

Environmental Assessment

2700 International

2700 International Boulevard

Oakland, CA 94601

ALAMEDA COUNTY • CALIFORNIA



Determinations and Compliance Findings

for HUD-assisted Projects

24 CFR Part 58

December 2024



U.S. Department of Housing and Urban Development

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24 CFR Part 58

Project Identification:	2700 International, 2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street, Oakland, Alameda County, California 94601
Responsible Entity:	City of Oakland
Preparer:	Bay Desert, Inc.
Month/Year:	December 2024

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Project Information

Project Name: 2700 International

Responsible Entity: City of Oakland
Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Grant Recipient (if different than Responsible Entity): Oakland Housing Authority
1619 Harrison Street
Oakland, CA 94612

State/Local Identifier: ES23001

Preparer: Cinnamon Crake, President, Bay Desert, Inc.

Alternate Certifying Officer Name and Title: Edward Manasse, Deputy Director of the Bureau of Planning
Bay Desert, Inc.
422 Larkfield Center #104
Santa Rosa, CA 95403
(707) 523-3710
contact@baydesert.com

Consultant (if applicable): Heather Klein, Planner IV
250 Frank Ogawa Plaza, Suite 2114
Oakland, CA 94612
(510) 238-3659
hklein@oaklandca.gov

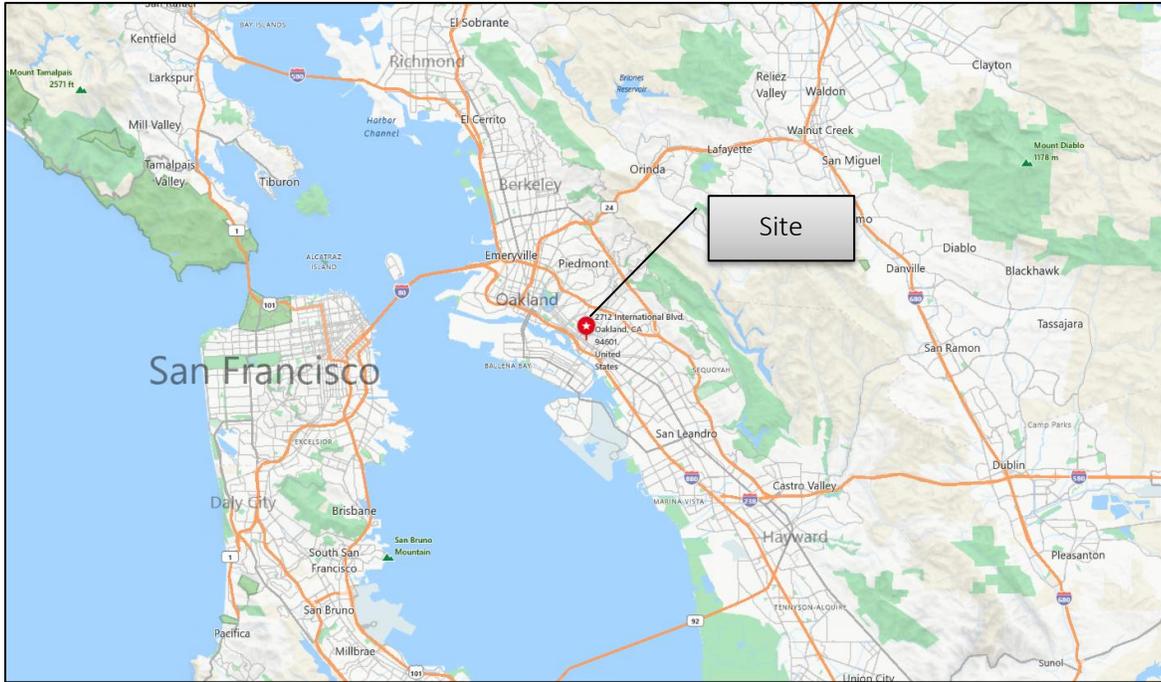
Direct Comments to:

Project Location: 2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street in Oakland, Alameda County, California 94601 (APNs 025-0712-019-02, -017, -016, -015, and -014)

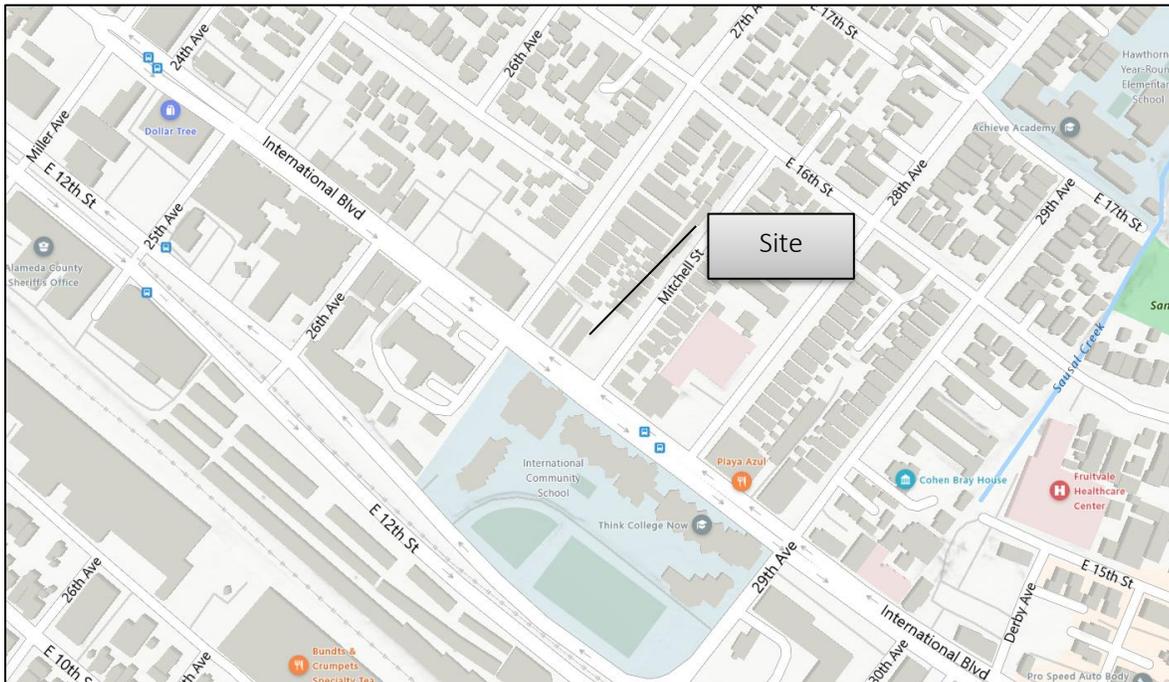
Project Location

2700 International

2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street, Oakland, Alameda County, California 94601



Map 1 Regional Setting

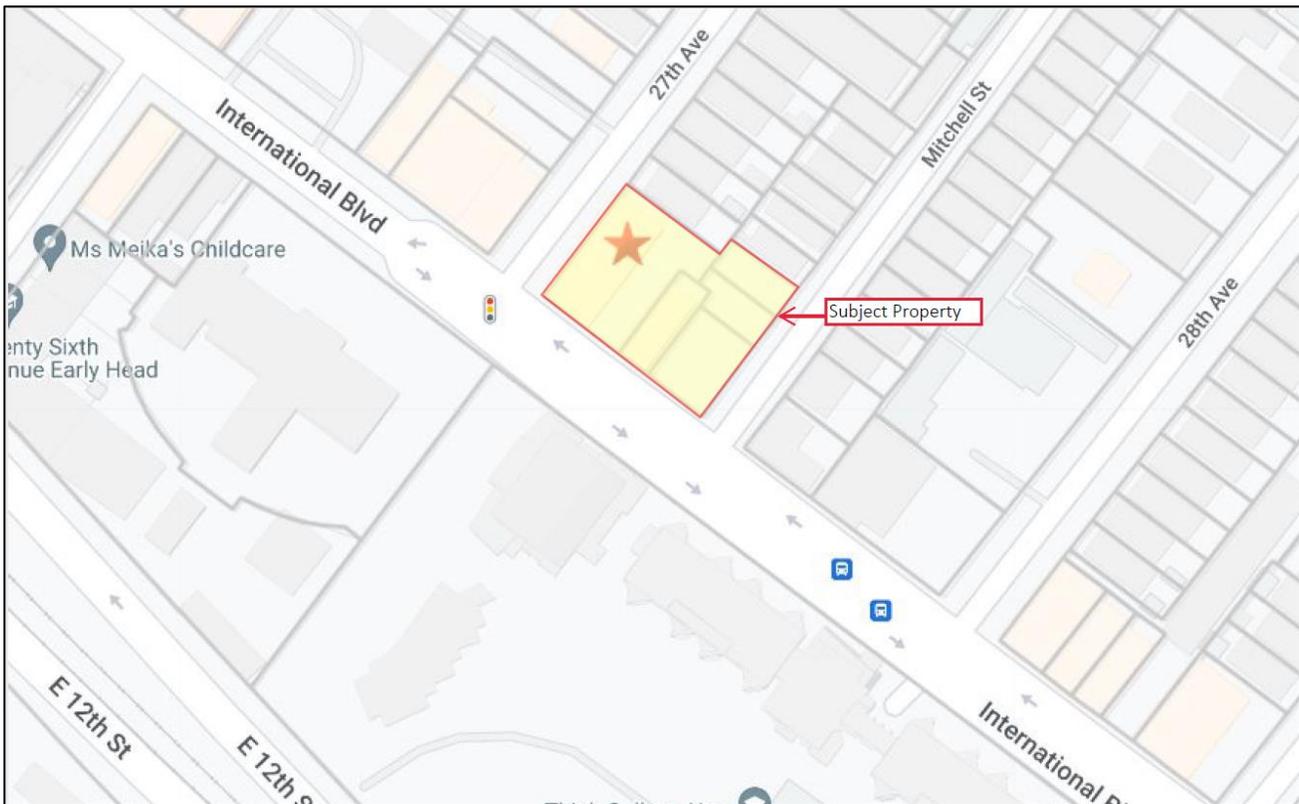


Map 2 Local Setting

Project Location

2700 International

2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street, Oakland, Alameda County, California
94601



Map 3 Assessor Parcel Map

Project Photograph – Existing Conditions

2700 International

2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street, Oakland, Alameda County, California
94601

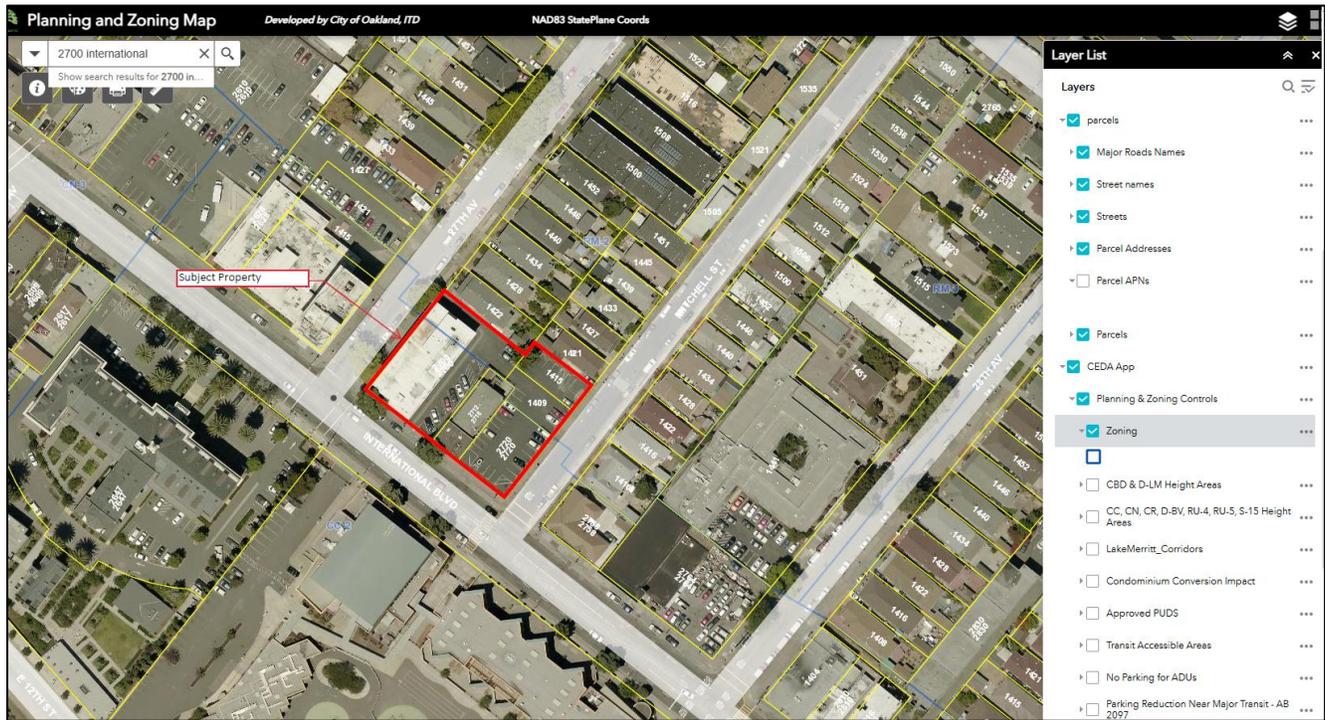


Figure 1 Aerial View/Existing Conditions

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The **2700 International** project proposes to demolish existing improvements and construct a new, six story building on a 0.61-acre site comprised of seven contiguous parcels with five Assessor Parcel Numbers (APNs) 025-0712-019-02, -017, -016, -015, and -014 with addresses 2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street in Oakland, Alameda County, California 94601. The project proposes to construct 75 affordable apartments and approximately 4,200 square feet of ground floor commercial space. The unit mix will be 35 one-bedroom units, 21 two-bedroom units and 19 three-bedroom units for a total of 75 units. On-site resident amenities include a community room, shared laundry facilities, administrative offices and supportive services offices. A total of 33 parking spaces will be provided onsite in an enclosed garage on the ground floor located behind the commercial space. A total of 50 bicycle parking spaces will also be provided.

Demolition

Existing improvements to be demolished include a three-story commercial building constructed in 1969, a two-story mixed-use building constructed in 1960 and a surface parking lot.

Design

The new building will consist of five residential floors over first floor podium with commercial space, parking and services offices. Commercial spaces may have individual storefront entries with canopies, signage and lighting that allow each business to have an individual presence on International Boulevard. At the upper floors the residential buildings are organized around a shared courtyard space approximately 60 feet in width flanked by community rooms and common laundry space. The building steps down from six stories at International Boulevard to four and three stories and then finally to one story adjacent to neighborhood homes to create a strong transition from the commercial boulevard to the existing homes. The building form consists of strong vertical elements with rich patterning of brick and stucco that reflect the neighborhood context. Opportunities for local art are incorporated into the bulkheads at storefronts and into the raised planters on 27th Avenue and on Mitchell Street.

Circulation

Access to parking is provided from 27th Avenue consistent with the existing vehicle circulation pattern. A loading zone is provided on 27th to accommodate deliveries, passenger loading and residents' moving trucks. Waste will be collected within the garage and will be staged in the loading zone on 27th Avenue for pick up. All utility services are located either underground or enclosed within the building.

Funding

The project is publicly funded and will include Low-Income Housing Tax Credits (LIHTC) funding and California Tax Credit Allocation Committee (TCAC) minimum standards. The project is 100% affordable and will serve households below 60 percent of Area Median Income (AMI). A total of 22 units will be reserved for formerly homeless veterans. The total project cost is estimated to be around \$80,000,000.

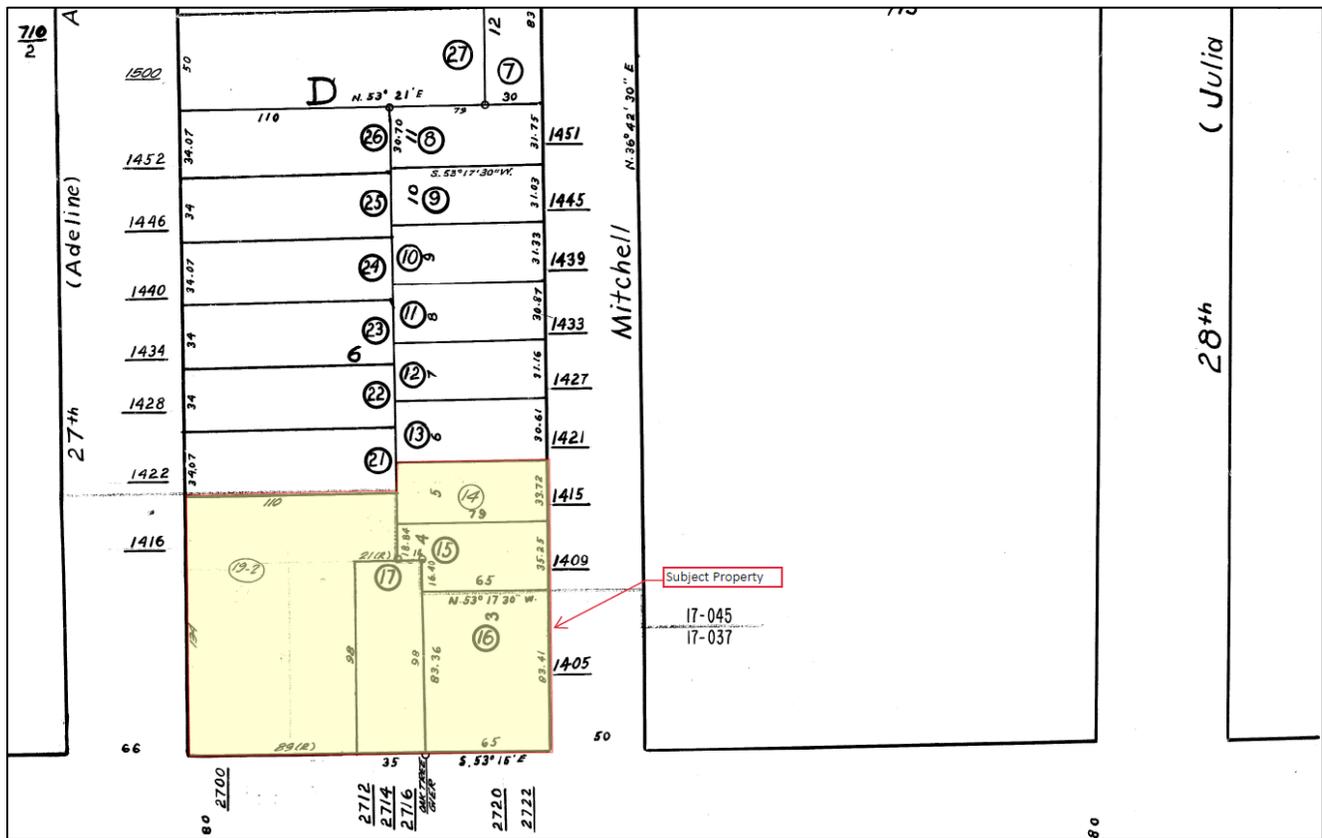


Figure 2 assessor parcel map

Source: (1) (2) (Appendix A)

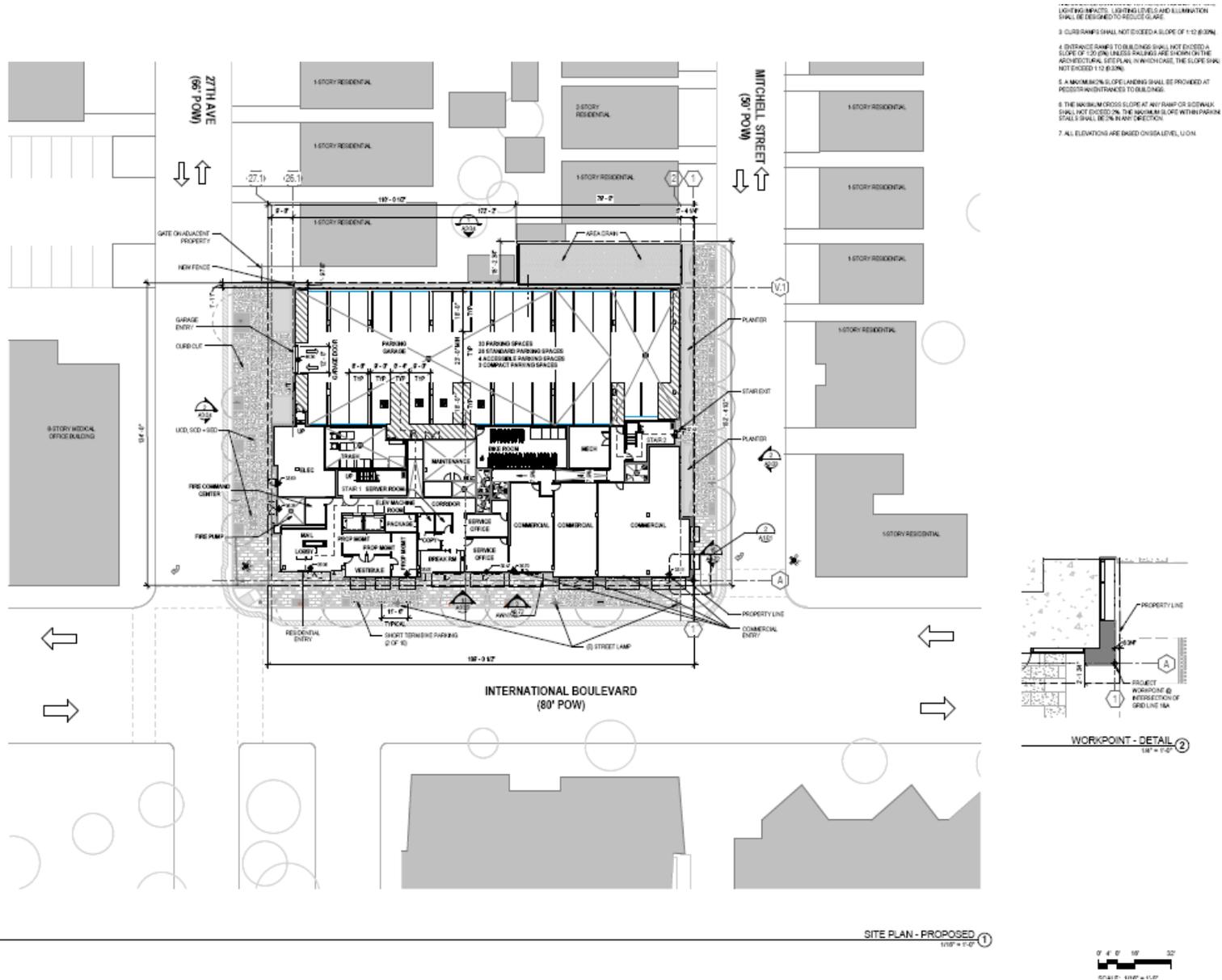
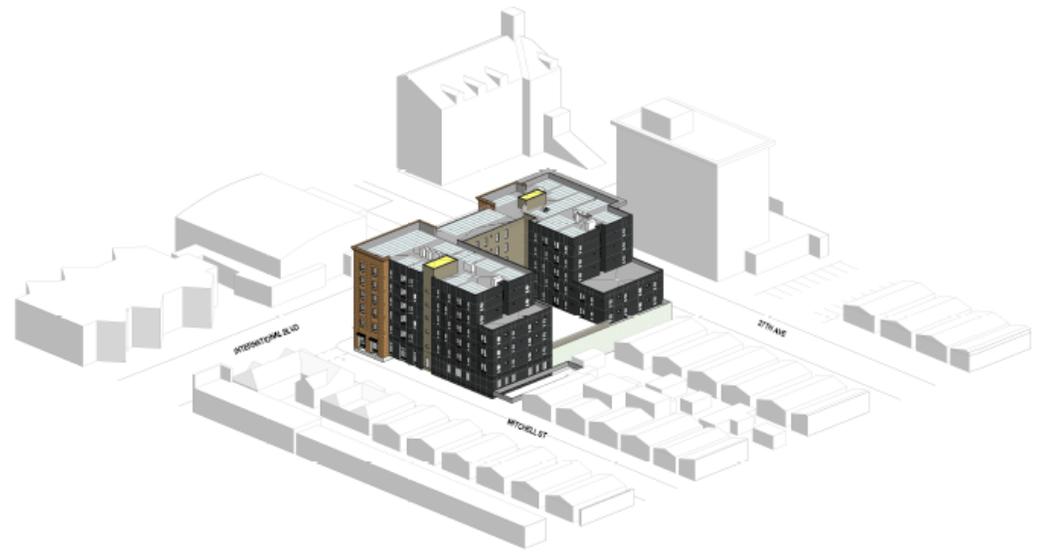


