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Notice of Preparation of a Draft Supplemental Environmental Impact Report - 1800 San Pablo Avenue Project (Reference Case No. ER 110014)

Dear Ms. Warner:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (EIR) for the 1800 San Pablo Avenue Project located in the City of Oakland (City). EBMUD has the following comments. 2

WATER SERVICE

EBMUD's Central Pressure Zone, with a service elevation between 0 and 100 feet, will serve the proposed development. Off-site pipeline improvements, at the project sponsor's expense, may be required to meet domestic demands and fire flow requirements set by the local fire department for the project area. Off-site pipeline improvements include, but are not limited to, replacement of existing water mains to the project site. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule. 3

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all 4

Letter
A2
cont.

necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense. **4 cont.**

WASTEWATER PLANNING

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to treat the proposed wastewater flows from the Project, provided that the Project and the wastewater generated by the Project meet the requirements of the current EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. EBMUD has historically operated three Wet Weather Facilities to provide treatment for high wet weather flows that exceed the treatment capacity of the MWWTP. On January 14, 2009, due to Environmental Protection Agency's (EPA) and the State Water Resources Control Board's (SWRCB) re-interpretation of applicable law, the Regional Water Quality Control Board (RWQCB) issued an order prohibiting further discharges from EBMUD's Wet Weather Facilities. Additionally, on July 22, 2009 a Stipulated Order for Preliminary Relief issued by EPA, the SWRCB, and RWQCB became effective. This order requires EBMUD to begin work that will identify problem infiltration/inflow areas, begin to reduce infiltration/inflow through private sewer lateral improvements, and lay the groundwork for future efforts to eliminate discharges from the Wet Weather Facilities. **5**

Currently, there is insufficient information to forecast how these changes will impact allowable wet weather flows in the individual collection system subbasins contributing to the EBMUD wastewater system, including the subbasin in which the proposed Project is located. As required by the Stipulated Order, EBMUD is conducting extensive flow monitoring and hydraulic modeling to determine the level of flow reductions that will be needed in order to comply with the new zero-discharge requirement at the Wet Weather Facilities. It is reasonable to assume that a new regional wet weather flow allocation process may occur in the East Bay, but the schedule for implementation of any new flow allocations has not yet been determined. In the meantime, it would be prudent for the lead agency to require the project applicant to incorporate the following measures into the proposed Project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to reduce infiltration/inflow and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent infiltration/inflow to the

Letter
A2
cont.

maximum extent feasible. Please include such provisions in the environmental documentation and other appropriate approvals for this Project. **5 cont.**

WATER CONSERVATION

EBMUD would request that the City include in its conditions of approval for the proposed development that the project sponsor to comply with Landscape Water Conservation Section, Article 10 of Chapter 7 of the Oakland Municipal Code and the California Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsors' expense. **6**

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:sb
sb11_190.doc

cc.: Peter Lezak
Sunfield Development
562 14th Street
Oakland, CA 94612

COMMENTER A2
East Bay Municipal Utility District
William R. Kirkpatrick, Manager, Water Distribution Planning
August 10, 2012

Response A2-1: This introduction notes that the comments provided in the letter submitted by the East Bay Municipal Utility District (EBMUD) on November 7, 2011, (in response to the NOP) apply to the proposed Project. Responses to the comments in the November 7 letter are provided in Responses A2-2 through A2-6.

Response A2-2: This introduction to the November 7 letter is noted.

Response A2-3: This comment, which discusses the protocol for requesting new water service from EBMUD, is noted.

Response A2-4: This comment, which discusses EBMUD requirements for servicing a project with contaminated soil or groundwater, does not address the environmental analysis in the Draft Supplemental EIR and is noted.

As discussed on page 158 of the Draft Supplemental EIR, soil sampling on the Project site revealed relatively low concentrations of petroleum hydrocarbons. While untested areas of the site may contain higher concentrations of solvent or metal contamination, implementation of Mitigation Measures HAZ-1a, HAZ-1c, and HAZ-2b would reduce contamination-related risks to a less-than-significant level (and ensure that persons installing utility lines on the Project site are not exposed to substantial adverse health risks associated with contaminated soil and groundwater). In addition, as discussed on pages 159 through 160 of the Draft Supplemental EIR, the Project would be subject to Standard Conditions of Approval (SCAs) 35, 61, 66, 68, and 69 that would further reduce risks associated with contaminated soil and groundwater.

Response A2-5: This comment states that the Main Wastewater Treatment Plant is expected to have sufficient capacity to treat wastewater generated by the Project (assuming standard wastewater control measures are implemented at the Project site), but that wastewater flows during periods of high precipitation are of concern to EBMUD throughout the conveyance and treatment system. EBMUD is currently addressing these concerns through the reduction of inflow and infiltration throughout the wastewater system and recommends that the Project sponsor: 1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to reduce infiltration/inflow; and 2) ensure any new wastewater collection systems for the proposed Project, including sewer lateral lines, are constructed to prevent infiltration/ inflow to the maximum extent feasible.

SCA 91, as identified on page 170 of the Draft Supplemental EIR, effectively requires these recommendations. In accordance with SCA 91, a qualified civil engineer would assess the capacity and state of repair of the City's stormwater and sanitary sewer system surrounding the Project site, and the Project sponsor would be responsible for necessary infrastructure improvements to accommodate the proposed Project. Improvements to the existing sanitary sewer collection system, as described in SCA 91, specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset wastewater generated by the proposed Project.

Response A2-6: This comment relates to the incorporation of water conservation measures into the proposed Project. Such measures would be required as part of SCA 4, as identified on pages 168 and 169 of the Draft Supplemental EIR. SCA 4 would require the Project sponsor to comply with all applicable federal, State, regional and/or local laws/codes, requirements, regulations, and guidelines, including Article 10 of Chapter 7 of the Oakland Municipal Code (Landscape Water Conservation Section), and all other City requirements relating to the use of water efficient landscaping. Such measures would be implemented at the expense of the Project sponsor.

Letter
A3

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

August 20, 2012

ALA980017
ALA-980-0.9
SCH#2000052070

Ms. Lynn Warner
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Dear Ms. Warner:

1800 San Pablo Avenue Project – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the 1800 San Pablo Avenue Project. The following comments are based on the Draft Environmental Impact Report (DEIR). 1

Traffic Forecasting

Although the proposed project site is located within walking distance to 19th BART station, Caltrans believes a 30 percent non-auto use trip reduction rate underestimates the number of trips generated by the proposed project. According to Institute of Transportation Engineers Trip Generation Handbook, 2nd edition, it recommends a 20 percent vehicle trip reduction rate under Transportation Impact Factors Development Around Transit Center and Light Rail Station. Hence, please discuss how the 30 percent reduction rate was derived. 2

On page 79 of the DEIR states, "the Proposed Project is expected to generate approximately 7,645 net new daily trips with 120 (719) trips during the AM (PM) peak hour." In addition, Table III-9 applies a 37 percent pass-by trip reduction rates to the total number of trips. However, pass-by trips only reduce the number of net trips generated by the proposed project and this traffic does not disappear from local roadways. These pass-by trips must be included and reassigned onto the local roadway segments and intersections adjacent to project driveways. As a result of the reassignment, the proposed project will impact intersections #3, #4, #7, and #8. Please provide AM and PM turning traffic diagrams at each study intersection including project driveway(s) under Project Only Conditions and Cumulative plus Project conditions for our review. 3

Fair-Share Contribution

As stated in the DEIR, approval and encroachment permits would be required for mitigation measures under Caltrans' jurisdiction. In addition, the proposed project should provide a fair-share contribution to these improvements similar to the fair-share contribution to improvement under the City of Oakland's jurisdiction. 4

Letter
A3
cont.

Should you have any questions regarding this letter, please call Yatman Kwan, AICP of my staff at (510) 622-1670.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

COMMENTER A3
State of California Department of Transportation, District 4
Erik Alm, District Branch Chief, Local Development – Intergovernmental Review
August 20, 2012

Response A3-1: This introductory comment is noted.

Response A3-2: This comment requests additional information about the anticipated modal split of the Project (i.e., the percentage of Project visitors/employees expected to use alternative means of transport). The modal split data provided in Table B.3 of the Institute of Transportation Engineers (ITE) Trip Generation Handbook is derived from surveys taken in the Los Angeles area in 1993 and may not be applicable to locations in the City of Oakland that are located near transit hubs, like the Project site. As discussed on page 78 of the Draft Supplemental EIR, U.S. Census data indicate that as much as a 69 percent of trips in the Project site vicinity may primarily involve non-auto modes of transport. However, because non-auto mode splits of 17 to 30 percent have been applied in recently-certified environmental review documents for projects in Downtown Oakland, a 30 percent non-auto mode split was assumed for the transportation analysis in the Draft Supplemental EIR. This cautious mode split likely underestimates the use of non-auto forms of transport by Project visitors and employees (and overstates the impacts of the Project on traffic congestion).

Response A3-3: This comment requests more information about the assumptions in the transportation analysis regarding "pass-by trips" (i.e., trips made by travelers who would access the Project site, but are already traveling to a different primary destination). The comment is correct in noting that the application of pass-by trips reduces the number of net new trips generated by the proposed Project, as 37 percent of Project trips would be trips already existing within the roadway network (i.e., trips accounted for in No Project scenario traffic volumes).

The comment describes the reassignment of trips to roadway segments and intersections adjacent to Project driveways, which is characteristic of diverted linked trips as opposed to pass-by trips. As described in the ITE Trip Generation Handbook, 2nd edition (March 2001), diverted linked trips are existing trips that are attracted to a project but that require a diversion from another roadway to gain access to the site, whereas pass-by trips are existing trips whose path of travel includes direct access to a project and would not require a diversion. The transportation analysis in the Draft Supplemental EIR cautiously includes only a pass-by reduction, as the inclusion of diverted linked trips along with pass-by reductions would likely have resulted in an excessive reduction of net new trips. Thus, the 37 percent reduction for pass-

by trips was assumed to derive solely from trips crossing the Project site frontage along 18th Street.

In the AM peak hour, the 37 percent pass-by trip reduction corresponds to 27 inbound and 17 outbound vehicle trips. As 232 vehicle trips were counted as part of Existing Conditions on 18th Street along the Project site frontage, it is reasonable to assume that no reassignment of trips in the Project site vicinity is necessary in the AM peak hour (i.e., all pass-by trips would travel on 18th Street).

During the PM peak hour, the 37 percent pass-by trip reduction corresponds to 130 inbound and 135 outbound vehicle trips. As this amount is greater than Existing Conditions traffic levels on 18th Street, some diversion from San Pablo Avenue would be expected. As part of this Response to Comments Document, this diversion was evaluated and found to result in no substantive changes to the analysis and conclusions in the Draft Supplemental EIR. Figure 1 shows the rerouted trip paths and Figure 2 shows the traffic volumes associated with these rerouted trips.

It is expected that 37 percent of the 106 existing vehicle trips along 18th Street would be pass-by trips during the PM peak hour, corresponding to 39 inbound and outbound trips. To provide the remaining trips to tally 130 inbound and 135 outbound pass-by trips, 91 inbound and 96 outbound trips would need to be reassigned from nearby intersections along San Pablo Avenue. The affected intersections (keyed to the intersections analyzed in the Draft Supplemental EIR) include:

3. San Pablo Avenue/19th Street/Jefferson Street;
4. San Pablo Avenue/18th Street;
7. Telegraph Avenue/19th Street;
8. Telegraph Avenue/18th Street; and
9. Telegraph Avenue/17th Street.

The effects of this reassignment on the affected intersections under 2035 Cumulative Conditions are shown in Table 1. This information is illustrative and is not a revision to the Draft Supplemental EIR.

A diagram of the rerouted trip paths at these locations is shown in Figure 1. Cumulative Plus Project (PM peak hour) traffic volumes accounting for the reassignment of trips are shown in Figure 2. Updated levels of service for each location are shown in Table 1 below.