Figure 3 Site Plan (Proposed)



3D VIEW FROM SOUTHEAST ②



3D VIEW FROM NORTH EAST ①

Figure 4 3D Views



PERSPECTIVE - RESIDENTIAL LOBBY ④



PERSPECTIVE - CORNER INTERNATIONAL BLVD AND 27TH AVE ②



PERSPECTIVE - ART MOSAICS ③



PERSPECTIVE - COMMERCIAL ENTRY ①

Figure 5 Perspectives

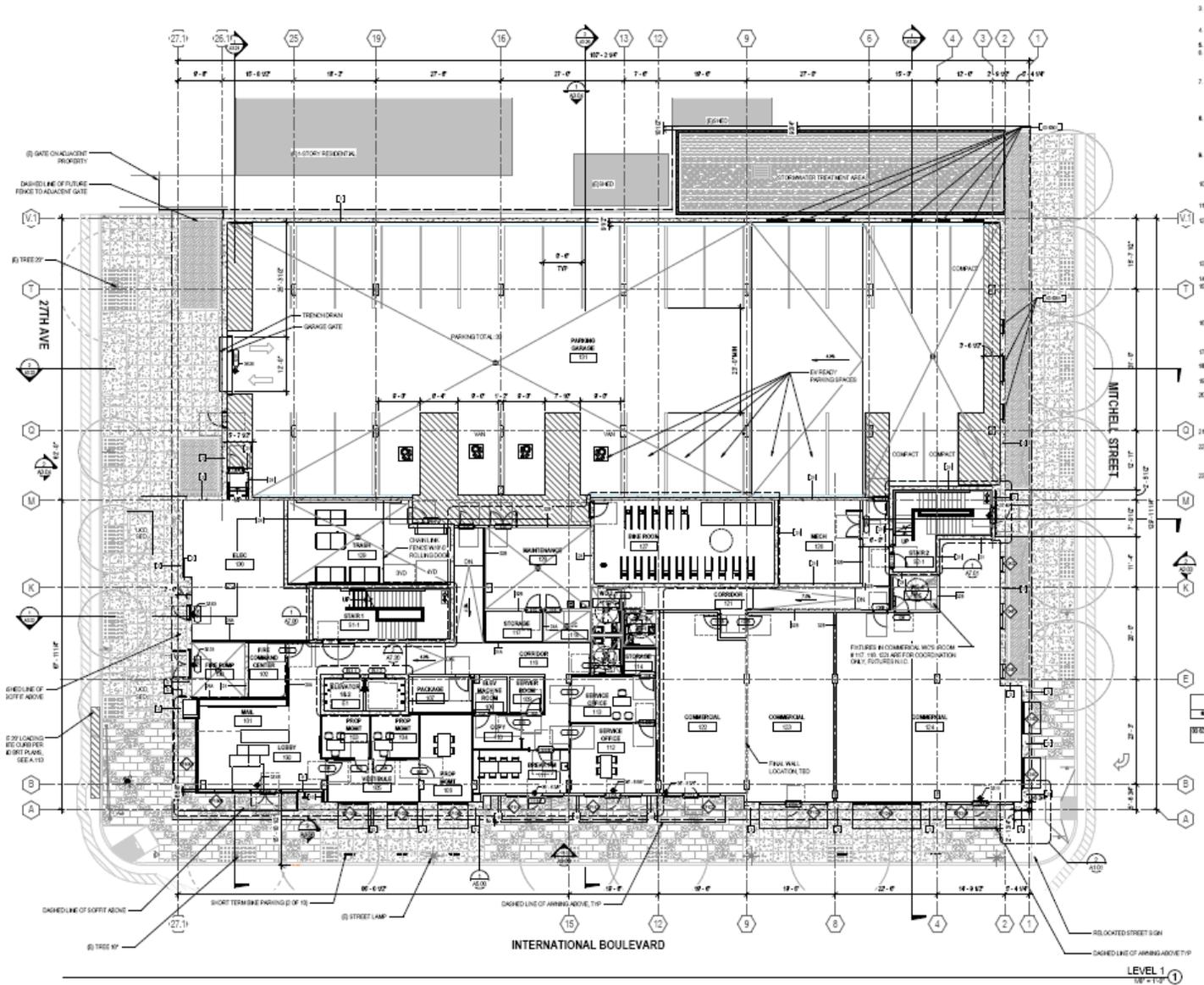


Figure 6 Level 1

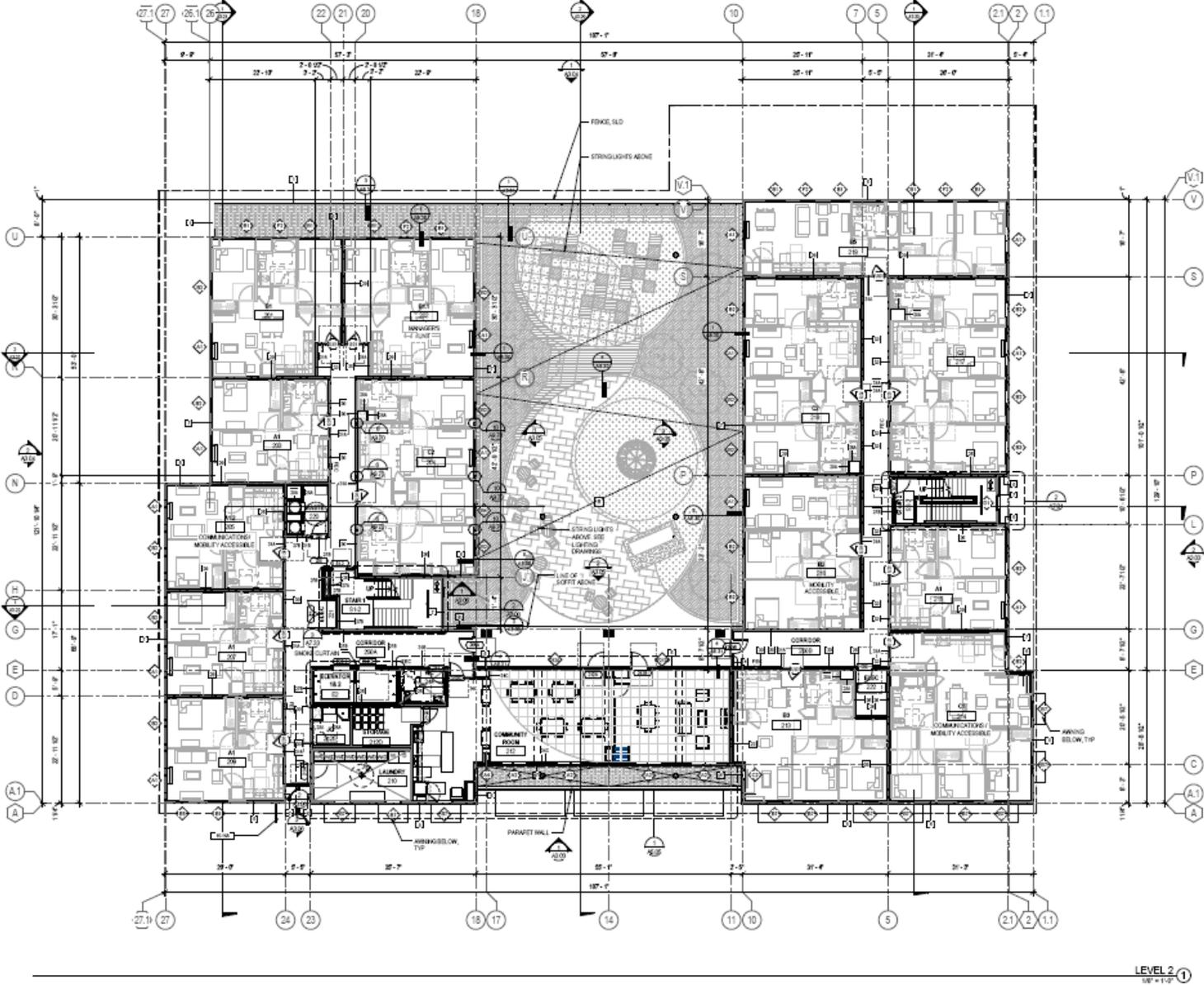


Figure 7 Level 2

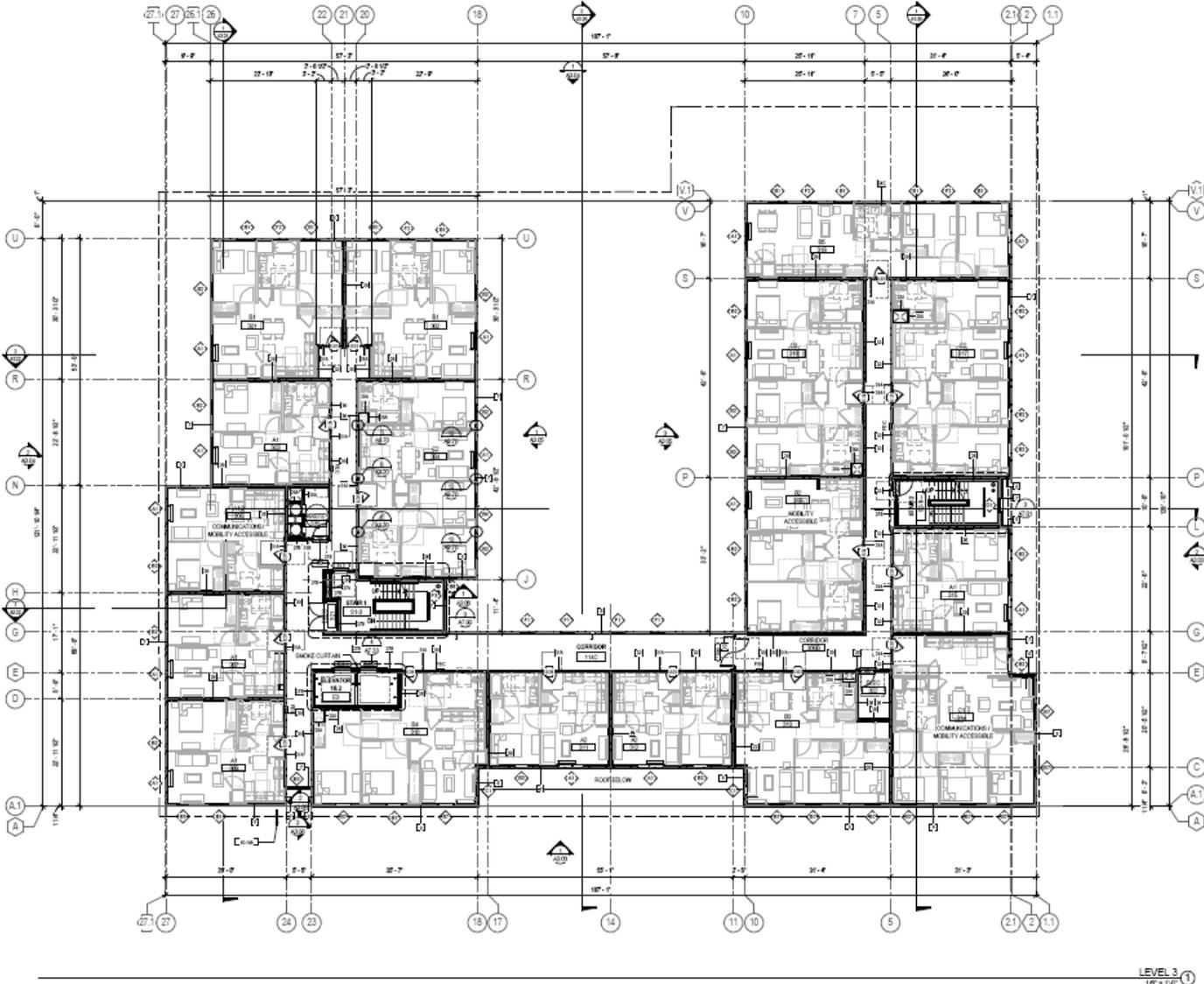


Figure 8 Level 3



Figure 9 Elevations



Figure 10 Elevations

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the proposal is to increase the number of affordable housing units in the City of Oakland and Alameda County as a whole. An increase of 75 affordable apartments and 4,200 square feet of commercial space will be accomplished by implementing the proposed project as well as a Federally Qualified Health Center.

Regional Outlook

The Association of Bay Area Governments, in conjunction with the Metropolitan Transportation Commission and representatives from each of the nine Bay Area counties and cities, has adopted a Final Adopted strategy for a sustainable region named *Plan Bay Area 2050*. Between now and 2050, best estimates suggest the Bay Area's population will rise from nearly 8 million to over 10 million residents and that the number of jobs within the nine counties will climb from 4 million to more than 5 million. This growth will influence what the Bay Area looks like in 30 years, and many questions remain about where these new residents will live and work. In addition to growth, forces outside of the region's control such as climate change, economic booms and busts, and changing technologies will contribute to future uncertainty. The COVID-19 pandemic provides an extreme example of how these unprecedented events can reshape everyday life.

The New Normal

The COVID-19 pandemic changed overnight how Bay Area residents live, work and travel. As a regional long-range plan developed during an unprecedented global health crisis, Plan Bay Area 2050 was shaped by and responded to COVID-19's new challenges in several ways. Strategies in each of the four elements of the plan were added or adjusted to respond to the pandemic's effects. Simultaneously, planning assumptions related to future financial projections and population growth were revised to reflect slower short-term growth. While the long-term impacts of this watershed event may change many aspects of life in the Bay Area, Plan Bay Area 2050 plans for the future by centering equity and resilience to uncertainty in each of its strategies.

Advancing Equity

MTC and ABAG define equity for Plan Bay Area 2050 as "just inclusion in a Bay Area where everyone can participate, prosper and reach their full potential." The agencies strive to advance equity through careful consideration of investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. Each strategy in Plan Bay Area 2050 has been crafted to advance equity, with particular attention paid to the needs of people living in Equity Priority Communities, which are geographic areas that have a concentration of both residents of color and residents with low incomes, or that have a concentration of residents with low incomes and other factors such as limited English proficiency, seniors or people with disabilities.

Most of Plan Bay Area 2050's investments are directed toward residents of Equity Priority Communities or other systemically underserved communities. Among its many equity-advancing components, the plan envisions billions of dollars for affordable housing production and preservation, a universal basic income to support residents' essential needs, investments in means-based transit fare discounts, and subsidies to protect homes and businesses from natural hazards.

The Bay Area has reinvented its economy several times in the last half-century and is widely recognized as the global center for technological innovation. Despite a strong economy, however, the Bay Area also has the greatest

income inequality of any region in California as of 2021. Low- and middle-income workers have seen fewer gains than those in the top bracket in recent decades, and the gulf between high and low wages has widened with each economic bust. Even during booms, as incomes have risen, so has the measure of inequality for each of the nine Bay Area counties since 1980. Most of the region's (and the nation's) overall income growth is received by households at the very top income levels. Bay Area households in the 90th percentile of incomes earned \$384,000 a year in 2018, compared to just \$32,000 for those in the bottom 10th percentile.

The project meets, and is consistent with the following Strategy in Plan Bay Area 2050:

Housing Strategies

H4. Build adequate affordable housing to ensure homes for all. Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.

Source: (3)

Local Perspective

According to the 2020 U.S. Census, Alameda County had a population of 1,682,353. Alameda County's population is expected to grow 32% to 1,987,950 in the year 2040. Alameda County occupies most of the East Bay of the San Francisco Bay Area. The City of Oakland is the county seat and the largest city in Alameda County. According to the Association of Bay Area Governments (ABAG), *Final Alameda County Housing Needs Allocation 2023-2031*, the City of Oakland should add 26,251 new units by 2031 in order to meet the needs for housing.

Table 1 Alameda County Housing Needs Allocation 2023 to 2031

	Very low, < 50%	Low, < 80%	Moderate, < 120%	Above Moderate, >120%	Total
Alameda	1,421	818	868	2,246	5,353
Albany	308	178	175	453	1,114
Berkeley	2,446	1,408	1,416	3,664	8,934
Dublin	1,085	625	560	1,449	3,719
Emeryville	451	259	308	797	1,815
Fremont	3,640	2,096	1,996	5,165	12,897
Hayward	1,075	617	817	2,115	4,624
Livermore	1,317	758	696	1,799	4,570
Newark	464	268	318	824	1,874
Oakland	6,511	3,750	4,457	11,533	26,251
Piedmont	163	94	92	238	587
Pleasanton	1,750	1,008	894	2,313	5,965
San Leandro	862	495	696	1,802	3,855
Union City	862	496	382	988	2,728
Unincorporated	1,251	721	763	1,976	4,711
Alameda County Total	23,606	13,591	14,438	37,362	88,997

Source: (4) (5) (6)

Local housing elements must include an analysis of special housing needs. Under State law, special needs refer to those households that contain seniors, persons with disabilities, large households, female-headed households, homeless, veterans and farmworkers.

The City of Oakland, in its 2015-2023 Housing Element, the most recent available, outlines its goals, policies and planned actions to address its housing needs. The following applies to this project and affordable housing in general.

Goal 2: Promote the development of adequate housing for low- and moderate-income households

Policy 2.1 Affordable housing development programs

Provide financing for the development of affordable housing for low- and moderate-income households. The City's financing programs will promote a mix of housing types, including homeownership, multifamily rental housing and housing for seniors and persons with special needs.

Policy 2.10 Promote an equitable distribution of affordable housing throughout the community

The City will undertake a number of efforts to distribute assisted housing widely throughout the community and avoid the over-concentration of assisted housing in any particular neighborhood, in order to provide a more equitable distribution of households by income and by race and ethnicity.

Goal 7: Promote sustainable development and sustainable communities

Policy 7.1 Sustainable residential development programs

In conjunction with the City's adopted Energy and Climate Action Plan (ECAP), develop and promote programs to foster the incorporation of sustainable design principals, energy efficiency and smart growth principles into residential developments. Offer education and technical assistance regarding sustainable development of project applicants.

Policy 7.2 Minimize energy consumption

Encourage the incorporation of energy conservation design features in existing and future residential development beyond minimum standards required by State building code.

Policy 7.3 Encourage development that reduces carbon emissions

Continue to direct development toward existing communities and encourage infill development at densities that are higher than – but compatible with – the surrounding communities. Encourage development in close proximity to transit, and with a mix of land uses in the same zoning district, or on the same site, so as to reduce the number and frequency of trips made by automobile. Source: (7)

The proposed project will help to achieve the stated goals by its consistency with the policies stated above. The project provides a mix of unit types, is high-density, energy efficient and located near high-quality transit, thereby reducing carbon emissions. The site is one block away from the MacArthur Bay Area Rapid Transit (BART) light rail station and two blocks from Interstate 580.

Existing Conditions and Trends [24 CFR 58.40(a)]:

Existing Conditions

Oakland is a major West Coast port city in the U.S. state of California. The Port of Oakland is the busiest port for San Francisco Bay and all of Northern California. Oakland is the third largest city in the San Francisco Bay Area, the eighth-largest city in California, and the 45th –largest city in the United States.

As of the 2020 census, the population of Oakland was 440,981. Oakland is currently growing at a rate of 0.91% annually, and its population has increased by 12.86% since the most recent census, which recorded a population of 390,724 in 2010. However, during the past decade, housing production grew at less than half that rate. Meanwhile, the number of vacant housing units plummeted in the city, from a 2010 vacancy rate of 9.38%, or 15,919 units, to a 2020 vacancy rate of 5.92%, reflecting 10,560 units.

Source: (5)

Incorporated in 1852, Oakland is the county seat of Alameda County. It serves as a major transportation hub and trade center for the entire region and is also the principal city of the Bay Area Region known as the East Bay. The City is situated directly across the bay, six miles east of San Francisco.

A steady influx of immigrants during the 20th century, along with thousands of African American war-industry workers who relocated from the Deep South during the 1940s, have made Oakland one of the most ethnically diverse major cities in the country. Oakland is known for its history of political activism, as well as its professional sports franchises and major corporations, which include health care, dot-com companies and manufacturers of household products. The city is a transportation hub for the greater Bay Area, and its shipping port is the fifth busiest in the United States.

Oakland has a Mediterranean climate with an average of 260 sunny days per year. Lake Merritt, a large estuary centrally located east of Downtown, was designated the United States' first official wildlife refuge. Jack London Square, named for the author and former resident, is a tourist destination on the Oakland waterfront.

The United States Census Bureau says the City's total area is 78.0 square miles, including 55.8 square miles of land and 22.2 square miles (28.48%) of water. Oakland's highest point is near Grizzly Peak Blvd, east of Berkeley, just over 1,760 feet above sea level. Oakland has 19 miles of shoreline. Oakland residents refer to their city's terrain as "the flatlands" and "the hills", which until recent waves of gentrification have also been a reference to Oakland's deep economic divide, with "the hills" being more affluent communities. About two-thirds of Oakland lies in the flat plain of the East Bay, with one-third rising into the foothills and hills of the East Bay range.

Site Characteristics

The subject property is a 0.61-acre site comprised of seven contiguous parcels with five Assessor Parcel Numbers (APNs) 025-0712-019-02, -017, -016, -015, and -014 with addresses 2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street in Oakland, Alameda County, California 94601. Existing improvements to be

demolished include a three-story commercial building constructed in 1969, a two-story mixed-use building constructed in 1960 and a surface parking lot.

The project site occupies the northeast corner of International Boulevard and 27th Avenue and is approximately 0.45 miles north of Interstate 880 and 1.54 miles south of Interstate 580.

Trends

The new census data reflects where things stood in April 2020, so many changes that occurred during the pandemic are not captured in the data. Other reports have shown that Oakland has continued to gain a significant number of residents during the crisis. The California Department of Finance estimated that Oakland gained more than 3,000 residents in 2020, even as the state's overall population shrank. Some San Francisco residents have moved across the bay for more space and cheaper rents.

With only 5% growth in the housing stock, new residents either move into the dwindling vacant units or housing that is already occupied.

Oakland saw large increases in the Hispanic and white populations in the 2020 census, but the Black population has decreased significantly since 2010. The new data shows a 28.04% increase in Hispanic residents, an 18.64% increase in white residents, a 12.93% increase in Asian residents, and a 14.14% drop in Black residents.

In addition to counting newly constructed units and vacant units, the census tracks the change in occupied units—how many more or fewer units had people living in them. While Oakland's population grew by almost 13% since 2010, the number of occupied units increased by only 9.18%. Put another way, Oakland gained almost 50,000 residents, but they were distributed among only 14,000 newly occupied units. That disparity likely suggests widespread overcrowding.

Some housing advocates and analysts say it's not enough to just build any kind of housing. They contend that new construction must be more accessible for all the diverse residents moving to Oakland.

The census housing "numbers do not put into context the income disparity in Oakland and the Bay Area as a whole," added Mark Dias, co-chair of the Oakland Tenants Union. He advocated for more comprehensive rent control and affordable housing requirements. State law currently exempts new construction from being subject to local rent-control policies.

Oakland has soared past regionally set targets for market-rate construction in recent years, but it's lagged tremendously on building affordable housing. The city has only issued permits for 22% of the affordable construction it's required by state and local governments to plan for by 2023.

A recent city report included housing production data for 2020, stating that 2,855 market-rate units were built in Oakland last year, compared to 183 affordable units. The same analysis found that all housing construction has declined over the past few years, attributed to COVID-19 pressures and rising building costs.

Oakland's population increase has been driven in part by major job growth without much housing expansion in San Francisco and the South Bay. Many of those tech-sector workers and other higher-income residents who come to Oakland could afford to live in new, market-rate high-rises as opposed to moving into the older housing stock in gentrifying neighborhoods.

While the vacancy rate has dropped significantly, there are still more than 10,000 unoccupied units in Oakland. It is not clear from the census data how those units are distributed among older and newer buildings, or where they're located in the city.

In recent years, activists have called attention to the prevalence of vacant units while the city's homeless population exploded. During the Moms 4 Housing movement, led in part by now-City Councilmember Carroll Fife, several Black, homeless mothers occupied a vacant, investor-owned house in West Oakland.

In 2020 the city began taxing owners of vacant and undeveloped properties, to encourage use as housing. Various state and federal COVID-19 aid programs have enabled local governments to rent and buy properties to use as emergency shelters and housing. The city is currently seeking proposals from property owners interested in leasing or selling their buildings. The number of vacant units decreasing by 33.66% since 2010.

The disparities between new market-rate and affordable units were stark in 2020, at every stage of the process, from proposed projects to completed construction.

In Oakland, 2,855 market-rate units were completed last year, compared to 183 affordable, according to the Housing Element update. Of those 183 below-market units, all but 20 were for very low-income households. Notably, no units were built at a level deemed affordable for "moderate-income" residents—a two-person household making \$83,551 to \$114,450. In general, Oakland has only met 3% of its target in that category—housing for people who aren't considered low-income yet can't afford apartments or condos in the new buildings going up.

Source: (8) (9)

These trends are likely to continue in the absence of the project. The project will help to stem the trends outlined above by providing additional affordable housing units.

Funding Information

Grant Number	HUD Program	Funding Amount
	Moving-To-Work (MTW) – CFDA No. 14.881	\$3,800,000
	Project-Based Section 8 Vouchers – CFDA No. 14.871	19 Vouchers or \$5,600,000 over 15 years, with an option to extend another 5 years

Estimated Total HUD Funded Amount: \$3,800,000 in Moving-To-Work program funds plus 19 Project-Based Section 8 Vouchers; both programs are administered by the Oakland Housing Authority

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: **\$ 87,452,966**

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are two major airports and one minor airport within 15 miles of the project site. Oakland International Airport is the nearest airport and lies approximately 4.62 miles south of the project site. San Francisco International Airport lies approximately 13.82 miles to the southwest, across San Francisco Bay. Minor airport Hayward Executive Airport is located 10.28 miles south.</p> <p>No airport clear zones or accident potential zones from any nearby airport extend to the site.</p> <p>Source Documentation: (10) (11) (12) (13) (14) (Appendix B)</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Areas so designated were made ineligible for direct or indirect Federal national security, navigability, and energy exploration. CBRS areas extend along the coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the U.S. Virgin Islands, and the Great Lakes, and consist of 857 units.</p> <p>There are no Coastal Barrier Resources in California.</p> <p>Source Documentation: (15)</p>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The subject property is not located in a 100-year or 500-year floodplain. The site is located entirely within Zone X: Areas of Minimal Flooding, as identified on the current Federal Emergency Management</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
[42 USC 4001-4128 and 42 USC 5154a]		<p>Agency (FEMA) Flood Insurance Rate Map (FIRM). The site is not a designated Special Flood Hazard Area that requires flood insurance.</p> <p>Flood hazard designation is depicted on FIRM Map Number 06001C0086H, with an effective date of December 21, 2018.</p> <p>Flood insurance is not required. There are no impacts to floodplains anticipated as a result of the project.</p> <p>Source Documentation: (16) (Appendix C)</p>
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	General Conformity The 1990 Amendment to Clean Air Act (CAA) Section 176 requires the federal EPA to promulgate rules to ensure that federal actions conform to the appropriate SIP. These rules, known as the General Conformity Rule (40 C.F.R. Parts 51.850–51.860 and 93.150–93.160), require any federal agency responsible for an action in a federal nonattainment/maintenance area to demonstrate conformity to the applicable State Implementation Plan (SIP), by either determining that the action is exempt from the General Conformity Rule requirements or subject to a formal conformity determination. Actions would be exempt, and thus conform to the SIP, if an applicability analysis shows that the total direct and indirect emissions of nonattainment/maintenance pollutants from project construction and operation activities would be less than specified emission rate thresholds, known as de minimis levels (40 C.F.R. Section 93.153, Applicability). If not determined exempt, an air quality conformity analysis would be required to determine conformity. The General Conformity Rule is applicable only for project criteria pollutants and their precursors for which an area is designated nonattainment or that is covered by a maintenance plan. The proposed action is located within the Bay Area Air Quality Management District (BAAQMD) which is a federal nonattainment area for O ₃ (marginal), and PM _{2.5} (moderate). Therefore, the General Conformity Rule is

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>applicable to project emissions of O₃ and PM_{2.5}. The applicable de minimis limits would be 100 tons annually of VOC and NO_x and 100 tons annually for PM_{2.5}.</p> <p>Adverse Impacts under NEPA</p> <p>A NEPA impact analysis differs from the General Conformity analysis in that any pollutant emissions recommended to be considered by the local agency are evaluated as well as nonattainment pollutant emissions. As the proposed action is located entirely within BAAQMD jurisdiction, the appropriate criteria are those issued by the BAAQMD.</p> <p>Construction Impact Analysis</p> <p>Air quality effects associated with construction of the proposed development under the proposed project would include diesel fuel combustion emissions from construction equipment comprising VOC, NO_x, and diesel particulate matter (PM_{2.5}), and fugitive dust generated by physical land disturbance (earthmoving and grading). Such air quality effects generally would be temporary and localized.</p> <p>Construction emissions were estimated using the California Emissions Estimator Model, version 2022.1.1.22 (CalEEMod), and were based on the determination that construction of the proposed developments would disturb a land area of 0.61 acres over an approximate 12-month period presumably commencing in 2025.</p> <p>For modeling, it was assumed best practices would be followed, including watering of the site to control dust and use of equipment that is compliant with California laws. The tables below show that the construction emissions related to the proposed project do not exceed the General Conformity <i>de minimis</i> level and are below the BAAQMD significance thresholds for all pollutants, which are used to ensure that the proposed developments conform to the applicable State Implementation Plan (SIP). Therefore, construction activities related to the proposed project would result in a <i>less than significant</i> effect.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																																								
		<p>Table 2 Annual Construction Emissions (Tons per year)</p> <table border="1" data-bbox="685 453 1490 747"> <thead> <tr> <th></th> <th>ROG</th> <th>NO_x</th> <th>PM₁₀</th> <th>PM_{2.5}</th> </tr> </thead> <tbody> <tr> <td>Estimated Annual Emissions</td> <td>0.8</td> <td>0.3</td> <td>0.1</td> <td><0.1</td> </tr> <tr> <td>General Conformity <i>De Minimus</i> Levels</td> <td>10</td> <td>10</td> <td>15</td> <td>10</td> </tr> <tr> <td><i>Above Thresholds?</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> </tbody> </table> <p>Table 3 Maximum Daily Construction Emissions (lbs/day)</p> <table border="1" data-bbox="685 810 1490 1104"> <thead> <tr> <th></th> <th>ROG</th> <th>NO_x</th> <th>PM₁₀</th> <th>PM_{2.5}</th> </tr> </thead> <tbody> <tr> <td>Estimated Maximum Daily Emissions</td> <td>4.38</td> <td>1.64</td> <td>0.54</td> <td><.5</td> </tr> <tr> <td>Daily Thresholds</td> <td>54</td> <td>54</td> <td>82</td> <td>54</td> </tr> <tr> <td><i>Above Thresholds?</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> </tbody> </table> <p>Construction emissions resulting from the implementation of the proposed project are below the thresholds of significance for construction.</p> <p>No adverse effects on air quality would occur due to construction of the proposed project.</p> <p>Operational Effects</p> <p>Air quality effects associated with the operation of the proposed development would include emissions from vehicle traffic and area sources (e.g., landscape equipment, consumer products, etc.). Operational emissions were estimated using CalEEMod and were based on the determination that the proposed developments would be constructed in approximately 12 months. The CalEEMod program uses algorithms to determine, by default, trip lengths and distances from land use data in aggregate, including associated delivery truck traffic, vehicle starts, parking, and idling. The software estimates emissions based on the type of land use that is being proposed and includes</p>		ROG	NO _x	PM ₁₀	PM _{2.5}	Estimated Annual Emissions	0.8	0.3	0.1	<0.1	General Conformity <i>De Minimus</i> Levels	10	10	15	10	<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>		ROG	NO _x	PM ₁₀	PM _{2.5}	Estimated Maximum Daily Emissions	4.38	1.64	0.54	<.5	Daily Thresholds	54	54	82	54	<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
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		<p>various emission factors for area sources, such as vehicles, hearths, and landscaping equipment.</p> <p>Table 4 Project Operational Emissions (Tons per year)</p> <table border="1" data-bbox="686 552 1468 915"> <thead> <tr> <th></th> <th>ROG</th> <th>NO_x</th> <th>PM₁₀</th> <th>PM_{2.5}</th> </tr> </thead> <tbody> <tr> <td>Estimated Annual Emissions</td> <td>0.7</td> <td>0.2</td> <td>0.3</td> <td>0.1</td> </tr> <tr> <td>General Conformity <i>De Minimis</i> Levels</td> <td>100</td> <td>100</td> <td>n/a</td> <td>100</td> </tr> <tr> <td>BAAQMD Annual Thresholds</td> <td>10</td> <td>10</td> <td>15</td> <td>10</td> </tr> <tr> <td><i>Above Thresholds?</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> </tbody> </table> <p>Table 5 Operational Emissions (lbs/day)</p> <table border="1" data-bbox="686 974 1468 1276"> <thead> <tr> <th></th> <th>ROG</th> <th>NO_x</th> <th>PM₁₀</th> <th>PM_{2.5}</th> </tr> </thead> <tbody> <tr> <td>Estimated Maximum Daily Emissions</td> <td>3.84</td> <td>1.1</td> <td>1.64</td> <td>0.55</td> </tr> <tr> <td>Daily Thresholds</td> <td>54</td> <td>54</td> <td>82</td> <td>54</td> </tr> <tr> <td><i>Above Thresholds?</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> </tbody> </table> <p>As shown in the tables above, the operational emissions associated with the proposed project are below the General Conformity <i>de minimis</i> level and below the BAAQMD thresholds, therefore, no adverse effects on air quality would occur due to operation of the proposed project.</p> <p>No adverse effects on air quality would occur due to operation of the proposed project.</p> <p>Greenhouse Gas Emissions</p> <p>Climate change is a global problem. Greenhouse Gasses are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric</p>		ROG	NO _x	PM ₁₀	PM _{2.5}	Estimated Annual Emissions	0.7	0.2	0.3	0.1	General Conformity <i>De Minimis</i> Levels	100	100	n/a	100	BAAQMD Annual Thresholds	10	10	15	10	<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>		ROG	NO _x	PM ₁₀	PM _{2.5}	Estimated Maximum Daily Emissions	3.84	1.1	1.64	0.55	Daily Thresholds	54	54	82	54	<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>lifetimes (1 year to several thousand years). Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), chlorofluorocarbons (CFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).</p> <p>There are no established federal or state significance criteria for global climate change impacts or GHG emissions. However, Bay Area Air Quality Management District (BAAQMD) has developed specific thresholds relative to GHG emissions. The BAAQMD has issued air quality guidelines for determining impacts under the California Environmental Quality Act (CEQA). The BAAQMD Guidelines identify evaluation criteria and emission limits for ozone precursors, i.e. VOC and NO_x, particulate matter (PM_{2.5} and PM₁₀), local CO, and greenhouse gases (GHG). BAAQMD emission limits are further broken down into construction and operation emissions as well as regional and local.</p> <p>Impact Analysis</p> <p>Screening thresholds for Mid-Rise Apartments per BAAQMD is 87 dwelling units for operational GHG emissions. However, CalEEMod 2022.1.1.22 was used to generate operational and construction related emissions data to make a formal analysis and finding.</p> <p>The following analysis is provided that demonstrates the proposed project would not exceed 1,100 MT CO₂E and the project would support applicable plans intended to reduce GHG emissions.</p> <p>Construction GHG Emissions</p> <p>GHGs would be emitted from construction equipment, and worker and vendor vehicle trips associated with the development of the proposed project. CalEEMod estimates that construction activities would generate a total of 109 MT CO₂E which is less than the threshold of 1,100 MT CO₂E.</p>

Operational GHG Emissions

The project would construct 75 multifamily housing units and 4,200 square feet of commercial space on a 0.61-acre site. Subtype land use office building was used to further refine the analysis.

Total project emissions are under the 1,100 MT CO₂E threshold for annual operational emissions.



Figure 11 2026 Greenhouse Gas Annual Emissions

Total operational emissions are 432 MT CO₂E, which is below the 1,100 MT CO₂E threshold identified by the BAAQMD.

Impacts from construction and operational greenhouse gas emissions would be *less than significant* and no mitigation would be required.

Toxic Air Contaminant (TAC) Assessment

HUD requires that a site be shown to be free of hazardous gases per 24 CFR 58.5(i)(2). Therefore, an analysis of mobile and stationary permitted source of emissions follows, to help determine if the project future residents will be exposed to excess cancer risks by siting the project in the proposed location.

The following discussion is for screening purposes only and should show if a more refined analysis is warranted.

Setting

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The project site is located in Alameda County which is a part of San Francisco Bay Area Air Basin. Air quality in the region is affected by natural factors such as proximity to the Bay and ocean, topography, and meteorology, as well as proximity to sources of air pollution. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).</p> <p>Air Pollution and Toxic Air Contaminants (TACs)</p> <p>Particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, and dust. Particles 10 microns or less in diameter are defined as "respirable particulate matter" or "PM₁₀." Fine particles are 2.5 microns or less in diameter (PM_{2.5}) and, while also respirable, can contribute significantly to regional haze and reduction of visibility. Inhalable particulates come from smoke, dust, aerosols, and metallic oxides. Although particulates are found naturally in the air, most particulate matter found in the vicinity of the project site is emitted either directly or indirectly by motor vehicles, industry, construction, agricultural activities, and wind erosion of disturbed areas. Most PM_{2.5} is comprised of combustion products such as smoke.</p> <p>Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer or serious illness) and include, but are not limited to criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																				
		<p>Diesel exhaust is the predominant cancer-causing TAC in California. CARB estimates that about 70% of total known cancer risk related to air toxics in California is attributable to diesel particulate matter (DPM).</p> <p>Impact Analysis</p> <p>The City of Oakland uses the BAAQMD California Environmental Quality Act (CEQA) Air Quality Guidelines to consider exposure of sensitive receptors to air pollutant levels that result in an unacceptable cancer risk or hazard, to be significant. For cancer risk, which is a concern with diesel particulate matter (DPM) and other mobile-source TACs, the BAAQMD considers an increased risk of contracting cancer that is 10.0 in one million chances or greater, to be significant risk for a single source. The BAAQMD CEQA Guidelines also consider single-source TAC exposure to be significant if annual fine particulate matter (PM_{2.5}) concentrations exceed 0.3 micrograms per cubic meter (µg/m³) or if the computed hazard index (HI) is greater than 1.0 for non-cancer risk hazards. Cumulative exposure is assessed by combining the risks and annual PM_{2.5} concentrations for all sources within 1,000 feet of a project. The thresholds for cumulative exposure are an excess cancer risk of 100 in one million, annual PM_{2.5} concentrations of 0.8 µg/m³, and a hazard index greater than 10.0. These thresholds were used to address impacts from TAC sources that could affect future project residents.</p> <p>A review of the project site has identified several air pollutant or TAC sources, including a railroad and high-volume roadways, that are within 1,000 feet of the site and could, therefore, adversely affect the site.</p> <p>Table 6 Summary of TAC Impacts from Sources within 1,000 feet of Project</p> <table border="1" data-bbox="683 1577 1474 1877"> <thead> <tr> <th>Source</th> <th>Distance in Feet</th> <th>Excess Cancer Risk (per million)</th> <th>Annual PM_{2.5} (µg/m³)</th> <th>Hazard Index</th> </tr> </thead> <tbody> <tr> <td>Union Pacific Railroad (UPRR)</td> <td>869</td> <td>1.3</td> <td><0.01</td> <td><0.01</td> </tr> <tr> <td>BART</td> <td>577</td> <td>n/a – electric</td> <td>n/a</td> <td>n/a</td> </tr> <tr> <td>International Blvd. (E-W) ADT = 25,610</td> <td>39</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Source	Distance in Feet	Excess Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index	Union Pacific Railroad (UPRR)	869	1.3	<0.01	<0.01	BART	577	n/a – electric	n/a	n/a	International Blvd. (E-W) ADT = 25,610	39			
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations			
		Stationary Source Lucasey Lofts LP <i>Generator (not adjusted for distance)</i>	0.01596	0.001	0.000004
		961			
		Combined Impact from all sources	1.32	<0.101	0.01
		Threshold of Significance – Single source	10	1.0	0.3
		Exceeds Thresholds?	No	No	No
		Cumulative Threshold of Significance	100	0.8 µg/m ³	10.0
		Exceeds Thresholds?	No	No	No
<p>Combined Cancer Risk, Hazard Index and Annual PM_{2.5} Concentrations</p> <p>The maximum impacts from each source were simply added to compute the combined impacts from all sources. This is a slight overestimate, because each source affects the site at a different location and this assessment assumes the worst location for each source is at the same location. This combined cancer risk is below the threshold of 100 chances per million, the annual PM_{2.5} concentration does not exceed 0.8 µg/m³ and the Hazard Index is well below 10.0. The impact from each source does not exceed the single-source threshold of 10.0 chances per million for cancer risk, 0.3 µg/m³ for annual PM_{2.5} concentration, and 1.0 for HI.</p> <p>Conclusion</p> <p>Community risk thresholds for TAC emissions from traffic sources and a stationary source located within 1,000 feet of the project site were found to be below significance thresholds for both single and combined sources. As a result, features to mitigate or reduce these TAC impacts are not necessary.</p> <p>Construction and operation of the project will not result in significant or adverse effects.</p> <p>Construction-related Emissions</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential impacts to air quality. Application of City of Oakland’s Standard</p>					