Table 1: 2035 Cumulative Plus Project Conditions Intersection Level of Service (LOS) Comparison – PM Peak Hour

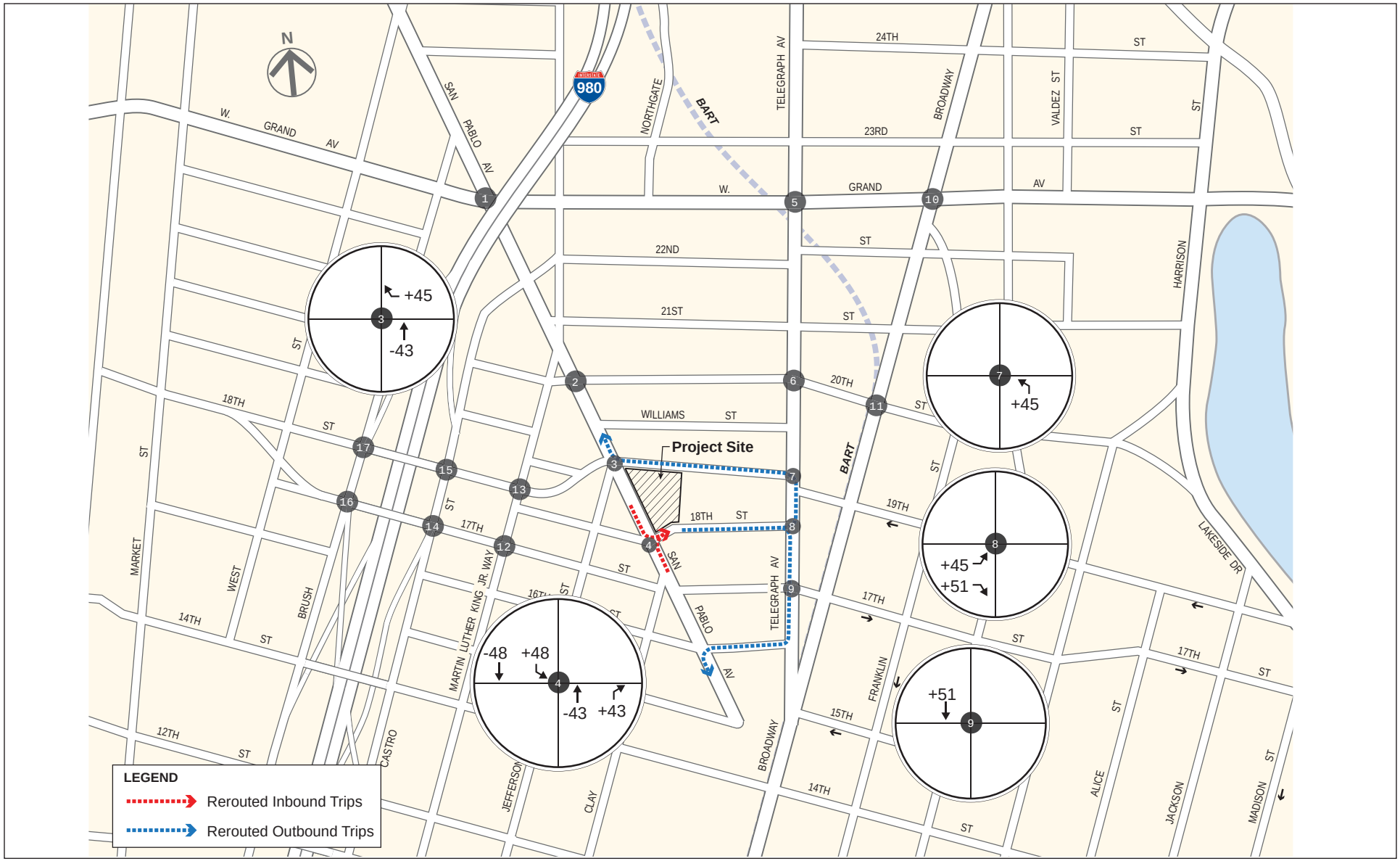
Intersection	Traffic Control	2035 Cumulative Plus Project Conditions (Without Reassignment)		2035 Cumulative Plus Project Conditions (With Reassignment)	
		Delay	LOS	Delay	LOS
3. San Pablo Avenue/ 19th Street/Jefferson Street	Signalized	**> 80.0**	**F**	**> 80.0**	**F**
4. San Pablo Avenue/ 18th Street	OWSC [a]	**> 50.0**	**F**	**> 50.0**	**F**
7. Telegraph Avenue/ 19th Street	Signalized	**> 80.0**	**F**	**> 80.0**	**F**
8. Telegraph Avenue/ 18th Street	Signalized	9.8	A	12.8	B
9. Telegraph Avenue/ 17th Street	Signalized	23.9	C	24.4	C

[a] OWSC = One-Way Stop-Controlled. Delay represents the average delay experienced on the stop-controlled approach.
BOLD indicates an intersection operating at unacceptable conditions.

Source: AECOM, 2012.

As shown in Table 1, the reassignment of pass-by trips would have a minimal effect on average delay at each affected study intersection, and no new impacts would occur beyond those already identified in the Draft Supplemental EIR. It should be noted that delays for intersections operating at LOS F are reported as "greater than 80.0 seconds" (>80.0) for signalized intersections and "greater than 50.0 seconds" (>50.0) for unsignalized intersections, as 80.0 seconds and 50.0 seconds are generally considered the limits of the meaningful range for the analysis methodology for signalized and unsignalized intersections, respectively. Thus, in order to compare 2035 Cumulative Plus Project Conditions with and without trip reassignment volume-to-capacity ratios were evaluated for each of the intersections that would operate unacceptably. The results are summarized below.

The volume-to-capacity ratio at the San Pablo Avenue/19th Street/Jefferson Street intersection (which would operate at LOS F with and without the addition of Project-related traffic) would increase by less than 1 percent with the reassignment of trips. Therefore, the reassignment of trips would not materially affect the analysis in the Draft Supplemental EIR, and Impact TRANS-4, which addresses the Project impact at the San Pablo Avenue/19th Street/Jefferson Street intersection, would continue to apply. Improvements implemented as part of the City's Intelligent Transportation System (ITS) Master Plan would continue to be expected to reduce average intersection delay to levels below that of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay at this location.



LSA

FIGURE 1

NOT TO SCALE

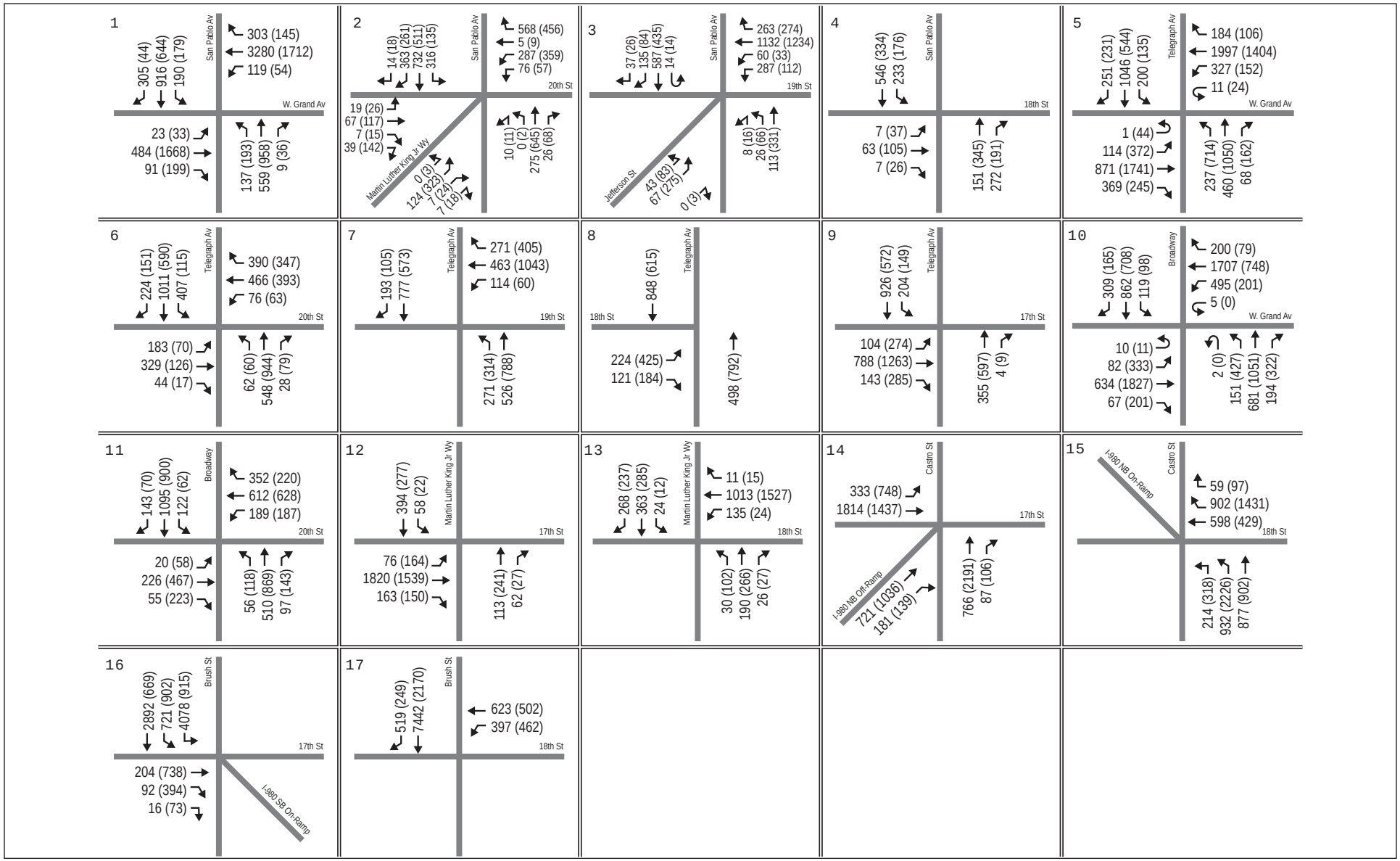
N

1800 San Pablo Avenue Project Supplemental EIR
Response to Comments Document

Rerouted Trip Paths - PM Peak Hour

SOURCE: AECOM, 2012.

I:\AEM1102 Fox Block\RTC\RTC figures\Fig_1.ai (9/12/12)



LSA

FIGURE 2

1800 San Pablo Avenue Project Supplemental EIR
Response to Comments Document

2035 Cumulative Plus Project Conditions - Traffic Volumes with Rerouted Trips-AM(PM) Peak Hour

SOURCE: AECOM, 2012.

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The volume-to-capacity ratio at the San Pablo Avenue/18th Street intersection (which would operate at LOS F with and without the addition of Project-related traffic) would increase by less than 1 percent with the reassignment of trips. Therefore, the reassignment of trips would not materially affect the analysis in the Draft Supplemental EIR, and Impact TRANS-5, which addresses the Project impact at the San Pablo Avenue/18th Street intersection, would continue to apply. Signalization would continue to be required as mitigation, and the Project sponsor would be expected to contribute its fair share towards the cost of implementing this improvement.

The volume-to-capacity ratio at the Telegraph Avenue/19th Street intersection (which would operate at LOS F with and without the addition of the Project) would increase by approximately 3 percent with the reassignment of trips. The reassignment of trips would not materially affect the analysis in the Draft Supplemental EIR, and Impact TRANS-7, which addresses the Project impact at the Telegraph Avenue/19th Street intersection, would continue to apply. Improvements implemented as part of the City's Telegraph Avenue Streetscape Project, including the reconfiguration of the westbound approach to this intersection (which would reduce average intersection delay to levels below those of 2035 Cumulative Conditions, mitigating the Project's contribution to delay at this location), would continue to be fully funded by the City of Oakland.

Response A3-4: This comment notes that certain permits would be required for mitigation measures involving roadway improvements under Caltrans jurisdiction and that the Project sponsor should make a fair share contribution to these improvements. Such a fair share contribution is required as part of the mitigation measures in the Draft Supplemental EIR for all feasible roadway improvements. The City of Oakland will work in conjunction with Caltrans to ensure that a method for funding proposed improvement measures is established prior to approving projects that will result in impacts at locations under Caltrans jurisdiction. All mitigation measures within the Caltrans right-of-way would be coordinated with Caltrans and implemented in accordance with Caltrans project development procedures and design standards. The City would fund any applicable Caltrans fees for reviewing permits for roadway improvements identified in the Final Supplemental EIR. Fair share payments contributed by the Project sponsor (and other project sponsors, as applicable) would be applied to Caltrans improvements when the improvements proceed.

B. PUBLIC HEARING COMMENTS

Hearing
B1

Oakland Planning Commission
August 1, 2012
1800 San Pablo Avenue Project Draft Supplemental Environmental Impact Report
Planning Commission and Public Comment – Notes

Comments from the Public

No members of the public spoke.

Comments from the Planning Commission

Jim Moore

- Expected roadway level of service (LOS) in future years in the vicinity of the project site is poor, possibly because of population projections that may be unrealistic. **B1-1**

Chris Pattillo

- Digital advertising signs are a "red flag." **B1-2**
- Would be useful to see examples of such advertising and additional analysis. **B1-3**

Michael Colbruno

- The project may need advertising signs to "pencil out."
- Prohibiting advertising signs would function as an obstacle for growth in the Downtown. **B1-4**

C. Blake Huntsman

- The Supplemental Environmental Impact Report was "done quite well." **B1-5**
- As the City of Oakland grows, future traffic impacts may be difficult to mitigate **B1-6**

PUBLIC HEARING COMMENTS B1
City of Oakland Planning Commission
August 1, 2012

The following responses address comments from the August 1, 2012 Planning Commission hearing. Note that only comments pertaining to the environmental issues and analysis in the Draft Supplemental EIR (for which answers were not provided verbally during the hearing) are enumerated and responded to in the following responses.