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Conditions of Approval to limit emissions generated during project construction will bring impacts to less than significant levels.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>AQ1. Dust Controls - Construction Related</p> <p>The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <ul style="list-style-type: none"> a) Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d) Limit vehicle speeds on unpaved roads to 15 miles per hour. e) All excavation, grading, and/or demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f) All trucks and equipment, including tires, shall be washed off prior to leaving the site. g) Unpaved roads providing access to sites 100 feet or further from a paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>h) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>AQ2. Criteria Air Pollutant Controls – Construction and Operation Related</p> <p>The project applicant shall implement all of the following applicable basic and enhanced control measures for criteria air pollutants during construction of the project as applicable:</p> <ul style="list-style-type: none"> a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off- Road Diesel Regulations"). c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.</p> <p>e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.</p> <p>Source Documentation: (10) (11) (17) (18) (19) (Appendix D)</p>
<p>Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is located in the City of Oakland in an urban area of the East Bay of the San Francisco Bay Area. The project is subject to requirements of the San Francisco Bay Conservation and Development Commission, as the designated governing body over the Local Coastal Program in the greater Bay Area.</p> <p>Activities requiring permit approval include:</p> <p>Filling: Placing solid material, building pile-supported or cantilevered structures, disposing of material or permanently mooring vessels in the Bay or in certain tributaries of the Bay.</p> <p>Dredging: Extracting material from the tidal waters.</p> <p>Shoreline Projects: Nearly all work, including grading, on the land within 100 feet of the Bay shoreline.</p> <p>Other Projects: Any filling, new construction, major remodeling, substantial change in use, and many land subdivisions in the Bay, along</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>the shoreline, in salt ponds, duck hunting preserves or other managed wetlands adjacent to the Bay.</p> <p>The proposed project does not involve activities within 100 feet of the shoreline or any of the other activities described above that requires a permit. The project site is roughly 0.71 mile from the shoreline and therefore not immediately adjacent to the Bay.</p> <p>A Coastal Development Permit is not required.</p> <p>Source Documentation: (11) (20) (21)</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Regulatory Oversight Case/DTSC</p> <p>The following case summary is provided by the State of California, Department of Toxic Substances Control (DTSC), on their regulatory oversight case available on the World Wide Web at the following URL:</p> <p>https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60003187</p> <p>The site includes parcels located at 2700 International Boulevard, 2712-2716 International Boulevard, 2720 International Boulevard, 1409 Mitchell Street, 1415 Mitchell Street in Oakland, California. The site is currently occupied by a parking lot and two small commercial buildings, as well as one second-floor residential unit. Previous uses included various commercial uses, including a store, restaurant, donut shop, gunsmith, and doctors' office. The 1425 Mitchell Street parcel was listed as a "utility service yard" that at various times was reported hazardous waste generation under the Resource Conservation and Recovery Act (RCRA). A Phase I environmental assessment could not determine the nature of the hazardous waste associated with the site. A Phase II environmental assessment included subsurface soil samples taken from the 1425 Mitchell Street parcel, results of which exceed screening levels for petroleum hydrocarbons, arsenic, lead, nickel, and vanadium.</p> <p>The Unity Council purchased the site in 2020, and intends to construct Affordable housing. The Unity Council applied for a Standard Voluntary Agreement with the DTSC under the Voluntary Cleanup Program. DTSC</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>has reviewed and approved a supplemental site investigation work plan, so that The Unity Council can determine the full nature and extent of any contamination at the site. Results of that investigation will inform appropriate cleanup actions.</p> <p><u>Potential Contaminants of Concern:</u></p> <ul style="list-style-type: none"> • ARSENIC • LEAD • MERCURY AND COMPOUNDS • TPH-DIESEL <p><u>Potential Media Affected:</u></p> <ul style="list-style-type: none"> • OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL, SOIL VAPOR, UNDER INVESTIGATION <p><u>Soil Investigation Report</u></p> <p>In September 2023, Ninyo & Moore performed a <i>Supplemental Site Investigation Report (SSI Report)</i> under oversight and direction of DTSC to characterize site contamination, as to the depth and extent. A summary follows.</p> <p>During November 2022, Ninyo & Moore advanced thirteen borings to collect soil samples and installed five soil vapor probes to collect soil vapor samples as proposed in the SSI Work Plan. TPHd, OCPs and metals were detected in soil. Of these, only TPHd, arsenic, mercury and lead were detected at concentrations exceeding applicable screening levels. VOCs were detected in soil vapor, and only PCE concentrations (in two soil vapor probes) exceeded DTSC-SLs using an AF of 0.03.</p> <p>Historical and current data were used to update the Conceptual Site Model (CSM) and complete a human health risk assessment (HHRA). Contaminants of potential concern (COPCs) in soil include TPHd, arsenic, mercury, and lead. The HHRA concluded that arsenic and lead in soil could pose a potential health risk to future on-Site receptors. The only COPC in soil vapor is PCE, and the HHRA model shows that the estimated risk exceeds the 1E-06 criterion when the more conservative 0.03 AF is used, and is below the criterion when the 0.001 AF is used.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The two soil vapor probes containing PCE concentrations that exceed the DTSC-SLs using an AF of 0.03 (SB- 11 and SB-12) are not located beneath the building, and therefore vapor intrusion of VOCs in soil vapor is unlikely to pose a risk to future residential receptors in the planned new construction.</p> <p>Ninyo & Moore recommends resampling the existing soil vapor probes during the warmer/drier season to assess temporal variability of soil vapor concentrations and reviewing the information presented in the report with the DTSC project team to select an appropriate remedy for this redevelopment Site.</p> <p><u>Remedial Action Workplan (RAW)</u></p> <p>Environmental cleanup is necessary because of the presence of arsenic and lead in soil as well as tetrachloroethene in soil vapor that exceed regulatory limits and requires mitigation measures. DTSC will oversee the following remediation and mitigation measures and ensure they are conducted in a manner that protects public health and the environment:</p> <ol style="list-style-type: none"> 1. Preparation of a Remedial Action Work Plan (RAW), in accordance with California Health and Safety Code 25323.1; 2. Soil remediation through surface capping, excavation, and off-site disposal; and 3. Soil vapor mitigation, if needed, through a vapor intrusion mitigation system (VIMS). <p>DTSC will review the draft RAW and provide comments or revisions to the document. Once the RAW has been revised and approved, the DTSC Project Manager and DTSC CEQA Unit will prepare the appropriate CEQA compliance document. This will ensure that the state's CEQA requirements have been satisfied for the proposed cleanup activities.</p> <p>Once the RAW is ready and CEQA analysis completed, DTSC will advertise and release the documents for a 30-day public comment period. At the end of the public comment period, DTSC will evaluate comments received and the RAW will be updated (if applicable).</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Finally, DTSC will issue a RAW approval letter allowing the start of the cleanup in compliance with the document.</p> <p><i>Project-Specific Mitigation Measures:</i></p> <p>CT1. Applicant shall develop a Remedial Action Workplan (RAW) for approval by State of California, Department of Toxic Substances Control (DTSC) that shall describe soil remediation measure such as surface capping, excavation, and off-site disposal. Approved RAW shall be submitted to the City of Oakland for the Environmental Review Record (ERR).</p> <p>CT2. Applicant shall demonstrate the RAW actions have remediated site conditions and brought Residential Screening Levels (ESLs) for constituents of concern below thresholds with “No Further Action Letter” or similar from DTSC. Letter or other document demonstrating site is safe for residential development is required.</p> <p>CT3. Applicant is required to implement a vapor intrusion mitigation system (VIMS) if directed by DTSC. An Operations and Maintenance Plan (O&M) plan for regular inspection of the VIMS system is required, if DTSC deems a VIMS is needed. Otherwise, a No Further Action Letter or similar meets this requirement.</p> <p>Asbestos and Lead-Based Paint</p> <p>Due to the age of the buildings to be demolished (over 50 years of age), the presence of lead-based paint and asbestos is assumed.</p> <p>The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915- 25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential on-site hazards. Application of these standards would ensure that new residences would not be exposed to hazards and the project would have a less than significant impact with respect to hazards.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>CT4. Regulatory Permits and Authorizations from Other Agencies</p> <p>The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.</p> <p>CT5. Hazardous Materials Related to Construction</p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils;

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>d. Properly dispose of discarded containers of fuels and other chemicals;</p> <p>e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and</p> <p>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 project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p> <p>CT6. Hazardous Building Materials and Site Contamination</p> <p><i>g. Hazardous Building Materials Assessment</i></p> <p>The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p>h. Environmental Site Assessment Required</p> <p>The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p>i. Health and Safety Plan Required</p> <p>The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>j. Best Management Practices (BMPs) Required for Contaminated Sites</p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site 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 requirements. ii. Groundwater pumped from the subsurface shall be contained on-site 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. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. <p>CT7. Asbestos in Structures</p> <p>The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915- 25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>amended. Evidence of compliance shall be submitted to the City upon request.</p> <p>Source Documentation: (22) (23) (24) (25) (26) (27) (28) (29) (Appendix E)</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The U.S. Fish and Wildlife was contacted for a list of Threatened and Endangered species that may occur within the boundary of the proposed project and/or may be affected by the proposed project.</p> <p>There are a number of Federal Endangered and Threatened species listed for the project site and vicinity:</p> <p>Mammals:</p> <ul style="list-style-type: none"> • Salt Marsh Harvest mouse (<i>Reithrodontomys vaviventris</i>) <p>Birds:</p> <ul style="list-style-type: none"> • California Least tern (<i>Sterna antillarum browni</i>) • California Ridgway's Rail (<i>Rallus obsoletus obsoletus</i>) • Western Snowy Plover (<i>Charadrius nivosus ssp. nivosus</i>) <p>Reptiles:</p> <ul style="list-style-type: none"> • Alameda whipsnake (<i>Masticophis lateralis euryxanthus</i>) • Northwestern Pond Turtle (<i>Actinemys marmorata</i>) <p>Amphibians:</p> <ul style="list-style-type: none"> • California red-legged frog (<i>Rana draytonii</i>) • California Tiger Salamander (<i>Ambystoma californiense</i>) • Foothill Yellow-legged Frog (<i>Rana boylei</i>) <p>Fishes:</p> <ul style="list-style-type: none"> • Tidewater Goby (<i>Eucyclogobius newberryi</i>) <p>Insects:</p> <ul style="list-style-type: none"> • Monarch Butterfly (<i>Danaus plexippus</i>) <p>Crustaceans:</p> <ul style="list-style-type: none"> • Vernal Pool Fairy Shrimp (<i>Branchinecta lynchi</i>)

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Flowering Plants:</p> <ul style="list-style-type: none"> • Pallid Manzanita (<i>Arctostaphylos pallida</i>) • Presidio Clarkia (<i>Clarkia franciscana</i>) • Robust Spineflower (<i>Chorizanthe robusta var. robusta</i>) <p>Critical Habitats:</p> <ul style="list-style-type: none"> • None <p>There is no aquatic or riparian habitat on the site for fish or crustaceans. There are no wetlands on the site.</p> <p>There is no Critical Habitat on the site or vicinity. The project area is urban. The site is covered in impervious surfaces (two buildings and a paved parking lot).</p> <p>There is one tree on the site itself and there are about three mature street trees. Three trees will be removed and two will be protected.</p> <p>Project Impacts</p> <p>There are no impacts to special-status plants or animals anticipated as a result of the project as no suitable habitat exists on the site. The site is infill in a highly urbanized environment. The project would not impact any wildlife corridor.</p> <p>There is no potential to affect any special-status plant or animal as a result of the project.</p> <p>Source Documentation: (10) (30) (31) (32) (Appendix C)</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project is located in an area surrounded by residential and commercial land uses.</p> <p>There are three (3) above ground storage tanks (ASTs) within a one-mile radius of the site. None of the ASTs reported the total number of gallons of the tank. It is likely from review of Google Earth that they are all diesel backup generators, and a default tank size of 2,000 gallons was used.</p> <p>Each site and the calculated Acceptable Separation Distance (ASD) using HUD's ASD Assessment Tool are listed below.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>																								
		<p>Table 7 ASTs and Acceptable Separation Distances</p> <table border="1"> <thead> <tr> <th>AST Location</th> <th>Distance from Site</th> <th>Calculated Acceptable Separation Distance</th> <th>Hazard to the subject property buildings and people?</th> </tr> </thead> <tbody> <tr> <td>Dutra Dredging 2199 Clement Avenue Alameda, CA</td> <td>0.767 miles southwest 4,052 feet</td> <td>276 feet for Blast Over Pressure 369.16 for people 69.27 for buildings</td> <td>No</td> </tr> <tr> <td>Owens-Brockway Glass Container 3600 Alameda Avenue Oakland, Ca</td> <td>0.803 miles south 4,242 feet</td> <td>276 feet for Blast Over Pressure 369.16 for people 69.27 for buildings</td> <td>No</td> </tr> <tr> <td>Alameda Municipal Power 2179 Clement Avenue Alameda, CA</td> <td>0.894 miles southwest 4,721 feet</td> <td>276 feet for Blast Over Pressure 369.16 for people 69.27 for buildings</td> <td>No</td> </tr> <tr> <td colspan="3">Are all ASTs located at an acceptable separation distance from the site?</td> <td>Yes</td> </tr> <tr> <td colspan="3">Will future residents be subjected to Explosive and/or flammable hazards?</td> <td>No</td> </tr> </tbody> </table> <p>The project will not be located near any explosive or thermal source hazards.</p> <p>Source Documentation: (10) (11) (33) (34) (35) (Appendix E)</p>	AST Location	Distance from Site	Calculated Acceptable Separation Distance	Hazard to the subject property buildings and people?	Dutra Dredging 2199 Clement Avenue Alameda, CA	0.767 miles southwest 4,052 feet	276 feet for Blast Over Pressure 369.16 for people 69.27 for buildings	No	Owens-Brockway Glass Container 3600 Alameda Avenue Oakland, Ca	0.803 miles south 4,242 feet	276 feet for Blast Over Pressure 369.16 for people 69.27 for buildings	No	Alameda Municipal Power 2179 Clement Avenue Alameda, CA	0.894 miles southwest 4,721 feet	276 feet for Blast Over Pressure 369.16 for people 69.27 for buildings	No	Are all ASTs located at an acceptable separation distance from the site?			Yes	Will future residents be subjected to Explosive and/or flammable hazards?			No
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<p>Farmlands Protection</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Prime farmland is land best suited for producing food, forage, fiber, and oilseed crops and also available for these uses (the land could be</p>																								

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658		<p>cropland, pastureland, rangeland, forest land, or other land but not urban built-up land or water). This project site is underlain by <i>Urban Land-Clear Lake complex</i>, not soil identified as farmland.</p> <p>The project will not affect farmlands. No federally designated Farmlands have been identified within the project area.</p> <p>Source Documentation: (10) (36) (37)</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The subject property is not located in a 100-year or 500-year floodplain. The site is located entirely within Zone X: Areas of Minimal Flooding, as identified on the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The site is not a designated Special Flood Hazard Area that requires flood insurance.</p> <p>Flood hazard designation is depicted on FIRM Map Number 06001C0086H, with an effective date of December 21, 2018.</p> <p>Flood insurance is not required. There are no impacts to floodplains anticipated as a result of the project.</p> <p>Source Documentation: (16) (Appendix C)</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Undertaking</p> <p>The 2700 International project proposes to demolish existing improvements and construct a new, six story building on a 0.61-acre site comprised of five contiguous parcels (APNs 025-0712-019-02, -017, -016, -015, and -014) with addresses 2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street in Oakland, Alameda County, California 94601. The project proposes to construct 75 affordable apartments and approximately 4,200 square feet of ground floor commercial space. A total of 33 parking spaces will be provided onsite in an enclosed garage on the ground floor located behind the commercial space. A total of 50 bicycle parking spaces will also be provided. Existing improvements to be demolished include a three-story commercial building constructed in 1969, a two-story mixed-use building constructed c.1925, and a surface parking lot.</p>

	<p>Area of Potential Effects</p> <p>Based on research of the property in State Historic Preservation Officer (SHPO) records, interviews, local government tax records, Planning & Zoning, etc., performed by Evans & De Shazo in consultation with City of Oakland Staff, two Areas of Potential Effects (APEs) were defined – a Direct APE (Project Area) and an Indirect APE (nine properties).</p> <p>Built Environment</p> <p>Research by Evans & De Shazo (EDS) revealed that the Indirect APE, which comprises nine adjacent and nearby properties, contains the 1913 St. Joseph’s Apartments (aka St. Joseph’s Home for the Aged), which is listed on the NRHP (National Register #16000864) for Criterion C (architecture) and is a Designated City Landmark [LM 84-317] and the 1929 Fruitvale Gateway Building (former East Oakland Hospital) which is locally listed with an OCHS rating Dc3 (minor importance, formerly or potentially of secondary importance, and not within a historic district.), locally a “Potential Designated Historic Property [PDHP]”. The other seven properties are small 1910s-20s residential buildings on Mitchell Street and 27th Avenue. None of the Indirect APE buildings except St. Joseph’s appear eligible for listing on the NRHP.</p> <p>Due to potential indirect effects on St. Joseph’s Apartments, a Secretary of Interior’s Standards for the Treatment of Historic Properties review (Standards Review) was completed to assess the indirect effects. Based on the Standards Review, it does not appear that the project will have an indirect effect on the NRHP-listed historic property. As such, EDS recommended a finding of no indirect adverse effects on historic properties.</p> <p>Archaeology</p> <p>Evans & De Shazo (EDS) conducted an Archaeological Study (AS) for the project that included record search at the Northwest Information Center (NWIC) of the California Historical Resources Information Systems (CHRIS); a buried archaeological site sensitivity desktop analysis; a Native American Sacred Lands Inventory and Tribal outreach; and a pedestrian field survey. The AS did not result in the identification of any National Register-listed or eligible archaeological resources within the Project Area. EDS determined that there is a high potential to encounter buried precontact period archaeological resources during project-related ground-disturbing activities. An Archaeological Monitoring Plan was developed and in conjunction with</p>
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>City Standard Conditions of Approval, no buried resources will be adversely affected by the Undertaking, if present.</p> <p>Native American Contacts</p> <p>EDS obtained a list of tribes from HUD via the Tribal Directory Assessment Tool. The Native American Heritage Commission was contacted, and a search of the Sacred Lands File returned negative results on June 27, 2023. The Federally listed California Valley Miwok Tribe was mailed a letter Certified Mail/Return Receipt on June 21, 2023. No response has been received.</p> <p>Finding</p> <p>The City of Oakland reviewed the Criteria of Adverse Effect and determined that none apply to the activities that will be carried out by the project. The project, as proposed, will have No Adverse Effect on historic properties.</p> <p>Consultation</p> <p>The City of Oakland initiated consultation with the State Historic Preservation Officer under Section 106 of the NHPA on April 18, 2024, with a letter and package of information to support the finding of no adverse effects.</p> <p>On May 17, 2024, the SHPO replied with a letter stating that <i>“the City of Oakland received a Sacred Lands File search report for the APE from the Native American Heritage Commission (NAHC) on June 27, 2023 which was negative. The City notified one Tribe. However, numerous tribes were identified by the NAHC. 36 CFR § 800.3(f)(2) states “the agency official shall make a reasonable and good faith effort to identify any Indian tribes or Native Hawaiian organizations that might attach religious and cultural significance to historic properties in the APE.” Given the sensitive area of the project location, as acknowledged by the City, the SHPO requests that all Tribes identified by the NAHC are notified and given an opportunity to consult on the project. Please provide evidence to the SHPO of notification of this project to all Tribes listed on the NAHC contact list.”</i></p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>As directed by the SHPO, the City of Oakland sent an additional 18 letters to tribes identified by the State of California with potential interest in the project site as an additional consulting party per 36 CFR 800.2(c)(5).</p> <p>Three tribes responded: Indian Canyon Band of Costanoan Ohlone People; Confederated Villages of Lisjan Nation; and Northern Valley Yokut Tribe. Two tribes were involved in consultation; one tribe responded late, but was included in discussions. The result of tribal consultation was development of an <i>Archaeological and Tribal Monitoring Plan (ATMP)</i>. The ATMP outlines procedures for tribal monitoring to be conducted during ground disturbing activities. Further, if Native American artifacts are found, a commemorative plaque or other display will be agreed upon. The project sponsor has been receptive to working with the tribe.</p> <p>Subsequently, all of the efforts to consult with tribes were gathered and submitted back to the SHPO to demonstrate compliance with the SHPO’s requests. A letter and supplemental information was submitted to the SHPO via email on November 1, 2024.</p> <p>On December 2, 2024, and the State Office of Historic Preservation responded with a letter regarding continued consultation under Section 106 for the project. The letter stated that the SHPO did not object to our finding of No Historic Properties Affected by the Undertaking. This concludes Section 106.</p> <p><i>Project-specific Mitigation Measures:</i></p> <p>CR1. Applicant and applicant’s contractor shall adhere to the <i>Archaeological and Tribal Monitoring Plan (ATMP)</i> by Evans & De Shazo, Inc. and dated October 29, 2024 or later at all times during ground-disturbing activities with the potential for accidental discovery of buried cultural resources.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to the potential discovery of archeological and paleontological resources as well as human remains on-site. Application of these standards would ensure that the Project would have a less than significant impact with respect</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>to archeological and paleontological resources as well as human remains.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>CR1. Archaeological and Paleontological Resources - Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p> <p>CR2. Human Remains – Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(l), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.</p> <p>Source Documentation: (2) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (Appendix F)</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Project Sensitive Receptors</p> <p><u>Setting</u></p> <p>Since the sensitivity to noise increases during the evening and at night - because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The Day/Night Average Sound Level (Ldn or DNL) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.</p> <p><u>Regulatory Setting</u></p> <p>U.S. Department of Housing and Urban Development. HUD environmental noise regulations are set forth in 24CFR Part 51B (Code of Federal Regulations). The following exterior noise standards for new housing construction would be applicable:</p> <ul style="list-style-type: none"> • 65 dBA DNL or less – acceptable. • Exceeding 65 dBA DNL but not exceeding 75 dBA DNL – normally unacceptable (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone;

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone).</p> <ul style="list-style-type: none"> Exceeding 75 dBA DNL – unacceptable. <p>These noise standards also apply, “... at a location 2 meters from the building housing noise sensitive activities in the direction of the predominant noise source...” and “...at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site.”</p> <p>A goal of 45 dBA DNL is set forth for interior noise levels and attenuation requirements are geared toward achieving that goal. It is assumed that with standard construction any building will provide sufficient attenuation to achieve an interior level of 45 dBA DNL or less if the exterior level is 65 dBA DNL or less. Where exterior noise levels range from 65 dBA DNL to 70 dBA DNL, the project must provide a minimum of 25 decibels of attenuation, and a minimum of 30 decibels of attenuation is required in the 70 dBA DNL to 75 dBA DNL zone. Where exterior noise levels range from 75 dBA DNL to 80 dBA DNL, the project must provide a minimum of 35 decibels of attenuation to achieve an interior level of 45 dBA DNL or less.</p> <p><u>Significance Criteria</u></p> <p>An adverse effect would result if noise levels at the project site exceeds HUD Compatibility Guidelines for acceptability. Exterior noise levels exceeding 65 dBA DNL at common outdoor use areas or interior noise levels exceeding 45 dBA DNL would result in an adverse effect.</p> <p><u>Future Exterior Noise Environment</u></p> <p>HUD’s <i>Noise Guidebook</i> explains that freeways and arterial roadways within 1,000 feet, airports within 15 miles and rail/train operations within 3,000 feet should be considered when determining the Future Noise Environment.</p> <p>The following noise sources were identified:</p> <ul style="list-style-type: none"> International Boulevard – 44 feet (NAL at 38 feet)

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<ul style="list-style-type: none"> • Bay Area Rapid Transit (BART) Electric trains – 569 feet south (Noise Attenuation Line or NAL at 563 feet) • Rail (UP and BNSF), 2 tracks – 864 feet south (NAL at 858 feet) <p>The future noise environment at the project site would result primarily from vehicular traffic along International Boulevard. Secondary noise sources would include operational noise from surrounding commercial land uses and intermittent rail operations from distant BART and UPRR freight trains.</p> <p>Traffic counts were obtained from Caltrans for the most recent year available, 2022.</p> <p>Using HUD’s <i>DNL Calculator Tool</i>, the noise environment is estimated to be up to 72 dBA DNL at building façade facing International Boulevard.</p> <p>Adding 1 dBA to account for noise 10 years out from the year of occupancy, 2026, to 2036, the Future Noise Environment is calculated to be up to 73 dBA DNL, which is considered “Normally Unacceptable” by HUD Standards.</p> <p>All exterior-facing units require mechanical ventilation and upgraded window/wall components to meet interior noise levels of 45 dBA DNL or less.</p> <p><u>Common Outdoor Space</u></p> <p>A second-floor terrace will provide common outdoor space for residents. The building is in a U shape, providing shielding from noise sources on three sides.</p> <p>HUD’s <i>Barrier Performance Module</i> was utilized to demonstrate that the proposed U-shaped building will shield the common outdoor space from noise. An estimated 20 dBA of attenuation will be provided.</p> <p>The common outdoor spaces will be exposed to a Future Noise Environment of up to 53 dBA DNL, which is considered “Acceptable” by HUD standards.</p>

Noise Study

RGD Acoustics prepared an *Elemental Noise Study* for the project in September 2024. Excerpts follow and the report is attached in Appendix G.

The purpose of the study was to address the existing and future noise with respect to the noise requirement of the State of California Building Code and the City of Oakland General Plan as well as other relevant guidelines. Recommendations for sound-rated construction to meet the appropriate interior noise levels are presented based on design drawings available at the time.

Noise Measurements

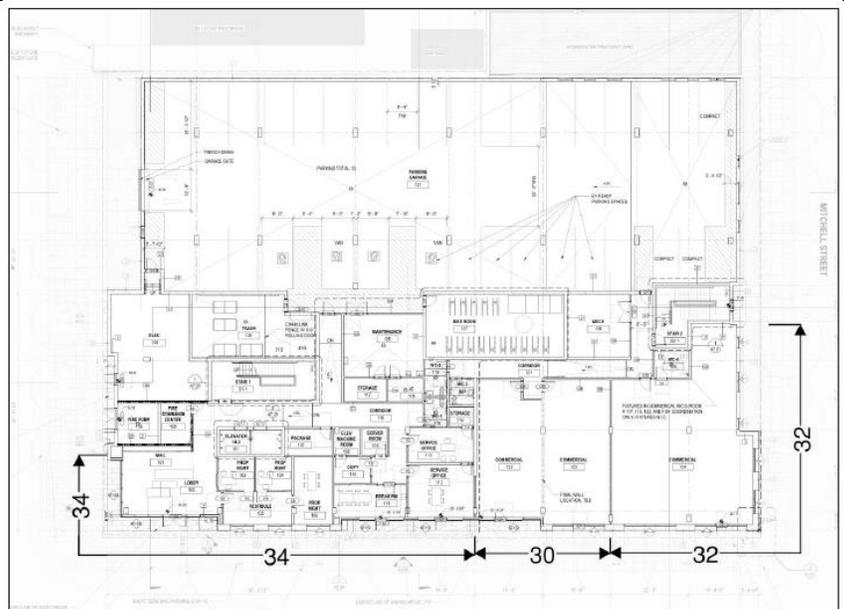
Existing noise levels were quantified by one long-term (LT-1), 2-day, noise measurement and three short-term (ST-1 to ST-3), 15-minute, noise measurements at the project vicinity. The noise monitoring was conducted in 2022.

The long-term monitor LT-1 was located on a utility pole along International Boulevard at 12 feet above ground. The short-term noise measurement at ST-1 was made at the project's south property line, near the setback of the proposed project building at 24 feet above ground. The short-term noise measurement at ST-2 was made along 27th Avenue at the northern end of the project site. The short-term noise measurement at ST-3 was made at the northeast end of the project site. The measurement locations are shown below.



Figure 12 Noise Measurement Locations

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p><u>Future Noise Levels</u></p> <p>The City’s Noise Element provides information on future (2025) traffic noise levels for International Boulevard in Table B-4, I-880 freeway noise levels in Table B-5 and railroad noise levels in Table B-6. Based on the information in the General Plan, future noise levels would be up to DNL 71 dBA at the project building. However, since noise measurements already show noise levels up to 71 dBA at ST-1, for the purpose of this analysis, an additional 1 dBA factor is added to the measurement to represent a potential 25% increase in traffic noise.</p> <p>Therefore, noise levels would be up to DNL 72 dBA at location ST-1, DNL 67 dBA at location ST-2, and DNL 63 at location ST-3.</p> <p><u>Interior Noise Levels</u></p> <p>The State of California requires that interior noise levels in multi-family dwellings meet an Ldn of 45 dBA or less in habitable rooms. The State of California Green Building Code requires that indoor noise levels in occupied non-residential spaces be limited to an hourly Leq of 50 dBA or less.</p> <p>The figures below show the recommended minimum sound transmission class (STC) ratings for windows and exterior doors to meet the State Building Code and CALGreen requirements. Windows without a rating in the figures do not need special sound rating.</p>



Note: STC ratings applies to entire storefront system

Figure 13 Level 1 STC ratings



Figure 14 Level 2 STC Ratings



Figure 15 Level 3 STC Ratings

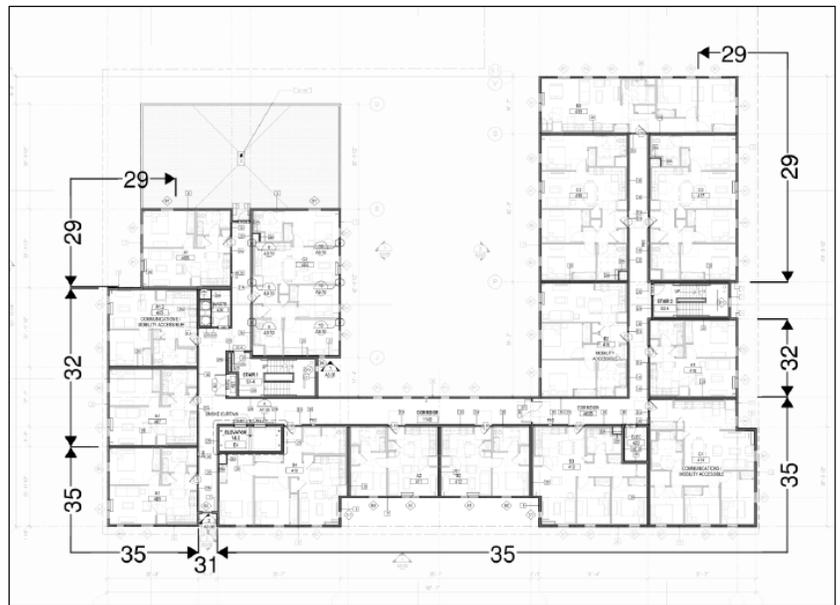


Figure 16 Level 4 STC Ratings



Figure 17 Level 5 and 6 STC Ratings

The STC rating applies to the glass and the frame as a system. The performance of the windows should be documented by test reports from an acoustical laboratory.

The windows in dwelling units will need to be in the closed position to meet the required interior noise level as per CBC 1206. This closed window condition will need to be considered by the Mechanical Engineer in their determination of the outdoor air ventilation requirements for the dwelling units. Specifically, if the Mechanical Engineer determines that the ventilation code for these dwelling units requires outdoor air, then natural ventilation via open windows should not be relied upon and an alternate means of achieving outdoor air should be provided such as mechanical ventilation. It is important that the ventilation system not significantly compromise the noise reduction provided by the wall and window assembly.

Analysis

The HUD *DNL Calculator Tool* found the Future Noise Environment to be up to 73 dBA DNL. The Noise Study by RGD determine the Noise Environment to be up to 72 dBA DNL. An explanation of the discrepancy other than the time difference (2024 versus 2022, respectively) was identified. The Long Term measurement (LT-1) resulted in DNL of 74 dBA; however, the General Plan *Noise Element* contour maps, as well as Short-Term Measurement 1 (ST-1) were used to justify a finding of 71 dBA. GHD then added 1 dBA to account for

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Future Noise Environment. However, this doesn't reflect the conditions that were measured.</p> <p>The project design is subject to regulations found a 24 CFR Part 58 and HUD's regulations at 24 CFR Part 51 Subpart B – Noise Abatement and control (eCFR :: 24 CFR Part 51 Subpart B -- Noise Abatement and Control); therefore the project design must account for a Future Noise Environment of up to 73 dBA DNL at the International Boulevard façade. To compensate for this small increase over the figures shown above for STC rating, 1 dBA shall be added to each STC rating.</p> <p>Mitigation</p> <p>The following project-specific mitigation measures were identified.</p> <p>N1. The developer shall provide architectural attenuating building materials to achieve the STC ratings shown below plus 1 for each to account for the calculated Future Noise Environment of 73 dBA (for example, if STC show is STC32, the requirement is STC33; if STC29 is shown, the requirement is STC30, etc.):</p> <div data-bbox="688 1150 1523 1755" style="border: 1px solid black; padding: 5px;"> <p>Note: STC ratings applies to entire storefront system</p> </div> <p>Figure 18 Level 1 STC ratings</p>



Figure 19 Level 2 STC Ratings

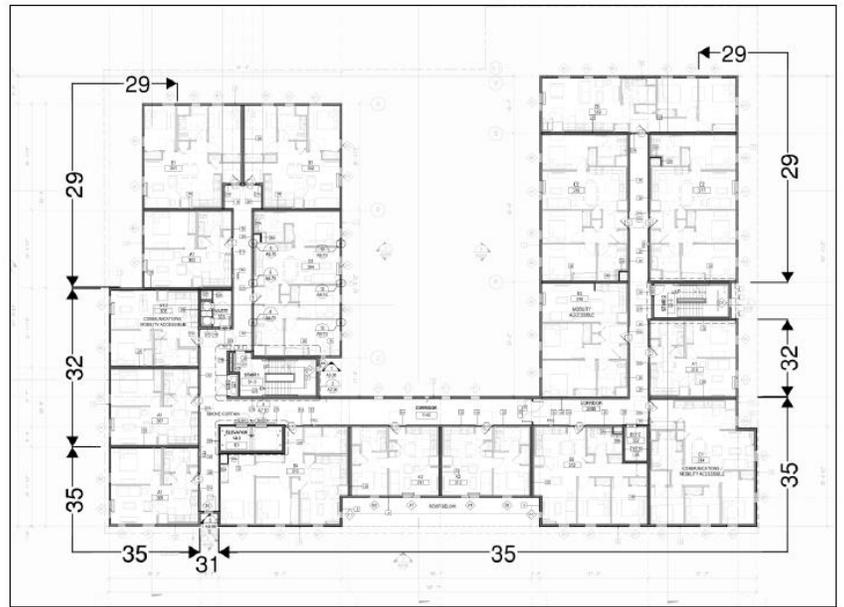


Figure 20 Level 3 STC Ratings

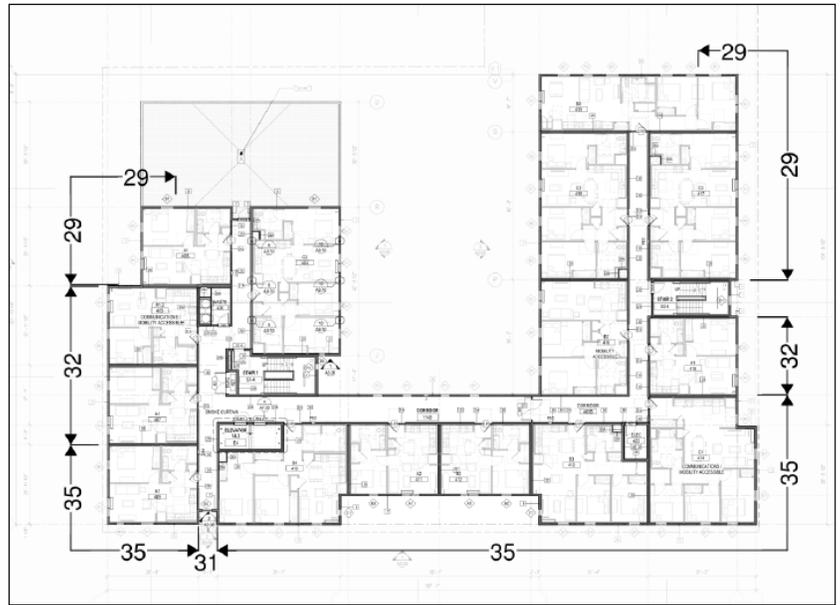


Figure 21 Level 4 STC Ratings



Figure 22 Level 5 and 6 STC Ratings

N2. Mechanical ventilation (air conditioning) is required for each unit that requires windows to be in the closed position to control noise.

Source Documentation: (10) (11) (32) (54) (55) (56) (57) (58) (59) (60) (Appendix G)

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project activities do not affect a sole source aquifer, as there are no aquifers subject to a MOU between EPA and HUD in Alameda County. Source Documentation: (61) (Appendix H)
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The site does not appear on the National Wetlands Inventory database. The site does not contain any on-site wetlands or jurisdictional waters. No further consultations are required. Source Documentation: (10) (31) (Appendix C)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	No wild and scenic rivers are located within Alameda County. Source Documentation: (62) (63) (Appendix H)
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The Fruitvale neighborhood surrounding the project site (within a 1-mile radius) suffers from adverse environmental conditions related to air pollution and its resulting adverse health effects, ranking greater than the 90 th percentile nationally for DPM exposure and proximity to traffic emissions. The surrounding neighborhood is also subject to significant soil and groundwater contamination, ranking greater than the 91 st percentile nationally for hazardous waste proximity, Superfund proximity and lead-based paint indicators. The project would not create an adverse or disproportionate environmental impact, nor would it aggravate these air quality and hazardous conditions. Rather, the project would result in remediation of identified soil contaminants. Health risk analysis for air quality shows no major health risk exposure. The project would not have a disproportionate adverse effect on low-income or minority populations

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>but would instead provide a beneficial contribution to needed affordable housing for cost-burdened households.</p> <p>Source Documentation: (10) (64)</p>
Climate Change	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>See Clean Air Act section above for a discussion of Greenhouse Gas Emissions.</i></p> <p>The principal greenhouse gases that contribute to global warming and climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), as well as black carbon and fluorinated gases (F-gases): hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF₆). After increasing rapidly in past decades, greenhouse gas (GHG) emissions throughout California and the Bay Area have leveled off. However, in order to prevent the most dangerous climate change scenarios, we must reduce GHG emissions greatly. It is especially important to rapidly reduce emissions of those GHGs with very high global warming potential, such as methane, black carbon, and F-gases, referred to as “super-GHGs”. The California Air Resources Board refers to these compounds as short-lived climate pollutants or SLCPs. To provide a roadmap, the Bay Area Air Quality Management District’s (BAAQMD’s) 2017 Climate Action Plan describes an ambitious strategy to reduce GHG emissions in order to protect the climate.</p> <p>CO₂e is the carbon dioxide equivalent of greenhouse gas emissions taken in their entirety and used to measure impacts of projects, plans, mobile and stationary, permitted sources of emissions.</p> <p>The project is estimated to generate a total of 432 Metric Tons per year of CO₂e (MT CO₂e) operationally. At the project level, the Bay Area Air Quality Management District identifies a <i>Threshold of Significance</i> under the California Environmental Quality Act of 1,100 MT CO₂e of greenhouse gas emissions at the operational level for non-stationary sources, such as this mixed-use/residential project.</p> <p>The greenhouse gas emissions generated by the project are below project-level Thresholds of Significance under CEQA. California has the strictest environmental laws in the Nation. The project is below Thresholds of Significance under CEQA; is therefore consistent with</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>the Climate Action Plan (CAP); and therefore, the project does not represent a significant impact to climate change. Source Documentation: (17) (18) (65)</p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	3	<p>Excepts in this section come from the project’s Planning Application Approval received on January 28, 2021.</p> <p>The proposal is to demolish a three-story medical building and two-story office building and construct a six-story mixed-use building. The project will include 6,933 sq. ft. of ground floor commercial space, 74 very- low/low-income affordable units and one manager’s unit for a total of 75 residential units, as well as 32 parking spaces. The project will include a 6% density bonus with development waivers for following items: 1) off-street parking, 2) building height, 3) required group open space, 4) street side setback, 5) interior side setback, 6) rear setback, 7) transitory setback and 8) residential off-street loading berth. The proposal also includes a Tentative Parcel Map to merge seven lots with five assessor parcel numbers into one parcel.</p> <p>Comprehensive Plans</p> <p>The proposed project is, therefore, consistent with the intent of the General Plan as well as the following objectives and policies:</p> <p>Policy N1.8 Making Compatible Development. The height and bulk of commercial development in “Community Commercial” areas should be compatible with that which is allowed for residential development.</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Policy N3.1 – Facilitating Housing Construction – Facilitating the construction of housing units should be considered a high priority for the City of Oakland.</p> <p>Policy N3.2 – Encourage In-fill Development – In order to facilitate the construction of needed housing units, in-fill development that is consistent with the General Plan should take place throughout the City of Oakland.</p> <p>Objective N3- To encourage the construction, conservation, and enhancement of housing resources in order to meet the current and future needs of the Oakland community. The proposal provides 75 affordable residential units and commercial ground floor for the Oakland community.</p> <p>Objective N6- Encourage a mix of housing costs, unit sizes, types and ownership structures. The proposal provides a mix of one, two and three bedrooms residential affordable units.</p> <p>The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:</p> <p>Objective N3 of the Oakland General Plan Land Use and Transportation Element states: “Encourage the construction, conservation, and enhancement of housing resources in order to meet the current and future needs of the Oakland community”. The proposal is to construct a new 75-unit affordable and commercial ground floor as a mixed-use residential development on a 26,778 sq. ft. parcel. The proposal meets the above objective of constructing housing.</p> <p>Objective N3.2, Encouraging Infill Development: In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland. The project is an infill development on an underutilized, vacant site located within proximity to transit bus lines and has adequate public infrastructure to serve the development.</p> <p>The proposed new development will not detract from the character of the Community Commercial General Plan designation and meets the development standards and the required findings applicable for this project.</p> <p>Zoning</p> <p>The project will be 100% affordable housing. The Planning Code and state law provisions are intended to encourage construction of affordable housing by</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>offering incentives and/or concessions/waivers to a developer of a housing development that constructs a specified percentage of affordable units. Pursuant to Section 17.107.090, the Project qualified for eight waivers of the development standards. The project’s planning application was approved on January 28, 2021. The project site land use designation is Community Commercial/Mixed Housing Type Residential, Zoning Code CC-2 and RM-2. The project Tentative Map and Regular Design Review along with CEQA Exemption were approved on January 28, 2021.</p> <p>The current zoning and land use designation allows the proposal.</p> <p>Scale and Urban Design</p> <p>The City of Oakland Planning Staff worked with the architect to achieve a building composition that provides visual interest while better relating to the surrounding area in setting, scale, height, materials and textures. The building’s mass steps down in height; the taller six-story mass along International Boulevard transitions to a one-story building next to the adjacent RM-2 Zone. This tiered stepping maintains solar access to the neighboring residences beyond the northern boundary and also shelters a proposed open space courtyard above the podium. The vertical offset at the podium level and up to the roof serves to lighten the building mass, and two corner roof top elements will articulate the building elevations. The central courtyard extends to the southern façade, further breaking up the mass and allowing visual access to the sidewalk below. A trellis fence along the northern side will minimize potential privacy impacts on the adjacent neighboring property. The existing narrow sidewalk along International Boulevard will be widened. The proposed project’s façade is a brick material and cement plaster. The brick decorative pattern and the brick’s natural texture is further enhanced by different thickness of bricks to create depth in the façade. The ground floor is cement plaster with a horizontal metal canopy to provide shading. The transom window rhythm along the pedestrian level, inset storefront spaces and tall windows and doors at the ground floor complies with Design Guidelines for Corridors and Commercial Areas. The residential windows from 2nd floor to 6th floor are vinyl by providing 2” recessed from exterior walls.</p> <p>The project will provide additional affordable housing for the City of Oakland at large and will enhance the public safety, security and appearance of this neighborhood. This area has a mix of multi-family dwellings and commercial</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>buildings consisting of one to six stories, with the Planning Code and General Plan envisioning new development to be much higher; thus, this proposed project will be compatible with existing and future development. The project is well related to the area in materials and textures and adequately reduces the mass and bulk as mentioned above.</p> <p>Conclusion</p> <p>The project design – plans and drawings – have been approved. The design has been deemed appropriate and compliant with City standards.</p> <p>The project is consistent with plans, land use, zoning and urban design. The project is transit-oriented by design, providing a benefit to the community.</p> <p>The City has required details related to graffiti and final design review as part of the approval that apply. Application of these standards and implementation of these measures and plans would ensure that impacts to land use are <i>less than significant</i>.</p> <p><i>Mitigations Required:</i></p> <p>LU1. Final Design Review</p> <p>a. Prior to issuance of building permit.</p> <p>As the design of the building is further detailed, the design elements listed below shall be revised and shall be submitted for review and approval by the Planning Director or designee prior to issuance of the building permit. Only high-quality materials will be approved. The Planning Director or designee may exercise his/her standard authority to refer the design revisions to the DRC or to the Planning Commission.</p> <p>(a) Final review of all exterior materials and colors.</p> <p>(b) More information regarding window details and installation specifications (framing material, glass, and mullions) and also of the window system and assembly, to confirm adequate thickness of components, overall quality, and recess from the outside wall. Window mullions shall be a minimum of 2" thick and the window</p>

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		<p>surfaces shall be recessed a minimum of 1 ¾ to 2" from the building façade.</p> <p>(c) The proposed white color vinyl windows shall be revised to dark color.</p> <p>(d) The Project applicant shall ensure that the lighting fixtures within the garage are shielded to a point below the light bulb and reflector consistent with the lighting condition.</p> <p>Source Documentation: (10) (32) (Appendix H)</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	<p>3</p>	<p>Soil Suitability</p> <p>A Geotechnical Investigation was prepared for the project by Rockridge Geotechnical in June 2022. Excerpts from their report follow.</p> <p><u>Subsurface Conditions</u></p> <p>Regional geologic information indicates the site is underlain by Holocene-age alluvial fan and fluvial deposits (Qhaf). Alluvial deposits generally consist of a mixture of fine-grained and coarse-grained deposits and are deposited by rivers and streams. Where explored, the alluvium consists of predominately clay with varying sand and gravel content interbedded with sand and gravel with varying clay and silt content that extends to the maximum depth explored of 86 feet bgs. The clay is generally stiff to hard to a depth of about 10 feet bgs and becomes very stiff to hard below a depth of 10 feet bgs. The sand and gravel layers are generally medium dense to very dense.</p> <p>Atterberg limits tests performed on samples of the near-surface clay indicate the near surface clay has moderate expansion potential.</p> <p><u>Groundwater</u></p> <p>Based on available groundwater information, a design high groundwater depth of 6 feet below ground surface (bgs) should be used for this project.</p> <p><u>Conclusion</u></p> <p>From a geotechnical standpoint, the site can be developed as planned, provided the recommendations presented in the geotechnical report are incorporated into the project plans and specifications and implemented during construction.</p>

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		<p>The primary geotechnical concern is the presence of moderately expansive near-surface soil. Other than the possibility of earthquakes, no other natural hazard exists on the project site or immediate area.</p> <p><i>Mitigations Required:</i></p> <p>G1. Follow all recommendations laid forth in the Geotechnical Investigation prepared for the project by Rockridge Geotechnical and dated June 17, 2022 (see Appendix H).</p> <p>Slope</p> <p>The site is flat. There are no significant slopes on the site.</p> <p>Erosion</p> <p>The site as it exists now is not subject to erosion. However, if not properly managed, erosion could occur during construction of the project.</p> <p>Plans demonstrating the Best Management Practices for erosion control, sedimentation and water quality impacts to the maximum extent practicable must be submitted for review and approval by the City of Oakland’s Planning and Zoning Division and Building Services Division. At a minimum, appropriate filter materials shall be provided at nearby catch basins to prevent debris and dirt from flowing into the City’s storm drain system and creeks.</p> <p><u>Drainage/Storm Water Runoff</u></p> <p>Development of the site could affect drainage patterns and increase the overall amount of impervious surfaces, thus creating changes to stormwater flows and water quality. Increasing the total area of impervious surfaces can result in a greater potential to introduce pollutants to receiving waters. Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediments, and pesticide residues from roadways, parking lots, rooftops, landscaped areas and deposit them into an adjacent waterway via the storm drain system. New construction could also result in the degradation of water quality with the clearing and grading of sites, releasing sediment, oil and greases, and other chemicals to nearby water bodies.</p> <p>The project will result in a net increase in impervious surface. The City of Oakland imposes Best Management Practices to minimize the generation,</p>

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		<p>discharge and runoff of stormwater pollution during construction of projects in the City.</p> <p>Post-construction stormwater management on the site will be required to 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. A stormwater management plan will be developed to manage stormwater run-off and limit discharge of pollutants in stormwater after construction of the project. The plan will include hydromodification measures, if required, and stormwater treatment measures to remove pollutants and hydraulic sizing for treatment measures proposed.</p> <p>The project will be required to fund any repairs or infrastructure improvements to the surrounding stormwater system.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to geologic impacts, stormwater control, run-off, the storm-drain system and water quality. Application of these standards and implementation of these measures and plans would ensure that impacts to stormwater and water quality are <i>less than significant</i>.</p> <p>SW1. Erosion and Sedimentation Control Measures for Construction</p> <p>The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.</p> <p>SW2. NPDES C.3 Stormwater Requirements for Regulated Projects</p> <p>a) Post-Construction Stormwater Management Plan Required</p> <p>The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-</p>

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		<p>Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. <p>b) Maintenance Agreement Required</p> <p>The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> i. The project 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

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		<p>stormwater treatment measures and to take corrective action if necessary.</p> <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p> <p>SW3. Storm Drain System</p> <p>The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p> <p>Source Documentation: (10) (32) (66) (67) (Appendix H)</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p>Site Safety</p> <p>The project will not create a risk of explosion, release of hazardous substances or other dangers to public health. The project is not located near any hazardous operations. The project will provide a safe place for residents.</p> <p>Hazards and Nuisances</p> <p>A Geotechnical Investigation was prepared for the project by Rockridge Geotechnical in June 2022. Excerpts follow.</p> <p><u>Regional Seismicity</u></p> <p>The site is located in the Coast Ranges Geomorphic Province of California that is characterized by northwest-trending valleys and ridges. These topographic features are controlled by folds and faults that resulted from the collision of the Farallon North American plates and subsequent strike-slip faulting along the San Andreas Fault system. The San Andreas Fault is more than 600 miles long from Point Arena in the north to the Gulf of California in the south. The Coast Ranges Geomorphic Province is bounded on the east by the Great Valley and on the west by the Pacific Ocean.</p> <p>The major active fault in the area is the Hayward fault. This and other faults in the region are shown below.</p> <p>Table 8 Regional Faults and Seismicity</p>