Jim Moore

Response B1-1: This comment stipulates that future traffic conditions in the vicinity of the Project site (under 2035 Cumulative Conditions) may be poor due to unrealistic growth projections contained in the Alameda County Congestion Management Agency's Countywide Travel Demand Model (ACCMA Model). In other words, the ACCMA Model may project more population and employment growth than would be reasonably expected in Downtown Oakland and surrounding areas, resulting in higher projected levels of traffic congestion in 2035. The City agrees that the ACCMA Model data may be construed this way, but is required by the Alameda County Transportation Commission to use ACCMA data in transportation analyses for development projects in the City. The result of the use of these data may be an overly-cautious analysis of transportation impacts of projects during long-term scenarios.

Chris Pattillo

Response B1-2: This comment, which addresses the Project's merits and not the environmental analysis in the Draft Supplemental EIR, is noted.

Response B1-3: This comment requests additional analysis of the proposed digital advertising signs. Please refer to Figures II-6a, II-6b, and II-6d on pages 44, 45, and 47 of the Draft Supplemental EIR, which show proposed building elevations containing digital signage and illustrate the maximum size, shape, and potential content of such signs. Also, please refer to Figures II-7a through II-7c on pages 48 through 50 of the Draft Supplemental EIR for perspectives of the building that illustrate the proposed signage. Examples of digital advertising in Oakland are the billboards found along Interstate 880 near the Oakland Coliseum. Although there are examples of digital signs in Oakland that are in closer proximity to the Project site, including on the Youth Radio Building at 1701 Broadway (approximately two blocks southeast of the Project site), City staff are unaware of local examples of such signage that are similar in size and appearance to the signs proposed as part of the Project.

As discussed on page 37 of the Draft Supplemental EIR, the specific design of the signage has not yet been identified and would be subject to further review by the City Council as part of the required franchise agreement. In addition, as discussed in Chapter V, Other CEQA Considerations, at a conceptual level of detail, the proposed signs would not result in significant impacts to the aesthetic character of the area or light and glare levels (see page 141 of the Draft Supplemental EIR), historic resources (including the Fox Theater; see page 147 of the Draft Supplemental EIR), or other environmental resources. In the absence of a more detailed design for the proposed signage, the utility of additional environmental analysis would be limited. However, the City Council would evaluate the design of the signage when the franchise agreement is considered. At a conceptual level, the signage would not result in significant environmental effects.

Michael Colbruno

Response B1-4: This comment, which does not address the environmental analysis in the Draft Supplemental EIR but pertains to financial considerations associated with development in Downtown Oakland, is noted.

Blake Huntsman

Response B1-5: This comment supports the analysis in the Draft Supplemental EIR and is noted.

Response B1-6: This comment generally notes that, as congestion levels increase in Oakland, the traffic-related impacts of specific development projects may be more difficult to mitigate. This general comment, which does not pertain to the environmental analysis in the Draft Supplemental EIR, is noted. Please also refer to Response B1-1 about the use of County-developed growth projections in estimating future background congestion levels.

Hearing
B2

Oakland Landmarks Preservation Advisory Board
August 13, 2012
1800 San Pablo Avenue Project Draft Supplemental Environmental Impact Report
Landmarks Preservation Advisory Board and Public Comment – Notes

Comments from the Public

Naomi Schiff

- The original Uptown EIR evaluated much shallower excavations than currently proposed; thus, the Supplemental EIR should evaluate the impacts on archaeological resources related to deeper excavations. **B2-10**
- The analysis in the Supplemental EIR should consider the historic context of the site, including the Haley Law Office, Mel's, and other properties in the area. **B2-11**
- Electric signs are inappropriate in an area that is the gateway to Downtown Oakland, and are just a "money making scheme." However, neon signage on the Fox Theater is historically appropriate. **B2-12**
- Unfortunate that the project is replacing housing that was previously proposed for the site. The project will be detrimental to the look and feel of Downtown Oakland. **B2-13**

Comments from the Landmarks Preservation Advisory Board

Daniel Schulman

- The Piedmont Piano Company building (1716-30 San Pablo Avenue) may be historic; a window survey was completed in the 1980s, but the building has been renovated since then. **B2-14**
- The project contains an excessive amount of parking, and the impacts of the project may outweigh the benefits. **B2-15**

Dan Biggs

- The site is currently empty and contains no historic structures, but is at an important location in Downtown Oakland. **B2-16**
- Additional evaluation of the proposed advertising signage would be useful, because the signs do not mesh with the aesthetics of the neighborhood (they evoke Times Square in New York City) and may detract from other, more historically-appropriate signage in the vicinity (such as the Fox Theater sign). **B2-17**
- Perhaps the design of the signs could be modified to be more appropriate for the neighborhood. **B2-18**

Christopher Andrews

- The proposed building does not fit in with the historic character of the neighborhood. **B2-19**
- The design should be revisited to better reflect the culture and history of Oakland.

John Goins

- The project is located along a major view corridor in the City, extending along San Pablo Avenue, and functions as a "keystone" in the integrity of Downtown. **B2-20**
- Potential impacts on views warrant additional analysis. **B2-21**
- The proposed advertising signage evokes Los Angeles and is inappropriate for Oakland. **B2-22**
- Perhaps mitigation measures could be identified to reduce the impacts of building design on the character of the area. **B2-23**

Valerie Garry

- Preservation issues have been too narrowly defined in the Supplemental EIR and should be broadened to encompass design. **B2-24**
- Modern buildings can be appropriate in historic areas, but should reference Oakland. **B2-25**
- The advertising signage will be intrusive. **B2-26**

Daniel Schulman

- The mitigation measures in the Supplemental EIR concerning archaeological resources look sound and may appropriately apply to deeper excavation. **B2-27**
- Design issues, including those that relate to the proposed signage and light/glare, are outside the purview of the Board as they do not relate to historic resources. **B2-28**

Mary MacDonald

- The Board may comment on aesthetic issues because aesthetics and historic resources are interrelated. **B2-29**
- The building has no relation to the surrounding historic district. **B2-30**
- The signage would be intrusive and inappropriate in Downtown Oakland or anywhere in the City. **B2-31**

Hearing
B2

MEMORANDUM

TO: Members of the Planning Commission
Lynn Warner, Case Planner

FROM: Landmarks Preservation Advisory Board
Joann Pavlinec, Secretary

SUBJECT: **LPAB Advisory Comments – August 13, 2012 Comments – Draft Supplemental Environmental Impact Report (DSEIR) for 1800 San Pablo Avenue**

At a Landmarks Preservation Advisory Board (LPAB, Board) regular meeting on August 13, 2012, the Board was requested to comment on the cultural resources section of the DSEIR for 1800 San Pablo Avenue. The Board unanimously voted that their comments be forwarded to the Planning Commission and included in the environmental review process. Based on the meeting's Draft Minutes, the Board forwards the following comments. **B2-1**

1) **Archaeological and Paleontological Resources**
The analysis and the Mitigations for the archaeological and paleontological resources that include a qualified paleontologist monitoring plan, a pre-construction archaeological testing and sensitivity program and monitoring during ground disturbing activities appear to be comprehensive. **B2-2**

2) **Change from Previous EIR Proposal – Deeper Site Excavation (3 stories)**
The DSEIR is inadequate in that it does not address or investigate the potential impacts due to the deeper excavation for this project (3 stories) that was not part of the project analyzed in the previous EIR. The DSEIR should include further investigation, analyses and mitigations, if appropriate, for any potential archaeological or paleontological potential impacts due to the depth of the proposed excavation. **B2-3**

3) **Additional Historic Neighborhood Context**
Additional buildings that should be discussed and analyzed for potential impacts are the Haley Law Office building at 1633 San Pablo Avenue, a City Landmark, and 1701 San Pablo Avenue, a Potential Designated Historic Property (PDHP). **B2-4**

Hearing
B2
cont.

4) **Potential Aesthetic Impacts**

While one Board Member felt that aesthetic comments were beyond the purview of this Board, the majority of the Board commented that preservation issues were too narrowly defined in the DSEIR. There should be a broader context, based on the unique character of Oakland's architecture. LPAB comments based on this broader perspective addressed aesthetic issues of the proposed design and potential aesthetic impacts to the overall historic character of the Downtown and Uptown areas of Oakland. **B2-5**

Gateway to Downtown and Uptown Location

This proposal's location is a gateway from the 980 freeway to the historic Uptown and Downtown areas and the DSEIR should discuss potential impacts of the proposal as a gateway building to these historic areas. Analyses should also discuss the site location with respect to view corridors along San Pablo Avenue to City Hall, a City Landmark, and other government buildings. **B2-6**

Overall Character of Proposal and Oakland's Architectural Character

Several comments described the building as 'an anywhere building' with little reference to the elements of Oakland's architectural heritage. The conceptual design does not convey the look or feel of a distinctively Oakland building. While the Board supports new modern buildings that bring in business and people and energize the economy, the design should respect the character that is uniquely Oakland. The DSEIR should analyze the character of the proposed design and the building's design elements and how it relates to its location, directly adjacent to both the Uptown and Downtown historic areas, and overall architectural character of Oakland. **B2-7**

Building Scale

The DSEIR should discuss the potential impacts of the building's scale. As proposed the design relates to the scale of the Fox and to the Forest City development, but not to the scale of buildings across San Pablo Avenue and 18th Street. The DSEIR should look at the proposed building's massing and discuss potential impacts to buildings across the two frontages of the project. A better transition from the lower scaled buildings would preserve the character of the area. **B2-8**

Proposed Digital Advertising Signage

The proposed digital advertising signage should be discussed in the DSEIR with respect to potential impacts to aesthetics, including overall sign design, type and scale, light pollution, glare and intrusive lighting that are not characteristic of this particular area or Oakland. Signage design alternatives should be studied in the DSEIR. The Uptown area has a definite sign character of neon lighted fin signs and modifying the proposed signage to be more compatible with this sign type and character could reduce the negative impacts of the proposed signage. **B2-9**

PUBLIC HEARING COMMENTS B2
City of Oakland Landmarks Preservation Advisory Board
August 13, 2012

The following responses address comments from the August 13, 2012 Landmarks Preservation Advisory Board (LPAB) hearing and a memorandum authored on behalf of the LPAB. Note that only comments pertaining to the environmental issues and analysis in the Draft Supplemental EIR (for which answers were not provided verbally during the hearing) are enumerated and responded to in the following responses.

Response B2-1: This introductory paragraph is noted. Each issue raised in the letter is responded to below.

Response B2-2: This comment, which states that Mitigation Measures HIST-1a through HIST-2b on pages 147 through 149 of the Draft Supplemental EIR are comprehensive, is noted. No additional response is required.

Response B2-3: This comment asserts that the Draft Supplemental EIR does not address the adverse effects to archaeological and paleontological resources associated with deeper excavations than assumed as part of the *Uptown EIR*, and that additional investigation and mitigation may be warranted.

As background, the *Uptown EIR* assumed the development of a 270-unit condominium building on the site with the first level (containing parking) located one-half story below grade. The currently-proposed Project would involve the development of three levels (containing parking) below grade, thus requiring deeper excavations than anticipated in the *Uptown EIR*.

As discussed on pages 146 through 149 of the Draft Supplemental EIR, no known cultural resources (i.e., paleontological and archeological resources, and human remains) exist on the Project site. However, the sediments that underlie the Project area have a high sensitivity for the occurrence of significant cultural resources. Thus, as discussed in the Draft Supplemental EIR, ground disturbing activities for the construction of below-grade parking structures could adversely affect cultural resources.

The Draft Supplemental EIR carries over and requires all the archaeological and paleontological resource protection mitigation measures identified in the *Uptown EIR* (some of which have since been modified and strengthened through text changes and City SCAs). Taken collectively, these measures require pre-construction assessment to identify locations where cultural resources might exist in order to inform construction plans; and construction monitoring, to ensure that if cultural resources are discovered during excavation, all activities stop and the appropriate protective measures are undertaken.

These measures, which would reduce impacts to previously unidentified cultural resources to a less-than-significant level, are depth neutral (i.e., they would apply to excavations of all depths) and their effectiveness would not be diminished with deeper excavations. All construction activities would be monitored whether they occurred at a depth of 7 feet or 40 feet. Similarly, the pre-construction assessment required as part of Mitigation Measure HIST-2a would be conducted for the full excavation depth currently proposed as part of the Project. Thus, no changes to the Draft Supplemental EIR are required to address the effects of deeper excavations on cultural resources.

Response B2-4: This comment concerns the potential impacts of the Project on the historic significance of buildings located at 1633 and 1701 San Pablo Avenue. Per the *CEQA Guidelines*, the Project would have a significant effect if it would cause a substantial adverse change in the significance of a historic resource as defined in *CEQA Guidelines* Section 15064.5.

The Maclise Drug Store building (1633 San Pablo Avenue) is a small three-story flatiron-shaped Classical Revival commercial building. It is constructed of brick and masonry on a triangular parcel. It is rated A1+ by the Oakland Cultural Heritage Survey (OCHS), indicating an outstanding architectural example of academic classicism and a primary contributor to a possible Downtown District.[1] It is individually eligible for the National Register of Historic Places (NRHP), was designated a City of Oakland Landmark (Number 25) in 1979[2] and is considered a historic resource for the purpose of CEQA. The Maclise Drug Store building is located approximately 350 feet southwest of the Project site.

The 1701 San Pablo Avenue building is a streamlined commercial building, originally used as a drive-in restaurant. It is rated C3 by the OCHS, which designates a superior architectural example, not located in a potential historic district. The building does not appear eligible for listing on the NRHP[3] and is not considered a historic resource (therefore, indirect effects on the building resulting from the Project would not be considered significant). The 1701 San Pablo Avenue Building is located approximately 170 feet southwest of the Project site.

The Project would not result in a substantial adverse change to the Maclise Drug Store building primarily due to the distance of the building from the Project site (350 feet). An adverse change would occur if the Project would alter the resource or its immediate surroundings such that the significance of the historic resource would be “materially impaired.” The significance of a

[1] Department of Parks and Recreation, 1985. Form 523: 1631-33 San Pablo Avenue.

[2] Oakland, City of, 1979. Ordinance 9729 C.M.S. March 28.

[3] Department of Parks and Recreation, 1998. Form 523: 1701 San Pablo Avenue.

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. The proposed Project would not cast substantial shadow on the Maclise Drug Store building or otherwise change the surroundings of the building such that the architectural integrity of the structure would be compromised. Therefore, no changes to the analysis in the Draft Supplemental EIR are warranted.

Response B2-5: This comment, which asserts that historic architectural issues should be considered in the context of aesthetic issues, describes the unifying conclusions of Comments B2-6, B2-7, B2-8 and B2-9. Please refer to the responses to these comments, below.

Response B2-6: This comment asserts that the Draft Supplemental EIR should discuss the Project's impacts due to its location at a "gateway" to the Uptown District and Downtown Oakland. Furthermore, the comment requests additional analysis of the Project's potential effects on view corridors.

The location of the Project at a prominent location would not change the analysis or conclusions of the Draft Supplemental EIR regarding historic resources, as the development of the Project at this location would not have any material effect on the historic architectural integrity of nearby historic buildings or historic districts. Per the *CEQA Guidelines*, the Project would have a significant effect if it would cause a substantial adverse change in the significance of a historic resource as defined in *CEQA Guidelines* Section 15064.5. An adverse change would occur if the Project would alter the resource or its immediate surroundings such that the significance of the historic resource would be "materially impaired."

The Uptown District includes the Cathedral District, Uptown Shopping/ Entertainment District and the 19th and San Pablo Commercial District as well as numerous historic properties. Similarly, Downtown Oakland also includes numerous historic districts and properties. As described on page 147 of the Draft Supplemental EIR, the Project site does not contain historic resources, and it is not located in a historic district or immediately adjacent to a historic resource (including a historic district). While the Project would change the look and feel of its prominent site at the northeast quadrant of 18th Street and San Pablo Avenue, the conversion of a surface parking lot to a three-story building would not adversely affect the integrity of historic resources, including historic districts, in the vicinity of the Project site. These resources are located at a distance from the site such that the development of a new building on the site would not compromise their historic integrity.

Per the significance criteria established by the City of Oakland, significant impacts to views are defined as a substantial adverse effect on a scenic vista. Scenic vistas are viewpoints that provide expansive views of a highly valued landscape for the benefit of the general public. While the view corridor along

San Pablo Avenue in the vicinity of the Project site encompasses interesting urban development in and around Downtown Oakland, this view corridor is not considered a scenic vista. The Open Space, Conservation, and Recreation (OSCAR) Element of the City of Oakland General Plan identifies views of Lake Merritt, the Oakland Hills, and panoramic views from Skyline Boulevard and Grizzly Peak Road as features that are considered scenic. None of these resources are visible looking south or north along San Pablo Avenue.

In addition, the proposed Project would not substantially obstruct views along San Pablo Avenue. The proposed building would be built to the lot line and would help frame the view corridor down San Pablo Avenue. Therefore, the Project would not result in adverse view-related impacts, including those resulting from the development of a prominent parcel in the Uptown District.

Response B2-7: As discussed on page 37 of the Draft Supplemental EIR, the Project is designed at a conceptual level, meaning that its maximum building envelope has been identified, but its architectural design has not yet been developed. When the detailed design for the Project is developed, it would be subject to the City's design review process. At that time, the Project's incorporation of architectural features that reference Oakland's architectural and historical elements would be considered. However, based on the conceptual level of information currently available, there is no evidence that the Project would result in adverse impacts to the historic character of Oakland. See Response B2-6 for additional detail.

Response B2-8: This comment asserts that the Project does not appropriately relate to the scale of buildings across San Pablo Avenue and 18th Street. Per the significance criteria used by the City of Oakland for identifying significant impacts, a significant impact to visual character would result not necessarily from changes in building scale, but from degradation of the existing character or quality of the surrounding area.

The proposed Project would be three stories and a maximum of 90 feet in height. The structure across 18th Street to the south of the site is one story (approximately 18 feet) and the structure across San Pablo Avenue to the west of the site is two stories (approximately 22 feet). While the Project would be taller than these two structures, it is of equal or lesser height than other buildings to the north and east (the recently-constructed five-story buildings to the east and north of the Project site are over 100 feet in height). Therefore, a proposed 90-foot building on the Project site would step down in height from surrounding buildings and would not compromise the visual character of development to the south and west of the site.

Response B2-9: As discussed on page 37 of the Draft Supplemental EIR, the specific advertisers and content that would be conveyed on the proposed digital signage have not yet been identified and would be subject to review by the City Council as part of approval of the franchise agreement for the signage.

The aesthetic-related impacts of the proposed signage are discussed on page 141 of the Draft Supplemental EIR. As noted on page 141, the type, scale, and overall design of the proposed signage (at least at the currently-proposed conceptual level of detail) would not substantially adversely affect the aesthetic character of the area. The proposed advertising signage would be flush with the building facades and would not block views along streets around the site. In addition, SCA 40 (which requires the preparation of a lighting plan) would ensure that off-site light and glare from the illuminated signs would be minimized.

While the digital advertising display signs would provide additional illumination, this illumination would not adversely affect the area's existing lighting pattern. Light poles, spaced approximately every 75 feet along San Pablo Avenue and other nearby streets, are designed to provide 24-hour illumination of public streets and sidewalks in the vicinity of the Project site. Businesses and buildings in the area maintain façade lighting and keep some internal (e.g., window) lights on at night. The Project's digital advertising signs, while perhaps brighter than any one existing light source, would not generate substantial amounts of light and glare with implementation of SCA 40.

Because the proposed signage would not result in significant impacts to aesthetic character, light and glare, or other physical elements of the area, no analysis of signage alternatives is warranted. *CEQA Guidelines* Section 15126.6 requires the examination only of project alternatives that would reduce significant effects. Similarly, no mitigation would be required to further reduce the already less-than-significant effects of the signage on aesthetic character and light/glare (pursuant to *CEQA Guidelines* Section 15126.4).

Summary of Public Comments

Naomi Schiff

Response B2-10: Please see Response B2-3.

Response B2-11: Please see Response B2-4. The potential impacts of the Uptown Project on architectural resources near the Project site were evaluated in the *Uptown EIR*. As described on pages 146 through 149 of the Draft Supplemental EIR, the Project would not result in new impacts to architectural resources beyond those identified in the *Uptown EIR* or substantially worsen already-identified impacts.

Response B2-12: This comment pertains generally to the merits of the signage proposed as part of the Project and is noted. Please also refer to Responses B1-3 and B2-9

regarding the less-than-significant effects of the proposed signage on aesthetics and cultural resources.

Response B2-13: This comment, which addresses the Project's merits and not the environmental analysis in the Draft Supplemental EIR, is noted. Please see Responses B2-6 and B2-7 regarding the less-than-significant effects of the Project on the visual character of the area.

Daniel Schulman

Response B2-14: As described on page 147 of the Draft Supplemental EIR, the Piedmont Piano Company building (1817-30 San Pablo Avenue), is rated C3 by the OCHS, meaning it is a property of secondary importance which does not contribute to a historic district (and thus is not considered a historic resource pursuant to CEQA). Properties with a dual rating (containing a lowercase letter in conjunction with an uppercase letter) indicate that, with rehabilitation (or due to some other contingency, such as the collection of additional data), the property's rating could increase. However, the Piedmont Piano Company building does not have a contingency rating. Therefore, the rating of the building would not have increased since its original evaluation due to further rehabilitation activities.

Response B2-15: This comment, which addresses the merits of the Project and not the environmental analysis in the Draft Supplemental EIR, is noted.

Dan Biggs

Response B2-16: Please see Response B2-6.

Response B2-17: Please see Response B2-9.

Response B2-18: Please see Response B2-9.

Christopher Andrews

Response B2-19: Please see Responses B2-6 and B2-7.

John Goins

Response B2-20: Please see Response B2-6.

Response B2-21: Please see Response B2-6.

Response B2-22: Please see Responses B1-3 and B2-9.

Response B2-23: Please see Responses B2-6 and B2-7. As required by CEQA, the Draft Supplemental EIR must identify feasible mitigation measures and alternatives that substantially reduce the Project's significant impacts. Conversely, if a significant impact does not exist, mitigation measures and alternatives (for that impact category) are not required. The Project's impacts related to aesthetics are less than significant and therefore would not require mitigation. However, the Project design, once it is defined, would be subject to the City's design review process.

Valerie Garry

Response B2-24: Please see Responses B2-5 through B2-9.

Response B2-25: Please see Response B2-7.

Response B2-26: Please see Response B2-9.

Daniel Schulman

Response B2-27: This comment expresses support for the archaeology- and paleontology-related mitigation measures identified on pages 147 through 149 of the Draft Supplemental EIR, and notes that the archaeology measures may apply to excavations of different depths. Please also see Response B2-2.

Response B2-28: This comment, which states that aesthetic issues are outside the purview of the LPAB, does not address the environmental analysis in the Draft Supplemental EIR and is noted.

Mary MacDonald

Response B2-29: This comment, which asserts that the LPAB may rightfully comment on aesthetic issues, does not address the environmental analysis in the Draft Supplemental EIR and is noted.

Response B2-30: Please see Responses B2-6 and B2-7.

Response B2-31: Please see Response B2-9.

IV. DRAFT SUPPLEMENTAL EIR TEXT REVISIONS

Chapter IV presents specific changes to the text of the Draft Supplemental EIR that are being made to clarify any errors, omissions, or misinterpretation of materials in the Draft Supplemental EIR. These minor changes were initiated by City staff and in no case do these revisions identify a new impact or increase the significance of an already-identified impact. Where revisions to the text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlining. Text deleted from the Draft Supplemental EIR is shown in ~~strikeout~~. Pages numbers correspond to the page numbers of the Draft Supplemental EIR.

A. DRAFT SUPPLEMENTAL EIR TEXT REVISIONS

Following are pages of the Draft Supplemental EIR that have been revised:

Page 5 of the Draft Supplemental EIR is revised as follows:

> Impact TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.
>
> Impact TRANS-5: The addition of Project traffic would result in the intersection meeting the conditions of the Caltrans peak hour volume traffic signal warrant during the PM peak hour at the intersection of San Pablo Avenue/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.
>
> Impact TRANS-6: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.

Page 19 of the Draft Supplemental EIR is revised as follows to indicate the level of significance of Impact TRANS-12 after mitigation (note that the underlined text under the column heading "Level of Significance With Mitigation" is the only change to this text):

Table I-1: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-12: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM peak hour at the intersection of Brush Street/18th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	S	TRANS-12: Optimization of the signal timing at the intersection of Brush Street/18th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 0.1 percent of cumulative growth to the year 2035 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps;	SU

APPENDIX A

STANDARD CONDITIONS OF APPROVAL/ MITIGATION MONITORING AND REPORTING PROGRAM

STANDARD CONDITIONS OF APPROVAL/MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) has been developed based upon the findings of the Final Supplemental Environmental Impact Report (Supplemental EIR) prepared for the 1800 San Pablo Avenue (Project). The Project would involve the development of a three-story structure containing 120,000 square feet of commercial space on a site currently occupied by a surface parking lot. This SCA/MMRP lists mitigation measures and SCAs identified in the Supplemental EIR for the proposed Project and identifies mitigation monitoring requirements. This SCA/MMRP fulfills the requirements of *CEQA Guidelines* Section15097.