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		<table border="1" data-bbox="542 327 1469 1249"> <thead> <tr> <th data-bbox="542 327 940 453">Fault Segment</th> <th data-bbox="940 327 1162 453">Approximate Distance from Site (km)</th> <th data-bbox="1162 327 1292 453">Direction</th> <th data-bbox="1292 327 1469 453">Characteristic Moment Magnitude</th> </tr> </thead> <tbody> <tr> <td>Total Hayward + Rodgers Creek (RC+HN+HS+HE)</td> <td>4.1</td> <td>East</td> <td>7.58</td> </tr> <tr> <td>Hayward (North, HN)</td> <td>4.1</td> <td>East</td> <td>6.90</td> </tr> <tr> <td>Hayward (South, HS)</td> <td>4.7</td> <td>East</td> <td>7.00</td> </tr> <tr> <td>Total Calaveras (CN+CC+CS+CE)</td> <td>18</td> <td>East</td> <td>7.43</td> </tr> <tr> <td>Calaveras (North, CN)</td> <td>18</td> <td>East</td> <td>6.86</td> </tr> <tr> <td>Mount Diablo Thrust</td> <td>20</td> <td>East</td> <td>6.67</td> </tr> <tr> <td>Mount Diablo Thrust North CFM</td> <td>20</td> <td>Northeast</td> <td>6.72</td> </tr> <tr> <td>Concord</td> <td>25</td> <td>East</td> <td>6.45</td> </tr> <tr> <td>Total North San Andreas (SAO+SAN+SAP+SAS)</td> <td>26</td> <td>Southwest</td> <td>8.04</td> </tr> <tr> <td>North San Andreas (Peninsula, SAP)</td> <td>26</td> <td>Southwest</td> <td>7.38</td> </tr> <tr> <td>Mount Diablo Thrust South</td> <td>29</td> <td>East</td> <td>6.50</td> </tr> <tr> <td>Green Valley</td> <td>32</td> <td>Northeast</td> <td>6.30</td> </tr> <tr> <td>Clayton</td> <td>32</td> <td>Northeast</td> <td>6.57</td> </tr> <tr> <td>San Gregorio (North)</td> <td>33</td> <td>West</td> <td>7.44</td> </tr> <tr> <td>Greenville (North)</td> <td>33</td> <td>East</td> <td>6.86</td> </tr> <tr> <td>Monte Vista - Shannon</td> <td>35</td> <td>South</td> <td>7.14</td> </tr> <tr> <td>North San Andreas (North Coast, SAN)</td> <td>40</td> <td>West</td> <td>7.52</td> </tr> <tr> <td>Great Valley 05 (Pittsburg - Kirby Hills alt1)</td> <td>40</td> <td>Northeast</td> <td>6.60</td> </tr> <tr> <td>Las Positas</td> <td>42</td> <td>East</td> <td>6.50</td> </tr> <tr> <td>West Napa</td> <td>43</td> <td>North</td> <td>6.97</td> </tr> <tr> <td>Great Valley 05 (Pittsburg - Kirby Hills alt2)</td> <td>43</td> <td>Northeast</td> <td>6.66</td> </tr> <tr> <td>Rodgers Creek - Healdsburg</td> <td>47</td> <td>Northwest</td> <td>7.19</td> </tr> </tbody> </table> <p data-bbox="532 1278 1458 1474">Because the site is in a seismically active region, Rockridge evaluated the potential for earthquake-induced geologic hazards including ground shaking, ground surface rupture, liquefaction, lateral spreading and cyclic densification. Rockridge used the results of field investigation to evaluate the potential of these phenomena occurring at the project site.</p> <p data-bbox="532 1501 724 1533"><u>Ground Shaking</u></p> <p data-bbox="532 1558 1450 1728">The ground shaking intensity felt at the project site will depend on: 1) the size of the earthquake (magnitude), 2) the distance from the site to the fault source, 3) the directivity (focusing of</p>				Fault Segment	Approximate Distance from Site (km)	Direction	Characteristic Moment Magnitude	Total Hayward + Rodgers Creek (RC+HN+HS+HE)	4.1	East	7.58	Hayward (North, HN)	4.1	East	6.90	Hayward (South, HS)	4.7	East	7.00	Total Calaveras (CN+CC+CS+CE)	18	East	7.43	Calaveras (North, CN)	18	East	6.86	Mount Diablo Thrust	20	East	6.67	Mount Diablo Thrust North CFM	20	Northeast	6.72	Concord	25	East	6.45	Total North San Andreas (SAO+SAN+SAP+SAS)	26	Southwest	8.04	North San Andreas (Peninsula, SAP)	26	Southwest	7.38	Mount Diablo Thrust South	29	East	6.50	Green Valley	32	Northeast	6.30	Clayton	32	Northeast	6.57	San Gregorio (North)	33	West	7.44	Greenville (North)	33	East	6.86	Monte Vista - Shannon	35	South	7.14	North San Andreas (North Coast, SAN)	40	West	7.52	Great Valley 05 (Pittsburg - Kirby Hills alt1)	40	Northeast	6.60	Las Positas	42	East	6.50	West Napa	43	North	6.97	Great Valley 05 (Pittsburg - Kirby Hills alt2)	43	Northeast	6.66	Rodgers Creek - Healdsburg	47	Northwest	7.19
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		<p>earthquake energy along the fault in the direction of the rupture), and 4) subsurface conditions. The site is approximately 4 kilometers from the Hayward Fault. Therefore, the potential exists for a large earthquake to induce strong to very strong ground shaking at the site during the life of the project.</p> <p><u>Fault Rupture</u></p> <p>Historically, ground surface displacements closely follow the trace of geologically young faults. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. Rockridge concludes the risk of fault offset at the site from a known active fault is very low. In a seismically active area, the remote possibility exists for future faulting in areas where no faults previously existed; however, the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low.</p> <p><u>Liquefaction and Associated Hazards</u></p> <p>Liquefaction is a phenomenon in which saturated soil temporarily loses strength from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures and sand boils are evidence of excess pore pressure generation and liquefaction.</p> <p>The results of liquefaction analyses indicate there are thin layers of potentially liquefiable soil between depths of 10 and 42 feet bgs. The potentially liquefiable layers are generally less than about one foot thick. Total liquefaction-induced ground settlement at the site following a Maximum Considered Earthquake (MCE) event with PGAM of 0.89g will be less than about 1/2 inch and differential settlement will be less than about 1/4 inch across a horizontal distance of 30 feet.</p> <p>Ishihara (1985) presented an empirical relationship that provides criteria used to evaluate whether liquefaction-induced ground failure, such as sand boils, would be expected to occur under a given level of shaking for a liquefiable layer of given thickness overlain by a resistant, or protective, surficial layer. Our analysis indicates the non-liquefiable soil overlying the</p>

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		<p>potentially liquefiable soil layers at the site is sufficiently thick and the potentially liquefiable layers are sufficiently thin such that the potential for surface manifestations from liquefaction, such as sand boils and loss of bearing capacity for shallow foundations, is low.</p> <p>Considering the discontinuous nature of the potentially liquefiable layers and the relatively flat regional topography, the risk of lateral spreading is low.</p> <p><u>Cyclic Densification</u></p> <p>Cyclic densification (also referred to as differential compaction) of non-saturated sand (sand above groundwater table) can occur during an earthquake, resulting in settlement of the ground surface and overlying improvements. The soil encountered above the groundwater table is not susceptible to cyclic densification due to its cohesion. Therefore, the potential for cyclic densification to occur at the site is very low.</p> <p>From a geotechnical standpoint, the site can be developed as planned, provided the recommendations presented in the geotechnical report are incorporated into the project plans and specifications and implemented during construction. The primary geotechnical concern is the presence of moderately expansive near-surface soil. Other than the possibility of earthquakes, no other natural hazard exists on the project site or immediate area.</p> <p><i>Mitigation Required:</i></p> <p>G1. Follow all recommendations laid forth in the Geotechnical Investigation prepared for the project by Rockridge Geotechnical and dated June 17, 2022 (see Appendix H).</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to geology and soils. Application of these standards and implementation of these measures, reports and recommendations, would ensure that impacts to geology and soils are less than significant.</p> <p>G2. Construction-Related Permit(s)</p> <p>The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-</p>

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		<p>related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p> <p>G3. Seismic Hazards Zone (Landslide/Liquefaction)</p> <p>The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p> <p><u>Man-Made Hazards</u></p> <p>The site is located in a dense urban environment on a primary arterial street. The area does not include man-made site hazards other than those already discussed in the Contamination section above. The project could involve the use of hazardous materials during construction. This issue is also discussed in the Contamination section above.</p> <p>The property is not an air pollution generator and is not located in the immediate vicinity of one.</p> <p>The project will not be affected by nuisances atypical of a dense urban environment.</p> <p><u>Noise</u></p> <p>The project is not a noise generating facility but will involve construction noise near sensitive receptors such as residential uses. This is temporary noise.</p> <p>Construction Noise</p> <p>Noise generated during construction activities on the site could cause a substantial temporary increase in noise levels at surrounding land uses. Hours of construction are restricted to between the hours of 7:00 AM and 7:00 PM Monday through Friday.</p>

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	<p>Operational Noise</p> <p>CalEEMod estimates that the project will generate 447 weekday vehicle trips. International Boulevard carries over 25,000 vehicles per day. To cause a permanent, audible increase in ambient noise in the vicinity, the project would have to cause a doubling of traffic in the vicinity. The project represents a net increase of 1.7% in traffic; therefore the project will not cause a permanent audible increase in ambient noise in the vicinity.</p> <p>Conclusion</p> <p>Community noise levels will not be significantly affected by the development. The only contribution of the project to long-term noise levels would be from the normal automobile traffic generated from the project which will contribute to less than 1 dBA increase.</p> <p>The proposed project would temporarily generate noise during demolition and construction activities. Construction noise will be subject to Section 17.120 of the City of Oakland Planning Code and Section 8.18 of the Municipal Code.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential construction noise. Application of these standards would ensure that the project would have a less than significant impact with respect to construction noise impacts.</p> <p>Standard Conditions of Approval Required:</p> <p>N2. Construction Days/Hours</p> <ol style="list-style-type: none"> a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier 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. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials,</p>
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		<p>deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City of Oakland, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p> <p>N3. Construction Noise</p> <p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ol style="list-style-type: none"> a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered and 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

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		<p>used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>c. Application shall use temporary power poles instead of generators where feasible.</p> <p>d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.</p> <p>e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</p> <p>N4. Extreme Construction Noise</p> <p>a. Construction Noise Management Plan Required</p> <p>Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <p>i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;</p> <p>ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in</p>

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		<p>consideration of geotechnical and structural requirements and conditions;</p> <ul style="list-style-type: none"> iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>b. Public Notification Required</p> <p>The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p> <p>N5. Project-Specific Construction Noise Reduction Measures</p> <p>The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on single family homes to the rear. The project applicant shall implement the approved Plan during construction.</p> <p>N6. Construction Noise Complaints</p>

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		<p>The project applicant shall submit to the City of Oakland for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ol style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. <p>N7. Operational Noise</p> <p>Noise levels at the project site after completion of the project (i.e. during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City. Source Documentation: (10) (32) (68) (Appendix H)</p>
Energy Consumption	3	<p>The City of Oakland has imposed Green Building conditions of approval on all projects pursuant to Oakland Municipal Code Chapter 18.02, the <i>Green Building Ordinance</i>. The applicant is required to comply with California Green Building Standards (CALGreen) and score a minimum of 23 points on the GreenPoint Rated checklist and be certified by <i>Build It Green</i>.</p> <p>The City of Oakland has imposed Plug-In Vehicle Charging Infrastructure conditions of approval on all projects pursuant to Oakland Municipal Code</p>

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		<p>Chapter 15.02. The applicant is required to comply with the Ordinance and provide PEV-Capable parking spaces.</p> <p>Although the project will incrementally consume more energy and resources over current conditions, the project features will ensure that resources are used efficiently and without waste.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to green building, energy efficiency and water conservation. Application of these standards and implementation of these measures would further ensure that impacts to sustainability are less than significant.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>EC1. Green Building Requirements</p> <p>a. Compliance with Green Building Requirements During Plan-Check</p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> a. Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. b. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. c. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. d. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary,

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		<p>compliance with the items listed in subsection (ii) below.</p> <ul style="list-style-type: none"> e. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. f. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. g. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> a. CALGreen mandatory measures. b. All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. c. The green building points per the appropriate checklist approved during the Planning entitlement process. d. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously

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		<p>approved points that will be eliminated or substituted.</p> <p>e. The required green building point minimums in the appropriate credit categories.</p> <p>b. Compliance with Green Building Requirements During Construction</p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>c. Compliance with Green Building Requirements</p> <p>Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Green Building Certification Institute and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.</p> <p>d. Compliance with Green Building Requirements During Construction</p>

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		<p>The project applicant shall comply with the applicable requirements of CALGreen and the Green Building Ordinance during construction.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit. ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>EC2. Plug-In Electric Vehicle (PEV) Charging Infrastructure</p> <p>a. PEV-Ready Parking Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p> <p>b. PEV-Capable Parking Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p> <p>c. ADA-Accessible Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and</p>

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		<p>accessible path of travel to allow installation of accessible EV charging station(s).</p> <p>Source Documentation: (10) (32) (69)</p>
SOCIOECONOMIC		
Employment and Income Patterns	2	<p>The project will construct 75 residential dwelling units and 6,933 square feet of ground-floor commercial space. The project will provide both temporary construction jobs and permanent jobs within the health center and as management of the residential units. These trade and skilled jobs are expected to be filled with the Bay Area.</p> <p>Impacts to employment and income patterns are expected to be less than significant.</p> <p>Source Documentation: (10)</p>
Demographic Character Changes, Displacement	3	<p>Demographic Character Changes</p> <p>The project is located in the Fruitvale neighborhood of Oakland which is home to Oakland's largest Latino and Indigenous population. The neighborhood is a vibrant primary corridor which includes residential buildings, shopping, community services, cultural events, and significant public transit options accessible to the project. While many several affordable housing projects have been constructed in the neighborhood and the area has a lower per capital in-come level, at 75 units, it is not anticipated to induce substantial growth in population in the area or result in a concentration of low income or disadvantaged people. On the contrary, the project will help to address the need for housing projected in the <i>Regional Housing Needs Allocation</i>.</p> <p>Based on guidelines provided by HUD, the maximum number of residents appropriate to multi-family unit dwellings is two persons per bedroom, plus one per unit. Thus, at most there would be seven persons in a three-bedroom apartment, and five persons in a two-bedroom unit. The proposed project would provide 35 one-bedroom units, 21 two-bedroom units and 19 three-bedroom units. To consider the maximum number of persons the project could accommodate, HUD guidelines for the maximum number of residents will be used. Carrying the math forward, we see that $(35 \times 3) = 105$ plus $(21 \times 5) = 105$</p>

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		<p>and $(19 \times 7) = 133$ for a total of 343 people. So, the proposed project would provide housing for a maximum population of 343 people. The population of the City of Oakland was 440,646 in 2020, so the additional 343 people would represent 0.0008% of that population. <i>Less than significant</i> impact is expected to result from the proposed project, as it would not create a significant change to the demographics of the area.</p> <p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally-funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act’s protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.</p> <p>Section 205 of the URA requires that, “Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.”</p> <p>The site currently contains two commercial buildings to be demolished. Commercial tenants will be displaced by the project. A conforming Relocation Plan is required and has been prepared.</p> <p>With the <i>Relocation Plan</i> in place, no adverse impacts were identified.</p> <p><i>Mitigation Required:</i></p> <p>RL1. Developer shall follow the conforming Relocation Plan prepared by AutoTemp and dated September 2024.</p> <p>Source Documentation: (5) (10) (70) (71) (72) (Appendix H)</p>
COMMUNITY FACILITIES AND SERVICES		

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Educational and Cultural Facilities	2	<p>Educational Facilities</p> <p>The project by its definition is to provide affordable housing for individuals and families, with at most a population of 343 people. School aged children will likely be housed by the project.</p> <p>School-age children would likely attend the nearest schools, which include Garfield Elementary School at 1640 22nd Avenue, approximately 0.9 miles north or a five-minute drive. For middle school children, Roosevelt Middle School is located at 1926 East 19th Street, 1.2 miles north. For high school aged youth, Arise High School is located at 3301 E 12th Street, Unit 205, 0.3 miles south or a two-minute drive. Several charter schools are also located in the area.</p> <p>Impacts to educational facilities are considered <i>less than significant</i>.</p> <p>Cultural Facilities</p> <p>The proposed project lies along the International Boulevard corridor – rich in commercial and retail facilities. Downtown Oakland, a major metropolitan city and cultural center is accessible by public transit in front of the project site and connects to BART, providing access to other destinations around the San Francisco Bay Area. Oakland Public Library, Cesar E. Chavez branch is located at 3301 E 12th Street, Unit 271, 0.3 miles south of the project site.</p> <p>Furthermore, the Fruitvale neighborhood itself is rich in cultural facilities and special events, and the project is including cultural center space at the ground floor.</p> <p>The project represents an incremental demand for cultural facilities. There are no adverse impacts identified.</p> <p>Source Documentation: (10) (11) (32) (73) (74)</p>
Commercial Facilities	2	<p>The project site lies along the International Boulevard, a primary corridor, lined with commercial and retail facilities, auto facilities, banks, restaurants and grocery stores. Within five miles are ATMs and banks, auto service facilities, gas stations, hotel/motels, night clubs and taverns, post offices, and pharmacies and shopping centers.</p> <p>The project itself will provide 4,200 square-feet of commercial uses.</p>

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		<p>The additional residents would not constitute a significant adverse impact on the demand for commercial facilities in the area.</p> <p>Source Documentation: (10) (11)</p>
<p>Health Care and Social Services</p>	<p>2</p>	<p>Health Care</p> <p>Hospitals with full-service emergency rooms near the project site include Alta Bates Medical Center located at 350 Hawthorne Avenue, 5.7 miles away or a 13-minute drive. Highland Hospital located at 1411 E 31st Street, approximately 2.1 miles away. Highland hospital has a 24-hour emergency room and trauma center. For Kaiser Permanente members, Kaiser Foundation Hospital is located at 3600 Broadway, approximately 4.8 miles north. There are numerous smaller health care facilities including clinics, urgent care and specialty services in the area.</p> <p>There are no adverse impacts to Healthcare facilities or delivery systems anticipated as a result of the proposed project. As the project will provide services to the community, there is a small benefit in this regard.</p> <p>Social Services</p> <p>The closest Alameda County Social Services Agency office to the project site is located at 8477 Enterprise Way, in Oakland, approximately four miles away. The Agency provides services for children and families, the elderly, disabled adults, veterans. Services include food assistance, medical and health, employment, training, housing services, and financial assistance. Supportive services provided include childcare, transportation, mental health, alcohol and drug addiction treatment and Social Security Insurance advocacy.</p> <p>There are 30 social service providers in the Oakland area, including Family Education and Resource Center, Mental Health Association of Alameda County, St. Vincent de Paul Society, and the American Red Cross, to name a few.</p> <p>The project itself will provide a community room and services office for residents.</p> <p>The project does not represent a significant change to the demographics of the area or on area social services as it serves the existing population. There are no adverse impacts to social services as a result of the project.</p>

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		Source Documentation: (10) (75) (76) (77) (78) (79)
Solid Waste Disposal / Recycling	3	<p>Operational Waste</p> <p>Franchise waste hauler Waste Management, Inc. provides solid waste services to the site and vicinity. Waste Management is the largest garbage company in North American with over 20 million customers, 247 active solid waste landfills, 5 hazardous waste landfills, and 50,000 employees as of year-end 2023. Waste Management operates 97 recycling facilities and recovered 14.8 million tons of material. In 2022, a 10% reduction in direct Greenhouse Gas Emissions was achieved, with 45% beneficial use of captured landfill gas. Waste Management has reached 42% renewable electricity sourcing for operations.</p> <p>Operating more sustainably is a goal for many Waste Management customers. Sustainability goals can be as complex as addressing climate change or as simple as increasing recycling. Waste Management Sustainability Services (WMSS) works closely with customers to create customized solutions that help them reduce waste of resources, water or energy.</p> <p>The City of Oakland has been a partner in these efforts. Chapter 17.118 of the Oakland Municipal Code defines the Recycling Space Allocation Ordinance in an effort to divert solid waste generated by operation of the project from landfills. An Operational Diversion Plan (ODP) must be submitted to the Environmental Services Division of the Public Works Agency for review and approval.</p> <p>The subject and adjacent properties are already served with solid waste disposal service; therefore, the project represents a marginal net increase. However, the increase in demand would not exceed the capacity of or reduce the capability of services in the City of Oakland and would not require the construction of additional solid waste management facilities. There are no adverse impacts identified as a result of the project.</p> <p>Construction Waste</p> <p>Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition recycling. The goal is to divert debris waste from landfill disposal. The project proponent is required to submit a Construction & Demolition Waste Reduction and</p>

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		<p>Recycling Plan (WRRP) for review and approval by the Oakland Public Works Agency. In addition, waste generated by demolition and construction will be required to be diverted from landfills to reduce impacts to landfills and encourage the reuse of such materials. Impacts after adherence to Oakland Municipal Code are <i>less than significant</i>.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to green building and recycling. Application of these standards and implementation of these measures would reduce impacts to <i>less than significant</i>.</p> <p><i>Standard Conditions of Approval Required:</i></p> <p>RE1. Construction and Demolition Waste Reduction and Recycling</p> <p>The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p> <p>RE2. Recycling Collection and Storage Space</p> <p>The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage</p>

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		<p>and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.</p> <p>Source Documentation: (10) (32) (80) (81)</p>
<p>Waste Water / Sanitary Sewers</p>	<p>3</p>	<p>Waste water (sewage) is collected and treated by the East Bay Municipal Utility District or EBMUD. EBMUD has been operating in the East Bay of the San Francisco Bay Area for over 50 years and services approximately 650,000 people. Wastewater is collected from homes and businesses through privately-owned sewer laterals that feed into a network of city sewers. EBMUD’s interceptors carry the wastewater to a treatment plant in Oakland. EBMUD treats the wastewater, removing solids and cleaning it before it is discharged into San Francisco Bay. Stormwater is collected through a separate community-owned system.</p> <p>Approval of the project’s planning application to the City of Oakland is conditioned on the project proponent funding any infrastructure upgrades required to accommodate the project. In the event that an impact analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City’s Master Fee Schedule for funding improvements to the sanitary sewer system.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to sanitary sewers and implementation of these measures would reduce impacts to <i>less than significant</i>.</p> <p><i>Standard Conditions of Approval Required:</i></p> <p>SS1. Sanitary Sewer System</p> <p>The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project</p>