The Supplemental EIR was prepared because the currently-proposed Project represents a change to the development proposal for the Project site as described in the *Uptown Mixed Use Project EIR* (*Uptown EIR*)[1] and *Proposed Amendments to the Central District Urban Renewal Plan EIR* (*Central District EIR*)[2] and this change has the potential to result in new significant environmental effects beyond those identified in these previous EIRs.

As such, this SCA/MMRP incorporates the mitigation requirements identified in the *Uptown EIR* and *Central District EIR*, as applicable to the Project. Table 1 includes mitigation measures that are unique to the Supplemental EIR (i.e., mitigation measures for impacts beyond those identified in the *Uptown EIR* and *Central District EIR*); Table 2 includes applicable mitigation measures adopted as part of the *Uptown EIR* and *Central District EIR* that are also applicable to the proposed Project; and Table 3 includes City of Oakland SCAs that are applicable to the proposed Project.

Each table in this SCA/MMRP is organized in a matrix format. The first column identifies the mitigation measure or SCA. The second column, "Monitoring Responsibility," refers to the agency (or City department) responsible for ensuring the mitigation measure or SCA is implemented. The third column, "Monitoring and Reporting Action," refers to the way in which the responsible agency will monitor implementation of the mitigation measure or SCA. The fourth column, "Monitoring Schedule," refers to the timing of monitoring. The last column, "Non-Compliance Sanction," refers to the agency action that would be undertaken if the mitigation measure or SCA is not fully implemented.

[1] LSA Associates, Inc., 2004. *Uptown Mixed Use Project Final Environmental Impact Report.*

[2] Environmental Science Associates, Inc., 2011. *Proposed Amendments to the Central District Urban Renewal Plan Final Environmental Impact Report.*

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-1: Optimization of signal timing at the intersection of Castro Street/17th Street would improve LOS at this intersection to acceptable levels (LOS C). This improvement shall include an optimization timing plan for the intersection, signal coordination plan for all intersections in the same coordinated group, if any, and the modernization of the traffic signal to the most current City standards and practices. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.6 percent of cumulative growth to the year 2020 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below:	Planning, Building and Neighborhood Preservation Department. Public Works Agency.	Ensure receipt of fair share funds.	Prior to granting certificate of occupancy.	No issuance of certificate of occupancy.

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-1 *Continued* • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillance cameras, and other Intelligent Transportation System (ITS) equipment is to be implemented through the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. The impact and mitigation measure identified for this intersection are consistent with the findings of the Uptown Project Traffic Impact Analysis. However, as this improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the mitigation measure could be implemented. Because this mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable. However, in the event that this mitigation measure were to be implemented, the impact would be less than significant.				

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-2: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	*No feasible mitigation measures were identified for Impact TRANS-2.*			
TRANS-3: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of San Pablo Avenue/20th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	*No feasible mitigation measures were identified for Impact TRANS-3.*			
TRANS-4: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of San Pablo Avenue/19th Street, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	*No feasible mitigation measures were identified for Impact TRANS-4.*			
TRANS-5: Signalization of the intersection of San Pablo Avenue/18th Street would reduce average intersection delay to LOS A levels, allowing the minor street approach to operate at LOS C, mitigating the Project's contribution to impacts at this location. Implementation of this measure would reduce the impact to a less-than-significant level. As mitigation for the Project's contribution to this cumulative impact, the Project sponsor shall contribute the Project's fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 15.9 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.	Planning, Building and Neighborhood Preservation Department. Public Works Agency.	Ensure receipt of fair share funds.	Prior to granting certificate of occupancy.	No issuance of certificate of occupancy.

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-5 *Continued*				
The intersection is to be designed to meet the most current City standards and practices, including accessible pedestrian crosswalks per federal and State Access Board guidelines, City Standard ADA wheelchair ramps, accessible pedestrian signals, audible and tactile elements per Federal Access Board guidelines, and countdown pedestrian signal indications. Implementation of the proposed signalization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to federal and State Access Board guidelines) at the time of construction.				
Current City Standards call for the elements listed below:				
• 2070L Type Controller with the latest Naztec Apogee Software;				
• GPS communication (clock);				
• Accessible pedestrian crosswalks per federal and State Access Board guidelines;				
• City Standard ADA wheelchair ramps;				
• Full actuation (video detection, pedestrian push buttons, bicycle detection);				
• Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines;				
• Countdown pedestrian signal indications;				

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-5 *Continued* • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. It should be noted that due to the proximity of the San Pablo Avenue/18th Street intersection to the Project driveway, the impact identified at this intersection would also apply to on-site circulation system design impacts, as well as pedestrian facilities impacts.				
TRANS-6: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the AM and PM peak hours at the intersection of Telegraph Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	*No feasible mitigation measures were identified for Impact TRANS-6.*			
TRANS-7: The addition of Project traffic would cause the intersection to degrade from LOS E to LOS F during the PM peak hour at the intersection of Telegraph Avenue/19th Street under 2035 Cumulative Conditions.	*No feasible mitigation measures were identified for Impact TRANS-7.*			
TRANS-8: The addition of Project traffic would result in an overall intersection v/c ratio increase of more than 0.01, and a v/c ratio increase of 0.02 or more at a critical movement during the PM peak hour at the intersection of Broadway/Grand Avenue/West Grand Avenue, which is expected to operate at unacceptable LOS F under 2035 Cumulative Conditions.	*No feasible mitigation measures were identified for Impact TRANS-8.*			

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-9: Implement Mitigation Measure TRANS-1, which would optimize signal timing at this location. Optimization of the signal timing at the intersection of Castro Street/17th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. Since this impact was identified as part of the 2020 Near-Term Cumulative plus Project Conditions, the Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement, as identified in the 2020 Near-Term Cumulative plus Project Conditions. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.6 percent of cumulative growth to the year 2020 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below:	Planning, Building and Neighborhood Preservation Department. Public Works Agency.	Ensure receipt of fair share funds.	Prior to granting certificate of occupancy.	No issuance of certificate of occupancy.

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-9 *Continued* • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Castro Street and the I-980 Northbound Off-Ramp would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and a reduction in sidewalk widths along Castro Street, as well as a reconfiguration of the I-980 Off-Ramp. This improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), meaning that Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the identified mitigation measure could be implemented. Because the mitigation measure is located at a				

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-9 *Continued* freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable (in addition, even with mitigation, the impact would not be reduced to a less-than-significant level). It should be noted that the impact identified for this intersection is consistent with the findings of the Uptown Project Traffic Impact Analysis; however the associated mitigation measure did not require roadway widening.				
TRANS-10: Optimization of the signal timing at the intersection of Castro Street/18th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 1.3 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable. Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and	Planning, Building and Neighborhood Preservation Department. Public Works Agency.	Ensure receipt of fair share funds.	Prior to granting certificate of occupancy.	No issuance of certificate of occupancy.

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-10 *Continued*				
Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Castro Street would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking,				

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-10 *Continued* and the reduction of sidewalk widths along Castro Street. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable.				
TRANS-11: Optimization of the signal timing at the intersection of Brush Street/17th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 2.0 percent of cumulative growth to the year 2035 during the weekday PM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.	Planning, Building and Neighborhood Preservation Department. Public Works Agency.	Ensure receipt of fair share funds.	Prior to granting certificate of occupancy.	No issuance of certificate of occupancy.

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-11 *Continued*				
Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications;				

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-11 *Continued* • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group. However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening along Brush Street would be required in order to accommodate expected future traffic levels. Such an improvement would result in the removal of on-street parking, and the reduction of sidewalk widths along Brush Street. These negative consequences would render the improvement measure infeasible, meaning that the overall cumulative impact at this location would remain significant and unavoidable.				
TRANS-12: Optimization of the signal timing at the intersection of Brush Street/18th Street would reduce average intersection delay to levels below those of 2035 Cumulative Conditions (without the Project), mitigating the Project's contribution to delay, and reducing the Project's impact at this location to a less-than-significant level. The Project sponsor shall be required to contribute a fair share towards the costs of implementing this improvement. The fair share contribution shall be based on the percentage of cumulative growth represented by Project-generated traffic at this intersection. Project-generated traffic at this intersection would represent 0.1 percent of cumulative growth to the year 2035 during the weekday AM peak hour. It should be noted, however, that it cannot be determined with certainty that full funding necessary to complete this improvement will be secured as and when necessary to reduce the impact. Therefore, in the interest of being conservative, this impact is considered significant and unavoidable.	Planning, Building and Neighborhood Preservation Department. Public Works Agency.	Ensure receipt of fair share funds.	Prior to granting certificate of occupancy.	No issuance of certificate of occupancy.

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-12 *Continued*				
Implementation of the proposed signal optimization requires that an optimization timing plan be prepared for the intersection, a signal coordination plan be prepared for all intersections in the same coordinated group, if any, and that the traffic signal be modernized to the most current City standards and practices. The Project sponsor shall be required to contribute its fair share towards the costs of the Plans, Specifications, and Estimates (PS&E) associated with this mitigation measure. All elements shall be designed to City standards and practices (see bullet list below) and Caltrans Standards in effect at the time of construction, and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: • 2070L Type Controller with the latest Naztec Apogee Software; • GPS communication (clock); • Accessible pedestrian crosswalks per federal and State Access Board guidelines; • City Standard ADA wheelchair ramps; • Full actuation (video detection, pedestrian push buttons, bicycle detection); • Accessible pedestrian signals, including audible and tactile elements, according to Federal Access Board guidelines; • Countdown pedestrian signal indications; • Equipment allowing for fiber signal interconnect, communication to the City's Traffic Management Center, central software seat license, Ethernet switches, video surveillances camera, and other Intelligent Transportation System (ITS) equipment identified in the City's ITS Master Plan; and • Signal timing plans for the signals in the coordination group.				

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-12 *Continued* However, even with the implementation of this improvement, the intersection would continue to operate at LOS F conditions. To reduce average delay to LOS E levels, substantial widening of the I-980 Southbound Off-Ramp would be required. This improvement would affect the I-980 Off-Ramp (under Caltrans jurisdiction), meaning that Caltrans approval and encroachment permits would be required. This Project impact would be significant and unavoidable because it is not certain that the mitigation measure could be implemented. Because the mitigation measure is located at a freeway ramp location, the City of Oakland, as lead agency, does not have jurisdiction at this intersection. Since the mitigation measure would need to be approved and implemented by Caltrans, in the interest of being conservative, the impact is considered significant and unavoidable. However, in the event that this mitigation measure were to be implemented, the impact would be less than significant.				
TRANS-13: The replacement parallel parking spaces along San Pablo Avenue between 19th Street and 18th Street shall be designed to accommodate the Bicycle Master Plan's prescribed bike lane along San Pablo Avenue. In addition, sight lines on the Project site shall be established such that drivers exiting the Project site are able to see all vehicles, bicyclists, and pedestrians extending toward the San Pablo Avenue/18th Street and Telegraph Avenue/18th Street intersections so as to avoid collisions. The driveway entrance/exit shall be designed so as to allow motor vehicle operators to exercise their responsibility to avoid the pedestrian or bicyclist.	Planning, Building and Neighborhood Preservation Department. Public Works Agency.	1. Ensure project plans reflect the prescribed bike lane along San Pablo Avenue. 2. Ensure project plans reflect appropriate sight lines.	1. Prior to issuance of building permit. 2. Prior to issuance of public improvement permit.	1. No issuance of building permit. 2. Prior to issuance of public improvement permit.
TRANS-14: Implement Mitigation Measure TRANS-13. The establishment of appropriate sight lines on the Project site will allow drivers exiting the Project site to be able to see all vehicles, bicyclists, and pedestrians extending toward the San Pablo Avenue/18th Street and Telegraph Avenue/18th Street intersections so as to avoid collisions. The driveway entrance/exit shall be designed so as to allow motor vehicle operators to exercise their responsibility to avoid the pedestrian or bicyclist.	Planning, Building and Neighborhood Preservation Department.	Ensure project plans reflect appropriate sight lines.	Prior to issuance of building permit.	No issuance of building permit.

Table 1: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Mitigation Measures Unique to the 1800 San Pablo Avenue Project Supplemental EIR)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
TRANS-15: The Project sponsor shall limit truck activity to off-peak hours (on weekdays, between 10:00 a.m. and 3:00 p.m.) so as to avoid AM and PM peak hour traffic in addition to school start and ending times.	Planning, Building and Neighborhood Preservation Department.	Ensure truck activity limitations are incorporated into the Conditions of Approval for the project.	Prior to project approval.	No project approval.

Source: LSA Associates, Inc., 2012.

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
1. Aesthetics, Shadow, and Wind				
Mitigation Measure AES-1 (Uptown): The following applicable measures shall be incorporated into the final Project design: • Create streetscape vitality and enhance the pedestrian experience through detailed treatment of building facades, including entryways, fenestration, and signage, and through the use of carefully chosen building materials, texture, and color. • Design of building facades shall include sufficient articulation and detail to avoid the appearance of blank walls or box-like forms. • Exterior materials utilized in construction of new buildings, as well as site and landscape improvements, shall be high quality and shall be selected for both their enduring aesthetic quality and for their long term durability.	Planning, Building and Neighborhood Preservation Department.	Verify that the design features and recommendations listed in the mitigation measure are incorporated into the design review application for the project.	Prior to approval of a building permit.	No approval of a building permit.
2. Agricultural and Forest Resources				
No mitigation measures required.				
3. Air Quality				
No mitigation measures required.				
4. Biological Resources				
No mitigation measures required.				
5. Cultural Resources				
Mitigation Measure HIST-1a (Uptown): A paleontological resources monitoring plan shall be developed in consultation with a qualified paleontologist prior to Project related ground-disturbing activities. This monitoring plan shall incorporate the findings of Project-specific geotechnical investigations to identify the location and depth of deposits that have a high likelihood of containing paleontological resources and that may be encountered by Project activities. This information will indicate the depth of overlying non-sensitive soils (i.e., artificial fill and prior disturbance) within the Project area to allow a more effective determination of where paleontological monitoring is appropriate.	Planning, Building and Neighborhood Preservation Department.	Review and approve the paleontological resources monitoring plan.	Prior to approval of a grading or building permit.	No approval of a grading or building permit.

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
Mitigation Measure HIST-1b (Uptown): A qualified paleontologist shall monitor all ground disturbing activity that occurs at depths within the Project area determined to be sensitive in the paleontological monitoring plan. Monitoring shall continue until, in the paleontologist's opinion, significant, nonrenewable paleontological resources are unlikely to occur. In the event that paleontological resources are encountered during excavation, all work within 50 feet of the find shall be redirected until the monitor has evaluated the situation and provided recommendations for the protection of, or mitigation of adverse effects to significant paleontological resources. Mitigation for impacts to significant paleontological resources shall include thorough documentation of the find and its immediate context to recover scientifically-valuable information. Upon completion of paleontological monitoring, a monitoring report shall be prepared. This scope of this report shall be approved by the City, but at a minimum the report will document the methods, results, and recommendations of the monitoring paleontologist.	Planning, Building and Neighborhood Preservation Department.	3. Receive notice that a paleontologist has been retained. 4. Verify that work is suspended if paleontological resources are found. 5. Review the paleontological resources monitoring report, if one is prepared.	1. Prior to approval of a grading or building permit. 2. During project construction. 3. During project construction.	1. No approval of a grading or building permit. 2. City issues corrective action or stop work order. 3. City issues corrective action.
Mitigation Measure HIST-2a (Uptown): Prior to any ground disturbing activity, a pre-construction archaeological testing and sensitivity program shall be implemented to help identify whether historic or unique archaeological resources exist within the Project site. This testing program shall include, but not be limited to the following: a literature review of previous project reports and known sites recorded at the Northwest Information Center (Rohnert Park, CA); and an assessment of historic land uses in the project area, using resources such as Oakland Cultural Heritage Survey records, Sanborn maps, historic tax assessor maps and data, U.S. Census data, property records, early historic maps, and other renderings. Examples of potential historic or unique archaeological resources that could be identified within the Project site include: back-filled wells; basements of buildings that pre-date Euro-American buildings that were constructed on the Project site; and backfilled privies. For these resources to be considered significant pursuant to CEQA, they would have to have physical integrity *and* meet at least one of the criteria listed in *CEQA Guidelines* section 15064.5(a)(3) (for historic resources) and/or CEQA	Planning, Building and Neighborhood Preservation Department.	1. Receive notice that an archaeologist has been retained. 2. Verify that a pre-construction archaeological testing and sensitivity program is prepared.	1. Prior to approval of any permit that authorizes removal of foundations or work below finished grade. 2. Prior to approval of any permit that authorizes removal of foundations or work below finished grade.	1. No approval of any permit that authorizes the removal of foundations or work below finished grade. 2. No approval of any permit that authorizes the removal of foundations or work below finished grade.

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
HIST-2a *Continued* section 21083.2(g) (for unique archaeological resources). These criteria include: association with events that have made a significant contribution to the broad patterns of California history and cultural heritage; association with the lives or persons important in our past; embodiment of the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; yield, or may likely yield, information important in prehistory or history; contains information needed to answer important scientific research questions and be subject to a demonstrable public interest in that information; have a special and particular quality such as being the oldest of its type or the best available example of its type; or be directly associated with a scientifically recognized important prehistoric or historic event or person. The testing program, in conjunction with a sensitivity study, shall use a combination of subsurface investigation methods (including backhoe trenching, augering, and archaeological excavation units, as appropriate). The purpose of the testing program is to: (1) identify the presence and location of potentially-significant archaeological deposits; (2) determine if such deposits meet the definition of a historical resource or unique archaeological resource under section 21083.2(g) of the CEQA statutes; (3) guide additional archaeological work, if warranted, to recover the information potential of such deposits; and (4) refine the archaeological monitoring plan. If historic or unique archaeological resources associated with the Chinese community are identified within the project site and are further determined to be unique, the City shall consult with representatives of an established local Chinese-American organization regarding the potential use of the archaeological findings for interpretive purposes.		3. Verify that the appropriate groups have been contacted regarding archaeological findings within the project site.	3. During project construction.	3. City issues corrective action or stop work order.

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
Mitigation Measure HIST-2b (Uptown): Archaeological monitoring of ground-disturbing construction in the Project area shall be conducted, as appropriate and if necessary, based on the results of the pre-construction testing program and on the sensitivity study and the potential for encountering unidentified archaeological deposits. Upon completion of the pre-construction testing program specified in Mitigation Measure HIST-2a, the extent of archaeological monitoring during Project construction shall be assessed, and the scope and frequency of the monitoring required by this mitigation measure shall be based on the findings of this assessment. Monitoring shall be conducted by a cultural resource professional approved by the City who meets the Secretary of the Interior's Professional Qualifications Standards for Prehistoric and Historical Archaeology. Upon completion of such archaeological monitoring, evaluation, or data recovery mitigation, the archaeologist shall prepare a report documenting the methods, results, and recommendations of the investigation, and submit this report to the NWIC. Public displays of the findings of archaeological recovery excavation(s) of historical or unique resources shall be prepared. As appropriate, brochures, pamphlets, or other media shall be prepared for distribution to schools, museums, libraries, and – in the case of Chinese-American archaeological deposits – Chinese-American organizations. If materials, such as artifacts, soil samples, and materials generated by the sensitivity study and treatment plan, are recovered they shall be stored in a monitored facility that allows access to the materials. Materials shall be stored in accordance with generally-accepted practices, such as those published by the State Office of Historic Preservation.	Planning, Building and Neighborhood Preservation Department.	1. Receive notice that an archae-ologist has been retained. 2. Verify that work is suspended if archaeological resources are found. 3. Review and approve the archaeological resources monitoring plan, if one is prepared.	1. Prior to approval of any permit that authorizes removal of foundations or work below finished grade. 2. During dem-olition or project construction. 3. During project construction.	1. No approval of any permit that authorizes removal of foundations or work below finished grade. 2. City issues corrective action or stop work order. 3. City issues corrective action.
6. Geology and Soils				
No mitigation measures required.				
7. Greenhouse Gas Emissions				
No mitigation measures required.				

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
8. Hazards and Public Safety				
Mitigation Measure HAZ-1a (Uptown): Prior to issuing any grading, demolition or building permits for the proposed Project affecting Project site Blocks 3 through 9, an environmental investigation shall be conducted at the site by a qualified environmental professional. The environmental investigation shall implement appropriate sampling recommendations presented in previously conducted Phase I site assessment(s) prepared for the Project site, as summarized in Table IV.G-3, in order to adequately characterize subsurface conditions of the site. Environmental investigation workplans shall be submitted to the City of Oakland and RWQCB for review and approval. Information from the environmental investigation shall be used to develop and implement site-specific health and safety plans for construction workers and best management practices (e.g., dust control, storm water runoff control, etc.) appropriate to protect the general public.	Public Works Agency, Environmental Services Division. Regional Water Quality Control Board.	1. Review the environmental investigation work plan. 2. Review the health and safety plan to ensure it includes adequate health and safety measures to protect construction workers from subsurface hazardous materials.	Prior to approval of a grading or building permit.	No approval of a grading or building permit.
Mitigation Measure HAZ-1c (Uptown): Prior to issuing any grading, demolition, or building permit for the proposed Project, a Soil and Groundwater Management Plan (Plan) shall be prepared. The Plan shall include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of safely, in accordance with applicable regulations. The Plan will incorporate notification and dust mitigation requirements of the BAAQMD (including Title 17, CCR Section 93105). Dewatering procedures will incorporate regulatory requirements for groundwater discharge to storm or sanitary sewers, as outlined in Mitigation Measure HYD-3. The Plan shall be submitted to the City of Oakland and RWQCB for review and approval and shall be implemented throughout all phases of Project development.	Public Works Agency, Environmental Services Division. Regional Water Quality Control Board.	1. Review and approve the Soil and Groundwater Management Plan. 2. Verify that soil and groundwater production measures are implemented during project construction.	1. Prior to approval of a demolition, grading, or building permit. 2. During project construction.	1. No approval of a demolition, grading, or building permit. 2. City issues corrective action.

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
Mitigation Measure HAZ-2b (Uptown): Prior to issuing any permits for construction within the Project site, a Human Health Risk Assessment (HHRA) shall be conducted and/or updated by a qualified environmental professional. This HHRA shall employ methodology from the *City of Oakland Urban Land Redevelopment: Guidance Document* for the Oakland Risk Based Corrective Action (RBCA) program to evaluate potential health risks from petroleum hydrocarbons, metals, solvents, and other volatile organic compounds in soils and groundwater. Depending on the findings of the HHRA, recommendations may be made for administrative or engineering controls to minimize public exposure to hazardous materials, if warranted. These controls could potentially include vapor barriers for building foundations, encapsulation of the site with building foundations and paved parking surfaces to prevent exposure to soils, and implementation of an Operations and Maintenance Plan to ensure prescribed controls are implemented and maintained. The controls shall ensure that any potential added health risks to future site users are reduced to a cumulative risk of less than 1×10^{-5} (a calculated risk of 1 in 100,000 persons exposed) for carcinogens and a cumulative hazard index of 1.0. The HHRA shall be submitted to the City of Oakland and RWQCB for review and approval.	City of Oakland, Public Works Agency, Environmental Services Division. Regional Water Quality Control Board.	Review and approve the HHRA.	Prior to approval of a demolition, grading, or building permit.	No approval of a demolition, grading, or building permit.
9. Hydrology and Water Quality				
Mitigation Measure HYD-3 (Uptown): The SWPPP shall include requirements for the proper management of dewatering effluent as necessary to mitigate significant impacts to the environment. The Hazards section of this DEIR (Mitigation Measure HAZ-1b) addresses and mitigates potential impacts associated with health and safety impacts to site workers and the public associated with the dewatering effluent.	City of Oakland, Public Works Agency, Environmental Services Division. Regional Water Quality Control Board.	1. Review the SWPPP to ensure it includes requirements for the proper management of dewatering effluent.	1. Prior to the approval of grading permit. 2. Prior to the initiation of dewatering within the project site.	1. No approval of grading permit. 2. City issues corrective action or stop work order if necessary permits have not been procured.

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
HYD-3 *Continued* At minimum, all dewatering effluent will be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary, to ensure that only clear water is discharged to the storm or sanitary sewer system. Alternatively, effluent can be hauled off-site by tanker truck for disposal. Based on the historical land uses at the Project site and groundwater sampling of the existing network of monitoring wells, it is possible that groundwater underlying each of the parcels has been impacted by chemical releases. All dewatering effluent will be analyzed by a State-certified laboratory for the suspected pollutants (at minimum, petroleum hydrocarbons, solvents, and metals) prior to discharge. Based on the results of the analytical testing and the concentrations of pollutants identified, if any, the applicant will dispose of the water in one (or more) of the following ways: a) Discharge the water to the storm drain under permit from the RWQCB. It is unlikely that the RWQCB would allow discharge of any untreated dewatering effluent that contained detectable concentrations of chemical pollutants and that for these types of discharges, alternative disposal options may be required; b) Discharge the water to the sanitary sewer system under permit from the East Bay Municipal Utilities District; c) Haul the water to a licensed off-site disposal facility for treatment and disposal under appropriate manifest. The Project proponent shall demonstrate to the City of Oakland, Planning and Development Department that appropriate permits have been acquired prior to discharge of any dewatering effluent.		2. Verify that the project sponsor has received the necessary permits for the discharge of dewatering effluent.		
10. Land Use and Planning				
No mitigation measures required.				
11. Mineral Resources				
No mitigation measures required.				
12. Noise				
No mitigation measures required.				
13. Public Services				
No mitigation measures required.				