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		<p>applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p> <p>Source Documentation: (10) (32)</p>
<p>Water Supply</p>	<p>3</p>	<p><u>Water Supplier</u></p> <p>Potable water at the project site will be supplied by the East Bay Municipal Utility District (EBMUD). Ninety percent of EBMUD's water comes from the 577-square mile watershed of the Mokelumne River on the western slope of the Sierra Nevada. This area is mostly national forest, EBMUD-owned lands and other undeveloped lands little affected by human activity.</p> <p>The Mokelumne watershed collects snowmelt from Alpine, Amador and Calaveras counties. The snowmelt flows into Pardee Reservoir near the town of Valley Springs. Three large aqueducts carry water more than 90 miles from Pardee Reservoir to the East Bay and protect it from pesticides, agricultural and urban runoff, municipal sewage and industrial discharges. When water demand is high or during times of operational need, EBMUD also draws water from protected local watersheds.</p> <p>EBMUD states on their website that with replenished reservoirs and snowmelt from an unprecedented Sierra Nevada snowpack still to come, EBMUD has moved out of drought and ended a recommendation for a 10 percent voluntary water use reduction, while they continue to urge customers to use water efficiently. EBMUD is retaining state restrictions against water waste, including no irrigation within 48 hours of rainfall, no irrigation of ornamental turf on non-residential sites, no irrigation runoff, no spraying sidewalks and driveways, and only allowing hoses with shut-off nozzles when washing vehicles.</p> <p>The shift in drought status to a Stage 0 went into effect on April 25, 2023, and reflects EBMUD's projections that its water supply is sufficient to meet customer demand.</p> <p>Customer contributions helped save the equivalent of 10 billion gallons of water. As weather extremes become more frequent and intense, EBMUD also recognizes the need to make water conservation a part of daily life.</p>

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		<p>EBMUD has prepared a Water Supply Management Plan 2040 to estimate water supply needs over a 30-year planning period and proposes a diverse portfolio of policy initiatives and potential projects to ensure that needs are met in dry years. The portfolio of solutions includes increased conservation and provision of recycled water, as well as rationing and a mix of possible supplemental supply projects that can be adjusted and implemented in a stepwise manner over the next thirty years as necessary to respond to changes in demand, changes in supplies, and future uncertainties, including the potential for climate change effects on both supply and demand. In addition to including aggressive conservation goals and an increase in the provision of recycled water, a mix of possible supplemental supply projects intended to be pursued in progressive stages is included, with the projects involving the fewest regulatory and institutional challenges undergoing study in order to respond to water need in the short-term, while the other more complex, regional projects to be pursued in the longer-term, beyond 2025, if the demand arises and other short-term projects do not provide sufficient yield to meet dry year needs.</p> <p><u>Proposed Project</u></p> <p>To reduce usage, the project will implement water-saving features to the extent practicable. Water saving fixtures such as low-flow toilets and water efficient appliances can be used to reduce water demand. Emphasis will be placed on water conservation efforts.</p> <p>The project will achieve GreenPoint Gold Certification Level.</p> <p><u>Conclusion</u></p> <p>Alameda County is projected to grow its population by 32% by 2040. . According to the Association of Bay Area Governments (ABAG), Final Alameda County Housing Needs Allocation 2023-2031, the City of Oakland should add 26,251 new units by 2031 in order to meet the needs for housing.</p> <p>Plans developed by water provider EBMUD will ensure future supplies are adequate to cover dry years. At 75 units, the project will have an incremental adverse impact in the short-term by adding additional demand; however, inclusion of water-conserving measures in the project will contribute to overall water reduction even in wet years.</p>

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		<p>The City of Oakland has imposed Standard Conditions of Approval to reduce project demand for water used for landscaping.</p> <p><i>Standard Conditions of Approval Required:</i></p> <p>WS1. Water Efficient Landscape Ordinance (WELO)</p> <p>The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.</p> <p>Prescriptive Measures: Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23):</p> <p>http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf</p> <p>Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p> <ol style="list-style-type: none"> a. Project Information: <ol style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor,

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		<ul style="list-style-type: none"> vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." <ul style="list-style-type: none"> b. Water Efficient Landscape Worksheet <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan <p>Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below . http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20official%20CCR%20pages.pdf</p> <p>Source Documentation: (6) (10) (32) (82)</p>
Public Safety - Police, Fire and Emergency Medical	2	Police The Oakland Police Department (OPD) provides police services to the area. Looking at current data for calls for service, in the last 24-hour period (ending April 22, 2024), there were 1,746 total calls. The total number includes calls for an ambulance. Beat 20x, where the site is located, received 38 total calls, with 35 of those closed. There are no active calls and three pending calls.

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		<p>The site is located in Beat 20x within Area 3. The nearest station is located at 455 7th Street, 3.2 miles north.</p> <p>Area 3 (Beats 15 - 22) is centrally located within the City of Oakland. It is bordered by Area 1, Area 2, Lake Merritt, and the City of Piedmont on the west, Redwood Regional Park on the north, Area 4 to the east, and the estuary to the south. Area 3 is a diverse community with several thriving business districts: Lakeshore, Eastlake, Park, Dimond, Laurel, and Fruitvale.</p> <p>The Area 3 team provides the following units to the Adams Point, Bella Vista, San Antonio, the Dimond, the Laurel, Crestmont and Woodminster communities:</p> <ul style="list-style-type: none"> • Patrol: Includes sworn and non-sworn staff responsible for 24/7 emergency response, crime prevention and calls for service. • Special Resource Section (SRS): Includes the Crime Reduction Team (focusing on violent crimes and offenders) and Community Resource Officers (engaging in problem solving efforts) <p>Although the demand for police services would incrementally increase, it is not expected that the project in of itself would require construction or expansion of law enforcement facilities or the number of sworn officers; therefore, there are no adverse impacts identified.</p> <p>Fire and Emergency Medical</p> <p>The Oakland Fire Department provides emergency services to the site and vicinity. The nearest fire station is Station No. 13, located at 1225 Derby Street, 0.4 miles south.</p> <p>Emergency response starts with the 9-1-1 Dispatch Center. This Accredited Center of Excellence provides the highest level of emergency dispatch; the Fire Prevention Bureau is knowledgeable of the fire code and the vegetation management system; the Public Education Division has built strong partnerships with local schools, libraries, head start programs, and senior and community centers.</p> <p>Emergency preparedness is a core function of the Oakland Fire Department. Communities of Oakland Responding to Emergencies (CORE) teaches self-reliance skills and helps establish response teams to take care of your neighborhood until professional emergency response personnel arrive.</p>

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		<p>Because first responders will be overwhelmed during a catastrophic event such as a major earthquake on the Hayward fault, it is critical that community members are prepared to be self-sufficient for the first 72 hours or longer during an emergency.</p> <p>The Oakland Fire Department is comprised of eight divisions including the Operations Division. The Operations Division responds out of 25 Fire Stations, located throughout the City and the International Airport, operating a fleet of 24 Engines, 7 Trucks, and numerous other special operations, support, and reserve units throughout 3 Battalions. The OFD responds to approximately 60,000 emergency calls annually, with over 80% being emergency medical services calls.</p> <p>The project would have a significant impact if it exceeded the ability of fire and emergency medical providers to adequately serve the existing and future residents and require new or expanded facilities. Planned projects such as this one would incrementally increase service needs, but the impact would be <i>less than significant</i>.</p> <p>Although the demand for fire and emergency medical services would increase, it would not require the new construction or expansion of Fire or Emergency Medical facilities; therefore, there are no adverse impacts identified.</p> <p>Source Documentation: (10) (11) (32) (83) (84) (85) (86) (87) (88)</p>
Parks, Open Space and Recreation	2	<p>The project site has numerous parks and recreational opportunities nearby. Less than 0.31 miles east lies Josie de la Cruz Park at 1637 Fruitvale Avenue. The Park houses the Carmen Flores Recreation Center and contains basketball courts, soccer field and children’s play area. Other parks nearby include Foothill Meadows, Jungle Hill, Brookdale Park and Courtland Creek Park.</p> <p>Lakeside Park is located approximately 2.3 miles to the north-northwest and is best known for Lake Merritt which is one of the most accessible parks in Oakland with paved trails to bike or jog, bird watching, boating, lawn bowling, nature center and wildlife sanctuary. The lake serves as the oldest Wildlife Refuge in Northern America.</p> <p>Martin Luther King Jr. Regional Shoreline, Damon Slough Staging Area is part of the East Bay Regional Park District and is located at Doolittle Drive and</p>

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		<p>Swan Way, approximately 3.6 miles south of the project site. The area is next to Oakland International Airport and is 741-acres that include marshland, trails and the Tidewater Boating Center. Activities at the park are picnicking, birdwatching, hiking, biking, fishing and boating.</p> <p>The City of Oakland’s Parks and Recreation Department is over 105 years old. They have 140 parks maintained by Public Works; 66 ball fields; 44 tennis courts; 28 recreation centers – three of which specialize in arts, music and dance; 14 rental venues; five swimming pools; 17 community gardens; three golf courses; a digital arts and culinary center; two boating centers; an inclusionary center; a host of programs designed for tiny tots to seniors, collectively serving over 95,000 enrolled participants and over a million drop-in users annually.</p> <p>The proposed project will include 5,415 sq. ft of open space area as a courtyard on the second floor at the podium level. The courtyard is surrounded by the proposed building to the north, east and south, and includes a play structure, dining and seating areas.</p> <p>There are no adverse impacts to recreational facilities anticipated as a result of the project.</p> <p>Source Documentation: (10) (11) (32) (89) (90) (91)</p>
Transportation and Accessibility	3	<p>Transportation</p> <p>Transportation impacts caused by the proposed project to traffic vary depending upon the number of personal vehicle trips the project will generate, the availability of public transit, the bicycle network, and the completeness of the nearby pedestrian network. Close amenities serve to further reduce the impacts to traffic.</p> <p><u>Pedestrian</u></p> <p>The proposed project site and vicinity are walkable and the sidewalk network is complete.</p> <p><u>Bicycle</u></p> <p>The City of Oakland is a bicycle-friendly City and has an extensive bicycle network for access throughout the City. The City requires that projects comply with the City of Oakland Bicycle Parking Requirements (chapter</p>

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		<p>17.118 of the Oakland Planning Code). A total of 50 bicycle parking spaces will be provided onsite.</p> <p><u>Public Transit</u></p> <p>Bay Area Rapid Transit or BART, is a heavy-rail and subway system that connects San Francisco with cities in the East Bay and suburbs in northern San Mateo County. BART's rapid transit system operates five routes in 104 miles of line with 44 stations in four counties. The project lies roughly ½ mile north of the Fruitvale BART Station.</p> <p>AmTrak and Capitol Corridor trains can be caught at the Oakland Coliseum/Airport Station (OAC) accessible from the Fruitvale BART Station. AmTrak provides state-wide and country-wide train service. Capitol Corridor trains provide regional and commuter services between Auburn, Sacramento, Emeryville, Oakland and San Jose.</p> <p>Directly in front of the project along International Boulevard are AC Transit bus stops served by routes 1, 20, 21, 39, 339 and 801 as well as the BRT which is under construction. The Fruitvale BART Station is accessible by public transit Route in front of the project on International Boulevard.</p> <p>Routes available from Fruitvale BART on ACTransit include the following:</p> <p>Table 9 AC Transit Bus Routes from Fruitvale BART</p> <table border="1" data-bbox="534 1173 1474 1812"> <thead> <tr> <th colspan="2" data-bbox="534 1173 1474 1234">Local Lines</th> </tr> </thead> <tbody> <tr> <td data-bbox="534 1234 740 1289">Route 14</td> <td data-bbox="740 1234 1474 1289">14th Street – San Antonio – High Street</td> </tr> <tr> <td data-bbox="534 1289 740 1344">Route 19</td> <td data-bbox="740 1289 1474 1344">Buena Vista – Fruitvale – Seminary Avenue</td> </tr> <tr> <td data-bbox="534 1344 740 1398">Route 20</td> <td data-bbox="740 1344 1474 1398">Dimond – Fruitvale, South Short</td> </tr> <tr> <td data-bbox="534 1398 740 1453">Route 21</td> <td data-bbox="740 1398 1474 1453">Dimond – Fruitvale – Bay Farm</td> </tr> <tr> <td data-bbox="534 1453 740 1507">Route 39</td> <td data-bbox="740 1453 1474 1507">Skyline – Dimond – Fruitvale</td> </tr> <tr> <td data-bbox="534 1507 740 1562">Rout 51A</td> <td data-bbox="740 1507 1474 1562">Broadway – Santa Clara</td> </tr> <tr> <td data-bbox="534 1562 740 1617">Route 54</td> <td data-bbox="740 1562 1474 1617">24th Avenue – Merritt College</td> </tr> <tr> <td data-bbox="534 1617 740 1671">Route 62</td> <td data-bbox="740 1617 1474 1671">7th Street – San Antonio – 23rd Avenue</td> </tr> <tr> <th colspan="2" data-bbox="534 1671 1474 1726">Service to Schools Lines</th> </tr> <tr> <td data-bbox="534 1726 740 1812">Route 654</td> <td data-bbox="740 1726 1474 1812">Skyline High – 35th Avenue</td> </tr> </tbody> </table>	Local Lines		Route 14	14 th Street – San Antonio – High Street	Route 19	Buena Vista – Fruitvale – Seminary Avenue	Route 20	Dimond – Fruitvale, South Short	Route 21	Dimond – Fruitvale – Bay Farm	Route 39	Skyline – Dimond – Fruitvale	Rout 51A	Broadway – Santa Clara	Route 54	24 th Avenue – Merritt College	Route 62	7 th Street – San Antonio – 23 rd Avenue	Service to Schools Lines		Route 654	Skyline High – 35 th Avenue
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		<p>in affordable housing developments near high-quality transit is lower than market-rate developments. This site affords residents the opportunity to work outside the immediate area, as reliable, convenient and cost-effective public transportation is readily available.</p> <p>Pedestrian, bicycle and transit facilities are expected to adequately serve the proposed project. The project is transit-oriented by design. There are no adverse impacts to traffic as a result of the project.</p> <p>Accessibility</p> <p>The proposed new building will provide 75 affordable apartments units and 4,200 square feet of commercial space on the ground floor. A minimum 10% of low-income units are fully physically accessible to current Americans with Disability Act (ADA) standards. A minimum of 10% percent of the low-income units have accessible communications features, as defined in CBC 11B 809.5. All units are adaptable and will incorporate universal design features (modified outlets/switch heights, enlarged kitchens and baths, accessible hardware and fixtures, etc.) where feasible. All common areas will be accessible, and the building will be elevator-served.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential impacts to transportation. Application of City of Oakland’s Standard Conditions of Approval to limit impacts to transportation will bring impacts to less than significant levels.</p> <p>TR1. Construction Activity in the Public Right-of-Way</p> <ul style="list-style-type: none"> a. Obstruction Permit Required <p>The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks.</p> b. Traffic Control Plan Required <p>In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City</p>

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		<p>approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.</p> <p>c. Repair of City Streets</p> <p>The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p> <p>TR2. Bicycle Parking</p> <p>The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p> <p>TR3. Transportation Impact Fee</p> <p>The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p> <p>Source Documentation: (2) (10) (11) (18) (32) (92) (93) (94)</p>
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	There are no unique natural features or water resources on the site. The site is flat, roughly square-shaped and fully developed with buildings and asphalt paving. The site contains no unique natural features.

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		<p>There are no water courses, creeks, streams, seasonal wetlands or other water resources on the project site. There is no impact in this regard.</p> <p>Source Documentation: (10) (11) (31)</p>
<p>Vegetation, Wildlife</p>	<p>3</p>	<p>No special-status plant or animal species are suspected to occur on the site due to the nature of the site and lack of suitable habitat. There is one mature tree on the site itself and three mature street trees that could be affected by the proposed project. Birds protected by the Migratory Bird Treaty Act could be nesting when construction begins and could be affected by construction.</p> <p>Standard conditions of approval set forth by the City of Oakland provide protection for nesting birds during construction. There is no adverse impact to vegetation and wildlife as a result of the project.</p> <p>There are trees on the site and street trees. The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval for the protection of nesting and migratory birds. Application of these standards would ensure that impacts to birds during construction would not have adverse impacts to vegetation and wildlife.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>VW1. Tree Removal During Bird Breeding Season</p> <p>To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general,</p>

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		<p>buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p> <p>VW2. Tree Permit</p> <p>a) Tree Permit Required</p> <p>Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p>b) Tree Protection During Construction</p> <p>Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> I. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. II. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame

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		<p>shall occur near or within the protected perimeter of any protected tree.</p> <p>III. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>IV. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>V. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>VI. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p>

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		<p>c) Tree Replacement Plantings</p> <p>Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <ol style="list-style-type: none"> I. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. II. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. III. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. IV. Minimum planting areas must be available on site as follows: <ul style="list-style-type: none"> ▪ For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; ▪ For other species listed, seven hundred (700) square feet per tree. V. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. VI. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.</p> <p>VW3. Street Trees</p> <p>The Applicant shall provide one tree per 20' of street frontage in front of the building located on International Blvd and Derby Street and 31st Avenue with review and approval of species, size at time of planting, and placement in the right-of-way, subject to review and approval by the Planning and Building Department unless determined infeasible by the RWQB.</p> <p>VW4. Avoid and Minimize Impacts on Special-Status Roosting Bats in Trees.</p> <p>To avoid and minimize impacts on special-status roosting bats in trees, the project applicant shall comply with the following requirements:</p> <ul style="list-style-type: none"> a) A qualified biologist (as defined by California Department of Fish and Wildlife) who is experienced with bat surveying techniques (including auditory sampling methods), behavior, and roosting habitat shall conduct a pre-construction habitat assessment of the subject tree to characterize potential bat habitat and identify potentially active roost sites. b) Trees with potential bat roosting habitat or active bat roost sites shall follow a two-step removal process which shall occur outside of the bat maternity roosting season and period of winter torpor (April 15 to August 15, and October 15 to March 1). c) On the first day and under supervision of the qualified biologist, tree branches and limbs not containing cavities or fissures in which bats could roost shall be cut using chainsaws or other handheld equipment. d) On the following day and under the supervision of the qualified biologist, the remainder of the tree may be trimmed or removed,

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>either using chainsaws or other equipment (e.g., excavator or backhoe).</p> <p>e) All felled trees shall remain on the ground for at least 24 hours prior to chipping, off-site removal, or other processing to allow any bats to escape, or be inspected once felled by the qualified biologist to ensure no bats remain within the tree and/or branches. The tree will be removed on or after the third day.</p> <p>VW5. Avoid and Minimize Impacts on Special-Status Roosting Bats in Buildings.</p> <p>To avoid and minimize impacts on special-status roosting bat species, the project applicant shall retain a qualified biologist, as defined by the California Department of Fish and Wildlife (CDFW), who is experienced with bat surveying techniques, behavior, and roosting habitat. CDFW defines credentials of a qualified biologist within permits or authorizations issued for a project to typically include a minimum of four years of academic training leading to a degree and a minimum of two years of experience conducting surveys for each species that may be present within the project area.</p> <p>The retained biologist shall conduct a pre-construction habitat assessment of the project area (focusing on buildings to be demolished or relocated) to identify potential bat habitat and/or signs of potentially active roost sites. Should the pre-construction habitat not identify potential bat habitat or signs of potentially active roost sites, no further action is required.</p> <p>Should the pre-construction habitat assessment identify potential bat habitat and/or signs of potentially active roost sites within the project area (e.g., guano, urine staining, dead bats, etc.), the project applicant shall be required to implement the following measures:</p> <p>a) For projects starting demolition during the non-sensitive periods (August 16 – October 14, and March 2 – April 14), work shall be done under the supervision of a qualified biologist with restrictions such as.</p> <p>i. Potential bat roosting habitat or active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days, average wind speeds are less than 15</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>miles per hour, and when nighttime temperatures are at least 45 degrees Fahrenheit.</p> <p>ii. When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.</p> <p>-- OR --</p> <p>b) For projects starting demolition during one of the sensitive periods (maternity season/April 15 - August 15 or period of winter torpor/October 15 - March 1), the project applicant shall be required to implement the following measures:</p> <p>i. To the extent feasible, construction activities in areas identified as potential roosting habitat during the habitat assessment shall not occur during bat maternity roosting season and period of winter torpor (April 15 to August 15, and October 15 to March 1, respectively).</p> <p>ii. If avoidance of the bat maternity roosting season and period of winter torpor, defined above, is infeasible, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment. The survey shall be submitted to the City for review and approval.</p> <p>iii. If no signs of potentially active roost sites are identified, no further action is required.</p> <p>iv. If active bat roosts or evidence of roosting is identified during pre-construction surveys, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites either through the seasonal avoidance windows of April 15 to August 15 and October 15 to March 1, or until the qualified biologist determines the roosts are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site.</p> <p>v. Any work that must occur within established no-disturbance buffers shall be done under the supervision by a qualified biologist with restrictions such as:</p> <ul style="list-style-type: none"> • Potential bat roosting habitat or active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit. • When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist • If adverse effects in response to project work within the no-disturbance buffers are observed, work within the no-disturbance buffer shall halt until the roost disbands. <p>Source Documentation: (10) (32)</p>
Other Factors	1	<p>The project will provide low-income, affordable housing and provide onsite services and programs for residents. The project will provide a safe, clean, and sanitary place for residents in a location convenient to public transportation and other amenities. The proposed project is beneficial to both residents and the community.</p> <p>Source Documentation: (10) (32)</p>
Environmental Justice	2	<p>The Fruitvale neighborhood surrounding the project site (within a 1-mile radius) suffers from adverse environmental conditions related to air pollution and its resulting adverse health effects, ranking greater than the 90th percentile nationally for DPM exposure and proximity to traffic emissions. The surrounding neighborhood is also subject to significant soil and groundwater</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>contamination, ranking greater than the 91st percentile nationally for hazardous waste proximity, Superfund proximity and lead-based paint indicators.</p> <p>The project would not create an adverse or disproportionate environmental impact, nor would it aggravate these air quality and hazardous conditions. Rather, the project would result in remediation of identified soil contaminants. Health risk analysis for air quality shows no major health risk exposure. The project would not have a disproportionate adverse effect on low-income or minority populations but would instead provide a beneficial contribution to needed affordable housing for cost-burdened households.</p> <p>Source Documentation: (10) (64)</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Additional Studies Performed:

See Source Documentation List

Field Inspection (Date and completed by):

March 2024, Cinnamon Crake, President, Bay Desert, Inc. via Google EARTH and other research tools and studies

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

See Source Documentation List

List of Permits Obtained:

The City of Oakland's Zoning Manager has approved the project's planning application (January 28, 2021) which included Regular Design Review and Tentative Parcel Map. The City also made findings to support an Exemption under the California Environmental Quality Act (CEQA) under 15332-In Fill Development. No other permits have been obtained yet, as the moment the use of Federal funds was contemplated, all project actions were halted to conduct this environmental review other than the re-approval of the Tentative Parcel Map which had expired since expired. A new approval was granted. Source: (32)

Public Outreach [24 CFR 50.23 & 58.43]:

The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent to the project will be included in the FONSI Notice.

Cumulative Impact Analysis [24 CFR 58.32]:

This project has been approved by the City of Oakland as to design and use as of January 2021 and thus has been considered as an "approved project" in subsequent cumulative impacts analysis of later projects. No adverse cumulative impact is anticipated.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

A reduced density of the project was considered but deemed infeasible and contrary to state law permitting density bonuses for affordable housing projects. The project would be inconsistent with the planning application approvals already achieved.

No Action Alternative [24 CFR 58.40(e)]:

No change to the site would occur. The impacts discussed in the Environmental Assessment would not occur. The site would continue in its current state. Additional affordable housing units would not be created. The commercial buildings would remain. The site may be sold for residential housing, retail/commercial or other uses. The approvals achieved so far would not be utilized.