Table 2: Standard Conditions of Aproval/Mitigation Monitoring and Reporting Program (Mitigation Measures Referenced from Uptown and Central District EIRs)

Mitigation Measures	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
14. Recreation				
No mitigation measures required.				
15. Utilities and Service Systems				
No mitigation measures required.				

Source: LSA Associates, Inc., 2012.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
1. Aesthetics, Shadow, and Wind				
SCA 17: Landscape Requirements for Street Frontages ***Prior to issuance of a final inspection of the building permit*** On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.	Planning, Building and Neighborhood Preservation Department. City of Oakland, Public Works Agency, Tree Services Division.	Ensure that project sidewalks incorporate landscape requirements.	Prior to final inspection for or issuance of building permit.	No final inspec-tion for or issuance of building permit.
SCA 18: Landscape Maintenance ***Ongoing*** All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Planning, Building and Neighborhood Preservation Department.	Ensure planting, landscape and irrigation systems are maintained.	Ongoing.	Issue corrective action.
SCA 40: Lighting Plan ***Prior to the issuance of an electrical or building permit*** The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.	Planning, Building and Neighborhood Preservation Department. City of Oakland, Public Works Agency, Electrical Services Division.	Ensure that lighting fixtures are adequately shielded and that lighting is integrated into the design of the site and buildings.	Prior to final inspection for building permit.	No final inspec-tion for or issuance of building permit.
2. Agricultural and Forest Resources				
No Standard Conditions of Approval required.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
3. Air Quality				
SCA 25: Parking and Transportation Demand Management ***Prior to issuance of a final inspection of the building permit*** The applicant shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan. The TDM plan shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered. Strategies to consider include the following: a) Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement b) Construction of bike lanes per the Bicycle Master Plan; Priority Bikeway Projects c) Signage and striping onsite to encourage bike safety d) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient crossing at arterials e) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. f) Direct transit sales or subsidized transit passes g) Guaranteed ride home program h) Pre-tax commuter benefits (checks) i) On-site car-sharing program (such as City Car Share, Zip Car, etc.) j) On-site carpooling program k) Distribution of information concerning alternative transportation options l) Parking spaces sold/leased separately m) Parking management strategies; including attendant/valet parking and shared parking spaces	Planning, Building and Neighborhood Preservation Department.	Review and approve the TDM plan.	Prior to final inspection for or issuance of building permit.	No final inspec-tion for or issuance of building permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 26: Dust Control ***Prior to issuance of a demolition, grading or building permit*** During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic and enhanced dust control procedures required for construction sites. These include: a) Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites. e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. f) Limit the amount of the disturbed area at any one time, where feasible. g) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. h) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. i) Replant vegetation in disturbed areas as quickly as feasible.	Planning, Building and Neighborhood Preservation Department.	1. Verify that dust control measures have been incorporated into the construction specifications for the project. 2. Periodically verify that dust control measures are being implemented at the construction site.	1. Prior to issuance of a demolition, grading, or building permit. 2. Ongoing	1. No issuance of demolition, grading, or building permit. 2. Stop construction order or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 26: Dust Control *Continued* j) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). k) Limit traffic speeds on unpaved roads to 15 miles per hour. l) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.				
SCA 27: Construction Emissions ***Prior to issuance of a demolition, grading or building permit*** To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to: a) Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105. b) Perform low-NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.	Planning, Building and Neighborhood Preservation Department.	Confirm compliance with Regulation 2, Rule 1 of BAAQMD regulations.	Prior to issuance of a demolition, grading, or building permit.	No issuance of demolition, grading, or building permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 94: Indoor Air Quality In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into project building design. The appropriate measures shall include one of the following methods: A. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required. B. The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing. a) Do not locate sensitive receptors near distribution center's entry and exit points. b) Do not locate sensitive receptors in the same building as a perchloroleythene dry cleaning facility. c) Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).	Planning, Building and Neighborhood Preservation Department.	1. Review and approve qualified air quality consultant. 2. Review and approve the Health Risk Assessment. 3. Review and approve final building permit to ensure that HRA recommendations are incorporated. 4. Verify that HV system is adequately maintained.	1. Prior to issuance of a building permit. 2. Ongoing	1. No issuance of building permit. 2. City issues corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 94: Indoor Air Quality *Continued*				
d) Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air intake system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.				
e) Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.				
f) Maintain positive pressure within the building.				
g) Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.				
h) Achieve a performance standard of at least 4 air exchanges per hour of recirculation				
i) Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.				
j) Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 95: Air Pollution Buffering for Private Open Space ***Prior to approval of Final Development Plan for each stage*** To the maximum extent practicable, private (individual and common) exterior open space, including playgrounds, patios, and decks, shall either be shielded from the stationary source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupant.	Planning, Building and Neighborhood Preservation Department.	Ensure that opportunities for buffering are incorporated into Final Development Plan.	Prior to approval of Final Development Plan.	No approval of Final Development Plan.
4. Biological Resources				
No Standard Conditions of Approval required.				
5. Cultural Resources				
SCA 53: Human Remains ***Ongoing throughout demolition, grading, or construction*** In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.	Planning, Building and Neighborhood Preservation Department.	Confirm compliance with all applicable measures, including the requirement that the Alameda County Coroner has been contacted and that work is suspended if human remains are found.	Ongoing throughout demolition, grading, or construction.	Stop construction work or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
6. Geology and Soils				
SCA 55: Erosion and Sedimentation Control Plan ***Prior to any grading activities*** a) The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment. b) The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.	Planning, Building and Neighborhood Preservation Department.	Ensure receipt and adequacy of the erosion and sedimentation control plan.	Prior to any grading activities.	No issuance of grading permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 58: Soils Report ***Required as part of the submittal of a Tentative Tract or Tentative Parcel Map*** A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically, the minimum contents of the report should include: A. Logs of borings and/or profiles of test pits and trenches: a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures. b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures. c) All boring logs shall be included in the soils report. B. Test pits and trenches a) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures. b) Soils profiles of all test pits and trenches shall be included in the soils report. C. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled.	Planning, Building and Neighborhood Preservation Department.	Ensure receipt and adequacy of the soils report for the construction site.	Concurrent with submittal of a Tentative Tract or Tentative Parcel Map.	No approval of Tentative Tract or Tentative Parcel Map.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 58: Soils Report *Continued* D. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit. E. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following: a) Site description; b) Local and site geology; c) Review of previous field and laboratory investigations for the site; d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building; e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist; f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required; g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report; h) All other items which a Soils Engineer deems necessary; and i) The signature and registration number of the Civil Engineer preparing the report.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 58: Soils Report *Continued* F. The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.				
SCA 59: Geotechnical Report ***Required as part of the submittal of a tentative Tract Map or tentative Parcel Map*** a) A site-specific, design level, Fault Zone geotechnical investigation for each construction site within the project area shall be required as part of this project and submitted for review and approval to the Building Services Division. Specifically: i. Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be in accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults. ii. The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks). iii. The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer and geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.	Planning, Building and Neighborhood Preservation Department.	1. Review and approve site-specific, design level geotechnical investigation report. 2. Ensure measures from the report are included in final project plans.	1. Concurrent with submittal of a Tentative Tract or Tentative Parcel Map. 2. Prior to issuance of building permit.	1. No approval of Tentative Tract or Tentative Parcel Map. 2. No issuance of building permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 59: Geotechnical Report *Continued* iv. The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the "No Build" zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge. v. Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the project's design phase, shall be incorporated into the project. vi. Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project. vii. A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces. b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.				
SCA 61: Site Review by the Fire Services Division ***Prior to the issuance of demolition, grading or building 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.	Planning, Building and Neighborhood Preservation Department. Fire Department, Fire Prevention Bureau, Hazardous Materials Unit.	Review site plans.	Prior to the issuance of demolition, grading, or building permit.	No issuance of demolition, grading, or building permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 68: Best Management Practices for Soil and Groundwater Hazards ***Ongoing throughout demolition, grading, and construction activities*** The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards. a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland. b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that all applicable standards, regulations and conditions for all previous contamination at the site have been followed. The applicant also shall	Planning, Building and Neighborhood Preservation Department. Fire Department, Fire Prevention Bureau, Hazardous Materials Unit.	1. Review and approve BMPs. 2. Confirm compliance with all applicable BMPs.	1. Prior to issuance of any demolition, grading, or building permit. 2. Ongoing throughout demolition, grading, and construction activities.	1. No issuance of demolition, grading, or building permit. 2. Issuance of stop work order or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 68: Best Management Practices for Soil and Groundwater Hazards *Continued* provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.				
7. Greenhouse Gas Emissions				
SCA 17: Landscape Requirements for Street Frontages	See SCA 17 in Aesthetics, Shadow, and Wind.			
SCA 18: Landscape Maintenance	See SCA 18 in Aesthetics, Shadow, and Wind.			
SCA F: GHG Reduction Plan ***Prior to issuance of a construction-related permit and ongoing as specified*** The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval. The applicant shall implement the approved GHG Reduction Plan. The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to below at least one of the Bay Area Quality Management District's (BAAQMD's) CEQA Thresholds of Significance (1,100 metric tons of CO2e per year or 4.6 metric tons of CO2e per year per service population) to help achieve the City's goal of reducing GHG emissions. The GHG Reduction Plan shall include, at a minimum, (a) a detailed GHG emissions inventory for the project under a "business-as-usual" scenario with no consideration of project design features, or other energy efficiencies, (b) an "adjusted" baseline GHG emissions inventory for the project, taking into consideration energy efficiencies included as part of the project (including the City's Standard Conditions of Approval, proposed mitigation measures, project design features, and other City requirements), (c) a comprehensive set of quantified additional GHG reduction measures available to further reduce	Planning, Building and Neighborhood Preservation Department.	1. Review and approve the GHG Reduction Plan, and verify that emissions targets are met, and that building permit includes identified measures. 2. Verify operational-period measures are being implemented, and review and approve the Annual GHG Emissions Reduction Report.	1. Prior to issuance of a construction-related permit. 2. Ongoing	1. No issuance of construction-related permits. 2. Issuance of stop work order or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA F: GHG Reduction Plan *Continued* GHG emissions beyond the adjusted GHG emissions, and (d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase. Specifically, the applicant/sponsor shall adhere to the following: a) **GHG Reduction Measures Program.** Prepare and submit to the City Planning Director or his/her designee for review and approval a GHG Reduction Plan that specifies and quantifies GHG reduction measures that the project will implement by phase. Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures Document (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council. The proposed GHG reduction measures must be reviewed and approved by the City Planning Director or his/her designee. The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "offset carbon credits," pursuant to item "b" below).				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA F: GHG Reduction Plan *Continued*				
The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; (4) off-site within the State of California; then (5) elsewhere in the United States.				
b) **Offset Carbon Credits Guidelines.** For GHG reduction measures involving the purchase of offset carbon credits, evidence of the payment/purchase shall be submitted to the City Planning Director or his/her designee for review and approval prior to completion of the project (or prior to completion of the project phase, if the project includes more one phase).				
As with preferred locations for the implementation of all GHG reductions measures, the preference for offset carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; (3) within the State of California; then (4) elsewhere in the United States. The cost of offset carbon credit purchases shall be based on current market value at the time purchased and shall be based on the Project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan.				
c) **Plan Implementation and Documentation.** For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits. For operational GHG reduction measures to be incorporated into the project, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of project completion (or at the completion of the project phase for phased projects).				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA F: GHG Reduction Plan *Continued*				
For physical GHG reduction measures to be incorporated into off-site projects, the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval and then installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into off-site projects, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of completion of the subject project (or at the completion of the project phase for phased projects).				
d) **Compliance, Monitoring and Reporting.** Upon City review and approval of the GHG Reduction Plan program by phase, the applicant/sponsor shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the Project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.				
Implementation of the GHG reduction measures and related requirements shall be ensured through the project applicant/sponsor's compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant/sponsor shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report (Annual Report), subject to the City Planning Director or his/her designee for review and approval. The Annual Report shall be submitted to an independent reviewer of the City Planning Director's or his/her designee's choosing, to be paid for by the project applicant/sponsor (see *Funding*, below), within two months of the anniversary of the Certificate of Occupancy.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA F: GHG Reduction Plan *Continued*				
The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Plan.				
The GHG Reduction Plan shall be considered fully attained when project emissions are less than an applicable numeric BAAQMD CEQA Thresholds as confirmed by the City Planning Director or his/her designee through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below.				
e) **Funding.** Within two months after the Certificate of Occupancy, the project applicant/sponsor shall fund an escrow-type account or endowment fund to be used exclusively for preparation of Annual Reports and review and evaluation by the City Planning Director or his/her designee, or its selected peer reviewers. The escrow-type account shall be initially funded by the project applicant/sponsor in an amount determined by the City Planning Director or his/her designee and shall be replenished by the project applicant/sponsor so that the amount does not fall below an amount determined by the City Planning Director or his/her designee. The mechanism of this account shall be mutually agreed upon by the project applicant/sponsor and the City Planning Director or his/her designee, including the ability of the City to access the funds if the project applicant/sponsor is not complying with the GHG Reduction Plan requirements, and/or to reimburse the City for its monitoring and enforcement costs.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA F: GHG Reduction Plan *Continued*				
f) **Corrective Procedure.** If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant/sponsor shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures (Corrective GHG Action Plan). The project applicant/sponsor shall then implement the approved Corrective GHG Action Plan. If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant/owner fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City Planning Director or his/her designee may, in addition to its other remedies: (a) assess the project applicant/sponsor a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed. The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved (compared to the applicable numeric significance thresholds) or required percentage reduction from the "adjusted" baseline. In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant/sponsor has made a good faith effort to comply with the GHG Reduction Plan.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA F: GHG Reduction Plan *Continued* The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the GHG Reduction Plan. g) **Timeline Discretion and Summary.** The City Planning Director or his/her designee shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project. • *Fund Escrow-type Account for City Review:* Certificate of Occupancy plus 2 months • *Submit Baseline Inventory of "Actual Adjusted Emissions":* Certificate of Occupancy plus 1 year • *Submit Annual Report #1:* Certificate of Occupancy plus 2 years • *Submit Corrective GHG Action Plan (if needed):* Certificate of Occupancy plus 4 years (based on findings of Annual Report #3) • *Post Attainment Annual Reports:* Minimum every 3 years and at the City Planning Director's or his/her designee's reasonable discretion				
SCA 25: Parking and Transportation Demand Management	See SCA 25 in Air Quality.			

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 36: Waste Reduction and Recycling The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency. ***Prior to issuance of demolition, grading, or building permit*** Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/ alterations/modifications with construction values of $50,000 or more (except R-3), and all demolition (including soft demo).The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan. ***Ongoing*** The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.	Planning, Building and Neighborhood Preservation Department. Public Works Department, Environmental Services Division.	1. Review and approve the WRRP and ODP. 2. Confirm implementation of the WRRP and ODP during construction and confirm that the ODP is implemented and maintained during the project operational period.	1. Prior to issuance of demolition, grading, or building permit. 2. Ongoing.	1. No issuance of demolition, grading or building permit. 2. Issuance of stop work order or other corrective action.
SCA 55: Erosion and Sedimentation Control Plan	See SCA 55 in Geology and Soils.			

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 75: Stormwater Pollution Prevention Plan (SWPPP) ***Prior to and ongoing throughout demolition, grading, and/or construction activities*** 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.	Planning, Building and Neighborhood Preservation Department.	1. Review and approve SWPPP. 2. Confirm that required NOI and SWPPP are filed with SWRCB. 3. Confirm compliance with the SWPPP. 4. Confirm that Notice of Termination is filed with SWRCB.	1. Prior to demolition, grading, or construction activities. 2. Ongoing	1. No issuance of demolition, grading, or construction permit. 2. Issuance of stop work order or other corrective action.
8. Hazards and Public Safety				
SCA 35: Hazards Best Management Practices ***Prior to commencement of demolition, grading, or construction*** The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) is 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.	Planning, Building and Neighborhood Preservation Department. Fire Department, Hazardous Materials Unit.	Review and approve BMPs.	Prior to commencement of demolition, grading, or construction.	No issuance of demolition, grading, or construction permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 35: Hazards Best Management Practices *Continued* 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 on-site 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.				
SCA 61: Site Review by the Fire Services Division	See SCA 61 in Geology and Soils.			

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 66: Other Materials Classified as Hazardous Waste ***Prior to issuance of any demolition, grading or building permit*** If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to the 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.	Planning, Building and Neighborhood Preservation Department. Fire Department, Hazardous Materials Unit.	Confirm that written confirmation has been obtained that all State and federal laws will be followed when profiling, handling, treating, transporting, and/or disposing of all hazardous waste.	Prior to issuance of any demolition, grading, or building permit.	No issuance of demolition, grading, or construction permit.
SCA 68: Best Management Practices for Soil and Groundwater Hazards	See SCA 68 in Geology and Soils.			
SCA 69: Radon or Vapor Intrusion from Soil or Groundwater Sources ***Ongoing*** The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.	Planning, Building and Neighborhood Preservation Department. Fire Department, Hazardous Materials Unit.	Review Phase I report and Phase II report (if warranted) and verify that remedial actions have been implemented, as indicated in the Phase I and Phase II reports.	Prior to issuance of any demolition, grading, or building permit.	No issuance of demolition, grading, or building permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 74: Hazardous Materials Business Plan ***Prior to issuance of a business license*** The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following: a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b) The location of such hazardous materials. c) An emergency response plan including employee training information d) A plan that describes the manner in which these materials are handled, transported and disposed.	Planning, Building and Neighborhood Preservation Department. Fire Department, Hazardous Materials Unit.	Review and approve the Hazardous Materials Business Plan.	Prior to the issuance of a business license.	No approval of business license.
9. Hydrology and Water Quality				
SCA 55: Erosion and Sedimentation Control Plan	See SCA 55 in Geology and Soils.			
SCA 75: Stormwater Pollution Prevention Plan (SWPPP)	See SCA 75 in Greenhouse Gas Emissions.			

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 80: Post-construction Stormwater Management Plan ***Prior to issuance of building permit (or other construction-related permit)*** The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable. a) The post-construction stormwater management plan shall include and identify the following: i. All proposed impervious surface on the site; ii. Anticipated directional flows of on-site stormwater runoff; iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; iv. Source control measures to limit the potential for stormwater pollution; v. Stormwater treatment measures to remove pollutants from stormwater runoff; and vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit. b) The following additional information shall be submitted with the post-construction stormwater management plan: i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and	Planning, Building and Neighborhood Preservation Department.	1. Review and approve Post-Construction Stormwater Management Plan. 2. Confirm compliance with measures in the Post-Construction Stormwater Management Plan.	1. Prior to issuance of building permit or other construction-related permit. 2. Prior to final permit inspection.	1. No issuance of building permit or other construction-related permit. 2. No issuance of final permit inspection.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 80: Post-construction Stormwater Management Plan *Continued* ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project. All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program. ***Prior to final permit inspection*** The applicant shall implement the approved stormwater management plan.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 81: Maintenance Agreement for Stormwater Treatment Measures ***Prior to final zoning inspection*** For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following: i. The applicant accepting responsibility for the adequate installation/ construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.	Planning, Building and Neighborhood Preservation Department. Public Works Agency, Sewer and Stormwater Division.	1. Review and approve the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit. 2. Confirm recordation at County Recorder's Office.	Prior to final zoning inspec-tion.	No issuance of building or other construction permit.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 91: Stormwater and Sewer ***Prior to completing the final design for the project's sewer service*** Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.	Planning, Building and Neighborhood Preservation Department. Public Works Agency, Sewer and Stormwater Division.	1. Verify that improvements to stormwater and sanitary sewer infrastructure are undertaken and/or adequately funded. 2. Confirm that BMPs to reduce stormwater runoff are implemented.	Prior to completing the final design for the project's stormwater and sewer infrastructure.	No issuance of building, grading, or demolition permits.
10. Land Use and Planning				
No Standard Conditions of Approval required.				
11. Mineral Resources				
No Standard Conditions of Approval required.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
12. Noise				
<u>SCA 28: Days/Hours of Construction Operation</u> ***Ongoing throughout demolition, grading, and/or construction*** The project applicant shall require construction contractors to limit standard construction activities as follows: a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. 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 a.m. and 4:00 p.m. Monday through Friday. b) Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m. 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.	Planning, Building and Neighborhood Preservation Department.	1. Verify that noise-reduction measures are reflected in construction plans. 2. Confirm compliance with all applicable noise-reduction measures.	1. Prior to issuance of building, grading, or demolition permits. 2. Ongoing throughout demolition, grading, or construction.	1. No issuance of building, grading, or demolition permits. 2. Issuance of stop work order or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 28: Days/Hours of Construction Operation *Continued* 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 on-site in a non-enclosed area. g) Applicant shall use temporary power poles instead of generators where feasible.				

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 29: Noise Control ***Ongoing throughout demolition, grading, and/or construction*** 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.	Planning, Building and Neighborhood Preservation Department.	1. Review and approve noise reduction plan. 2. Confirm compliance with all applicable noise reduction measures.	1. Prior to issuance of building, grading, or demolition permits. 2. Ongoing throughout demolition, grading, or construction.	1. No issuance of building, grading, or demolition permits. 2. Issuance of stop work order or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 30: Noise Complaint Procedures ***Ongoing throughout demolition, grading, and/or construction*** 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 on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours); c) The designation of an on-site construction complaint and enforcement manager for the project; d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.	Department of Planning, Building and Neighborhood Preservation, Building Services Division.	1. Review and approve the list of measures to respond to and track complaints pertaining to construction noise. 2. Confirm compliance with complaint tracking measures.	1. Prior to issuance of building, grading, or demolition permits. 2. Ongoing throughout demolition, grading, or construction.	1. No issuance of building, grading, or demolition permits. 2. Issuance of stop work order or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 31: Interior Noise ***Prior to issuance of a building permit and Certificate of Occupancy*** If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/ measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that: (a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and (b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit. (c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity. Potential features/measures to reduce interior noise could include, but are not limited to, the following: a) Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis. b) Prohibition of Z-duct construction.	Planning, Building and Neighborhood Preservation Department.	Verify that building permit includes identified interior noise reduction measures.	Prior to issuance of a building permit and certificate of occupancy.	No issuance of building permit or certificate of occupancy.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 32: Operational Noise ***Ongoing*** Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.	Planning, Building and Neighborhood Preservation Department.	Confirm that noise-generating operational equipment on the site does not exceed levels pursuant to the applicable performance standards in the Oakland Planning Code and Oakland Municipal Code.	Ongoing.	Issuance of corrective action.
SCA 39: Pile Driving and Other Extreme Noise Generators ***Ongoing throughout demolition, grading, and/or construction*** To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:	Planning, Building and Neighborhood Preservation Department.	1. Confirm receipt of deposits and verify inclusion of site-specific noise attenuation measures. 2. Confirm compliance with site-specific noise attenuation measures.	1. Prior to issuance of building, grading, or demolition permits. 2. Ongoing throughout demolition, grading, and/or construction.	1. No issuance of building, grading, or demolition permits. 2. Issuance of stop work order or other corrective action.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 39: Pile Driving and Other Extreme Noise Generators *Continued* a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets, for example, and implement such measures if such measures are feasible and would noticeably reduce noise impacts**;** and e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.				
13. Public Services				
SCA 4: Conformance with Other Requirements ***Prior to issuance of a demolition, grading, P-job, or other construction related permit*** a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition of Approval 3.	Planning, Building and Neighborhood Preservation Department. Fire Department, Fire Prevention Bureau.	1. Confirm that final development plans comply with all applicable federal, State, regional, and local laws/codes, requirements, regulations, and guidelines.	Prior to issuance of a demolition, grading, p-job, or other construction related permits.	No issuance of demolition, grading, p-job, or other construction related permits.

Table 3: Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (Standard Conditions of Approval)

Standard Conditions of Approval	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanctions
SCA 4: Conformance with Other Requirements *Continued* b) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.		2. Review and approve fire protection plans.		
SCA 71: Fire Safety Phasing Plan ***Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit*** The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.	City of Oakland, Fire Department, Fire Prevention Bureau, Hazardous Materials Unit.	Review and approve fire safety phasing plan.	Prior to issuance of a demolition, grading, or construction permit, and concurrent with any p-job submittal permit.	No issuance of demolition, grading or construction permits.
14. Recreation				
No Standard Conditions of Approval required.				
15. Utilities and Service Systems				
SCA 36: Waste Reduction and Recycling	See SCA 36 in Greenhouse Gas Emissions.			
SCA 91: Stormwater and Sewer	See SCA 91 in Hydrology and Water Quality.			

Source: LSA Associates, Inc., 2012.

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