Summary of Findings and Conclusions:

The project is suitable from an environmental standpoint. As long as the Standard Conditions of Approval/mitigation measures are adhered to, there is no anticipated significant impact from the project. The project will provide a safe, sanitary, and affordable place for residents.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

* The Standard Conditions of Approval were initially and formally adopted by the Oakland City Council on November 3, 2008 (Ordinance No. 12899 C.M.S.), pursuant to Public Resources Code section 21083.3 and CEQA Guidelines section 15183 (and now section 15183.3), and incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) requirements, Housing Element and other General Plan Element-related mitigation measures, California Building Code, Uniform Fire Code, Energy and Climate Action Plan, Complete Streets Policy, and Green Building Ordinance, among others), which have been found to substantially mitigate environmental effects.

Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval, mitigation measures have been identified to reduce the impact to *less than significant* levels.

** A Standard Condition of Approval /Mitigation Monitoring and Reporting Program is attached as a separate document.

Law, Authority, or Factor	Mitigation Measure
Air Quality	<p>AQ1. Dust Controls - Construction Related</p> <p>The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <ul style="list-style-type: none"> a) Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

Law, Authority, or Factor	Mitigation Measure
	<p>d) Limit vehicle speeds on unpaved roads to 15 miles per hour.</p> <p>e) All excavation, grading, and/or demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.</p> <p>f) All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>g) Unpaved roads providing access to sites 100 feet or further from a paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.</p> <p>h) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>AQ2. Criteria Air Pollutant Controls – Construction and Operation Related</p> <p>The project applicant shall implement all of the following applicable basic control and enhanced measures for criteria air pollutants during construction of the project as applicable:</p> <p>a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.</p> <p>b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off- Road Diesel Regulations").</p> <p>c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed.</p> <p>d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel</p>

Law, Authority, or Factor	Mitigation Measure
	<p>engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.</p> <p>e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.</p>
Contaminants & Toxic Substances	<p>CT1. Applicant shall develop a Remedial Action Workplan (RAW) for approval by State of California, Department of Toxic Substances Control (DTSC) that shall describe soil remediation measure such as surface capping, excavation, and off-site disposal. Approved RAW shall be submitted to the City of Oakland for the Environmental Review Record (ERR).</p> <p>CT2. Applicant shall demonstrate the RAW actions have remediated site conditions and brought Residential Screening Levels (ESLs) for constituents of concern below thresholds with "No Further Action Letter" or similar from DTSC. Letter or other document demonstrating site is safe for residential development is required.</p> <p>CT3. Applicant is required to implement a vapor intrusion mitigation system (VIMS) if directed by DTSC. An Operations and Maintenance Plan (O&M) plan for regular inspection of the VIMS system is required, if DTSC deems a VIMS is needed. Otherwise, a No Further Action Letter or similar meets this requirement.</p> <p>CT4. Regulatory Permits and Authorizations from Other Agencies</p> <p>The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.</p> <p>CT5. Hazardous Materials Related to Construction</p>

Law, Authority, or Factor	Mitigation Measure
	<p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and 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 project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate. <p>CT6. Hazardous Building Materials and Site Contamination</p> <ol style="list-style-type: none"> a. <i>Hazardous Building Materials Assessment</i> <p>The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos- containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials</p>

Law, Authority, or Factor	Mitigation Measure
	<p>or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p>b. Environmental Site Assessment Required</p> <p>The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p>c. Health and Safety Plan Required</p> <p>The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.</p> <p>d. Best Management Practices (BMPs) Required for Contaminated Sites</p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site 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 requirements.

Law, Authority, or Factor	Mitigation Measure
	<p style="text-align: center;">ii. Groundwater pumped from the subsurface shall be contained on-site 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. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p> <p>CT7. Asbestos in Structures</p> <p>The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915- 25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.</p>
Energy Consumption	<p>EC1. Green Building Requirements</p> <p><i>a. Compliance with Green Building Requirements During Plan-Check</i></p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ol style="list-style-type: none"> a. Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. b. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. c. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. d. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. e. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that

Law, Authority, or Factor	Mitigation Measure
	<p>the project complied with the requirements of the Green Building Ordinance.</p> <ul style="list-style-type: none"> f. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. g. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> a. CALGreen mandatory measures. b. All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. c. The green building points per the appropriate checklist approved during the Planning entitlement process. d. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. e. The required green building point minimums in the appropriate credit categories. <p>b. Compliance with Green Building Requirements During Construction</p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.

Law, Authority, or Factor	Mitigation Measure
	<ul style="list-style-type: none"> ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>c. Compliance with Green Building Requirements</p> <p>Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Green Building Certification Institute and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.</p> <p>d. Compliance with Green Building Requirements During Construction</p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Green Building Ordinance during construction.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> iii. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit. iv. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>EC2. Plug-In Electric Vehicle (PEV) Charging Infrastructure</p> <p>d. PEV-Ready Parking Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p> <p>e. PEV-Capable Parking Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking</p>

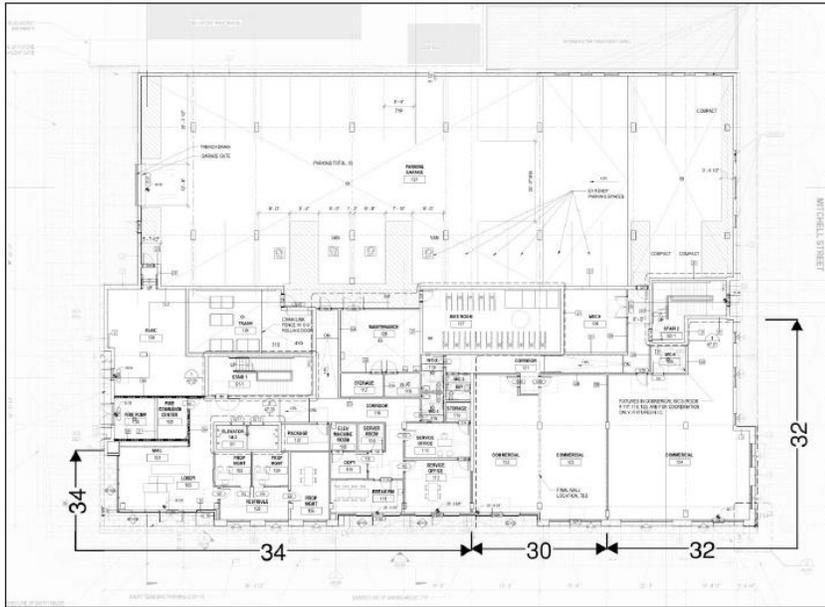
Law, Authority, or Factor	Mitigation Measure
	<p>spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p> <p>f. ADA-Accessible Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).</p>
Geotechnical	<p>G1. Follow all recommendations laid forth in the Geotechnical Investigation prepared for the project by Rockridge Geotechnical and dated April 2020 or later (see Appendix H).</p> <p>G2. Construction-Related Permit(s)</p> <p>The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p> <p>G3. Seismic Hazards Zone (Landslide/Liquefaction)</p> <p>The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>
Historic Preservation	<p>CR1. Applicant and applicant's contractor shall adhere to the <i>Archaeological and Tribal Monitoring Plan (ATMP)</i> by Evans & De Shazo, Inc. and dated October 29, 2024 or later at all times during ground-disturbing activities with the potential for accidental discovery of buried cultural resources.</p> <p>CR2. Archaeological and Paleontological Resources - Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project</p>

Law, Authority, or Factor	Mitigation Measure
	<p>applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p> <p>CR3. Human Remains – Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(l), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall</p>

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	<p>immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.</p>
Land Use	<p>LU1. Final Design Review</p> <p><i>a. Prior to issuance of building permit.</i></p> <p>As the design of the building is further detailed, the design elements listed below shall be revised and shall be submitted for review and approval by the Planning Director or designee prior to issuance of the building permit. Only high-quality materials will be approved. The Planning Director or designee may exercise his/her standard authority to refer the design revisions to the DRC or to the Planning Commission.</p> <p>(a) Final review of all exterior materials and colors.</p> <p>(b) More information regarding window details and installation specifications (framing material, glass, and mullions) and also of the window system and assembly , to confirm adequate thickness of components, overall quality, and recess from the outside wall. Window mullions shall be a minimum of 2" thick and the window surfaces shall be recessed a minimum of 1 ¾ to 2" from the building façade.</p> <p>(c) The proposed white color vinyl windows shall be revised to dark color.</p> <p>(d) The Project applicant shall ensure that the lighting fixtures within the garage are shielded to a point below the light bulb and reflector consistent with the lighting condition.</p>
Noise	<p>N1. The developer shall provide architectural attenuating building materials to achieve the STC ratings shown below plus 1 for each to account for the calculated Future Noise</p>

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Environment of 73 dBA (for example, if STC show is STC32, the requirement is STC33; if STC29 is shown, the requirement is STC30, etc.):



Note: STC ratings applies to entire storefront system

Figure 23 Level 1 STC ratings



Figure 24 Level 2 STC Ratings



Figure 25 Level 3 STC Ratings



Figure 26 Level 4 STC Ratings



Figure 27 Level 5 and 6 STC Ratings

- N2. Mechanical ventilation (air conditioning) is required for each unit that requires windows to be in the closed position to control noise
- N3. **Construction Days/Hours**
- a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier 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.
 - b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.
 - c. No construction is allowed on Sunday or federal holidays.

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

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

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	<p>above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p> <p>N4. Construction Noise</p> <p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ol style="list-style-type: none"> a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered and 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. Application shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. <p>N5. Extreme Construction Noise</p> <p><i>a. Construction Noise Management Plan Required</i></p> <p>Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant</p>

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	<p>shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>b. Public Notification Required</p> <p>The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p> <p>N6. Project-Specific Construction Noise Reduction Measures</p> <p>The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on</p>

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	<p>single-family homes to the rear. The project applicant shall implement the approved Plan during construction.</p> <p>N7. Construction Noise Complaints</p> <p>The project applicant shall submit to the City of Oakland for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ol style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. <p>N8. Operational Noise</p> <p>Noise levels at the project site after completion of the project (i.e. during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.</p>
Relocation	<p>RL1. Developer shall follow the conforming Relocation Plan prepared by AutoTemp and dated September 2024.</p>
Sanitary Sewers	<p>SS1. Sanitary Sewer System</p> <p>The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project</p>

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	<p>applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p>
<p>Solid Waste Disposal/Recycling</p>	<p>RE1. Construction and Demolition Waste Reduction and Recycling</p> <p>The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p> <p>RE2. Recycling Collection and Storage Space</p> <p>The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.</p>
<p>Stormwater</p>	<p>SW1. Erosion and Sedimentation Control Measures for Construction</p> <p>The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.</p> <p>SW2. NPDES C.3 Stormwater Requirements for Regulated Projects</p> <p><i>a) Post-Construction Stormwater Management Plan Required</i></p> <p>The project applicant shall comply with the requirements of Provision C.3 of the</p>

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	<p>Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> viii. Location and size of new and replaced impervious surface; ix. Directional surface flow of stormwater runoff; x. Location of proposed on-site storm drain lines; xi. Site design measures to reduce the amount of impervious surface area; xii. Source control measures to limit stormwater pollution; xiii. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and xiv. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. <p>b) Maintenance Agreement Required</p> <p>The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> iii. The project 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 iv. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p> <p>SW3. Storm Drain System</p>

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	<p>The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p>
<p>Transportation</p>	<p>TR1. Construction Activity in the Public Right-of-Way</p> <p>a. Obstruction Permit Required</p> <p>The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks.</p> <p>b. Traffic Control Plan Required</p> <p>In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.</p> <p>c. Repair of City Streets</p> <p>The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p> <p>TR2. Bicycle Parking</p> <p>The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p>

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	<p>TR3. Transportation Impact Fee</p> <p>The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p>
<p>Vegetation, Wildlife</p>	<p>VW1. Tree Removal During Bird Breeding Season</p> <p>To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p> <p>VW2. Tree Permit</p> <p>a) Tree Permit Required</p> <p>Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p>b) Tree Protection During Construction</p> <p>Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> I. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be

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	<p>clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.</p> <p>II. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.</p> <p>III. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>IV. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>V. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>VI. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation,</p>

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	<p>and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p>c) Tree Replacement Plantings</p> <p>Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <ol style="list-style-type: none"> I. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. II. Replacement tree species shall consist of <i>Sequoia sempervirens</i> (Coast Redwood), <i>Quercus agrifolia</i> (Coast Live Oak), <i>Arbutus menziesii</i> (Madrone), <i>Aesculus californica</i> (California Buckeye), <i>Umbellularia californica</i> (California Bay Laurel), or other tree species acceptable to the Tree Division. III. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. IV. Minimum planting areas must be available on site as follows: <ul style="list-style-type: none"> ▪ For <i>Sequoia sempervirens</i>, three hundred fifteen (315) square feet per tree; ▪ For other species listed, seven hundred (700) square feet per tree. V. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. VI. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.

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	<p>VW3. Street Trees</p> <p>The Applicant shall provide one tree per 20' of street frontage in front of the building located on International Blvd and Derby Street and 31st Avenue with review and approval of species, size at time of planting, and placement in the right-of-way, subject to review and approval by the Planning and Building Department unless determined infeasible by the RWQB.</p> <p>VW6. Avoid and Minimize Impacts on Special-Status Roosting Bats in Trees.</p> <p>To avoid and minimize impacts on special-status roosting bats in trees, the project applicant shall comply with the following requirements:</p> <ol style="list-style-type: none"> a) A qualified biologist (as defined by California Department of Fish and Wildlife) who is experienced with bat surveying techniques (including auditory sampling methods), behavior, and roosting habitat shall conduct a pre-construction habitat assessment of the subject tree to characterize potential bat habitat and identify potentially active roost sites. b) Trees with potential bat roosting habitat or active bat roost sites shall follow a two-step removal process which shall occur outside of the bat maternity roosting season and period of winter torpor (April 15 to August 15, and October 15 to March 1). c) On the first day and under supervision of the qualified biologist, tree branches and limbs not containing cavities or fissures in which bats could roost shall be cut using chainsaws or other handheld equipment. d) On the following day and under the supervision of the qualified biologist, the remainder of the tree may be trimmed or removed, either using chainsaws or other equipment (e.g., excavator or backhoe). e) All felled trees shall remain on the ground for at least 24 hours prior to chipping, off-site removal, or other processing to allow any bats to escape, or be inspected once felled by the qualified biologist to ensure no bats remain within the tree and/or branches. The tree will be removed on or after the third day. <p>VW7. Avoid and Minimize Impacts on Special-Status Roosting Bats in Buildings.</p> <p>To avoid and minimize impacts on special-status roosting bat species, the project applicant shall retain a qualified biologist, as defined by the California Department of Fish and Wildlife (CDFW), who is experienced with bat surveying techniques, behavior, and roosting habitat. CDFW defines credentials of a qualified biologist within permits or authorizations issued for a project to typically include a minimum of four years of</p>

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	<p>academic training leading to a degree and a minimum of two years of experience conducting surveys for each species that may be present within the project area.</p> <p>The retained biologist shall conduct a pre-construction habitat assessment of the project area (focusing on buildings to be demolished or relocated) to identify potential bat habitat and/or signs of potentially active roost sites. Should the pre-construction habitat not identify potential bat habitat or signs of potentially active roost sites, no further action is required.</p> <p>Should the pre-construction habitat assessment identify potential bat habitat and/or signs of potentially active roost sites within the project area (e.g., guano, urine staining, dead bats, etc.), the project applicant shall be required to implement the following measures:</p> <ul style="list-style-type: none"> a) For projects starting demolition during the non-sensitive periods (August 16 – October 14, and March 2 – April 14), work shall be done under the supervision of a qualified biologist with restrictions such as. <ul style="list-style-type: none"> i. Potential bat roosting habitat or active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days, average wind speeds are less than 15 miles per hour, and when nighttime temperatures are at least 45 degrees Fahrenheit. ii. When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist. -- OR -- b) For projects starting demolition during one of the sensitive periods (maternity season/April 15 - August 15 or period of winter torpor/October 15 - March 1), the project applicant shall be required to implement the following measures: <ul style="list-style-type: none"> i. To the extent feasible, construction activities in areas identified as potential roosting habitat during the habitat assessment shall not occur during bat maternity roosting season and period of winter torpor (April 15 to August 15, and October 15 to March 1, respectively). ii. If avoidance of the bat maternity roosting season and period of winter torpor, defined above, is infeasible, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment. The survey shall be submitted to the City for review and approval.

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	<p>iii. If no signs of potentially active roost sites are identified, no further action is required.</p> <p>iv. If active bat roosts or evidence of roosting is identified during pre-construction surveys, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites either through the seasonal avoidance windows of April 15 to August 15 and October 15 to March 1, or until the qualified biologist determines the roosts are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site.</p> <p>v. Any work that must occur within established no-disturbance buffers shall be done under the supervision by a qualified biologist with restrictions such as:</p> <ul style="list-style-type: none"> • Potential bat roosting habitat or active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit. • When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist • If adverse effects in response to project work within the no-disturbance buffers are observed, work within the no-disturbance buffer shall halt until the roost disbands.
Water Supply	<p>WS1. Water Efficient Landscape Ordinance (WELO)</p> <p>The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.</p>

Law, Authority, or Factor	Mitigation Measure
	<p>Prescriptive Measures: Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23):</p> <p>http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf</p> <p>Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p> <ul style="list-style-type: none"> a. Project Information: <ul style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." b. Water Efficient Landscape Worksheet <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan <p>Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule</p>

Law, Authority, or Factor	Mitigation Measure
	<p>for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below .</p> <p>http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20official%20CCR%20pages.pdf</p>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: _____

Date: December 16, 2024

Name/Title/Organization: Cinnamon Crake, President, Bay Desert, Inc.

Alternate Certifying Officer Signature: _____ Date: _____

Name/Title: Edward Manasse
Deputy Director of Bureau of Planning

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

2700 International Source Documentation

December 2024

1. *Narrative Project Description - 2700 International*. March 2024.
2. Pyatok Architects, Inc. *2700 International Blvd., Oakland, CA 94601 - 50CD Drawing Set*. Oakland, CA : s.n., November 18, 2022.
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23. —. *Phase II Environmental Site Assessment 2700-2720 International Boulevard and 1409 and 1415 Mitchell Street Oakland, California*. July 22, 2020. Project No. 40309501.
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39. —. *Secretary of the Interior's Standards for the Treatment of Historic Properties Review, 2700 International Boulevard, Oakland, California*. March 8, 2024.
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41. —. *Archaeological Monitoring Plan, 2700 International Boulevard, Oakland, California*. February 29, 2024 (revised March 8, 2024).
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45. —. *Letter to Julianne Polanco, State Historic Preservation Officer in re: 2700 International Affordable Housing project*. s.l. : City of Oakland, Department of Planning and Building, April 18, 2024.
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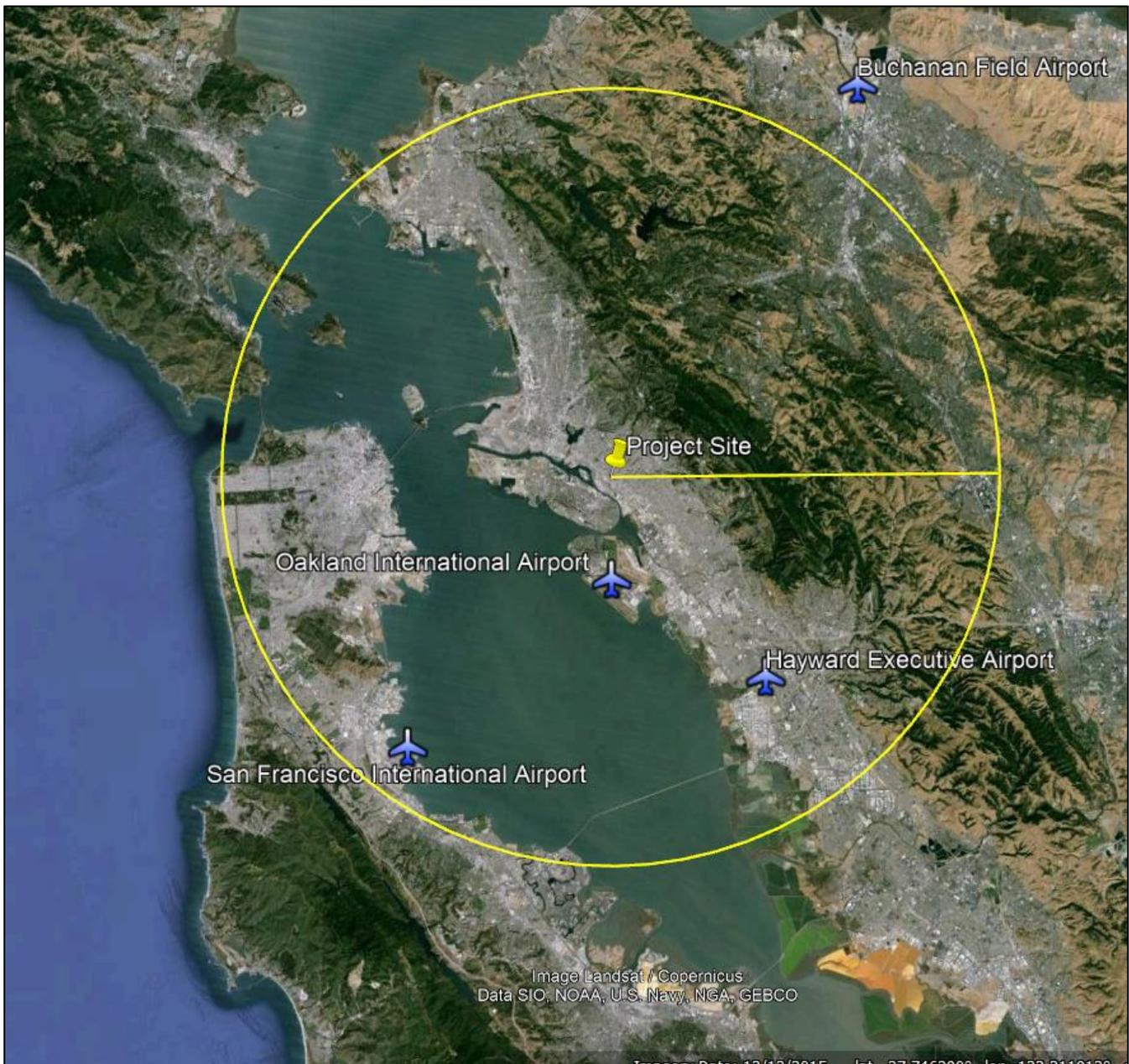
Appendix A – Project Description

- *Narrative Project Description - 2700 International.* March 2024.
- **Pyatok Architects, Inc.** *2700 International Blvd., Oakland, CA 94601 - 50CD Drawing Set.* Oakland, CA : s.n., November 18, 2022.

Appendix B – Airport Clear Zones

2700 International

2700, 2712, 2720 International Boulevard, 1409 and 1415 Mitchell Street, Oakland, Alameda County, California
94601



Map 4 Airports within 15 miles of the subject property

Table 10 Airport Distances

Airport type	Name	Distance from subject (Miles)	Airport Clear Zone
Major Airport	Oakland International Airport	4.62 miles south	No
Major Airport	San Francisco International Airport	13.82 miles south	No
Minor Airport	Hayward Executive Airport	10.28 miles south	No

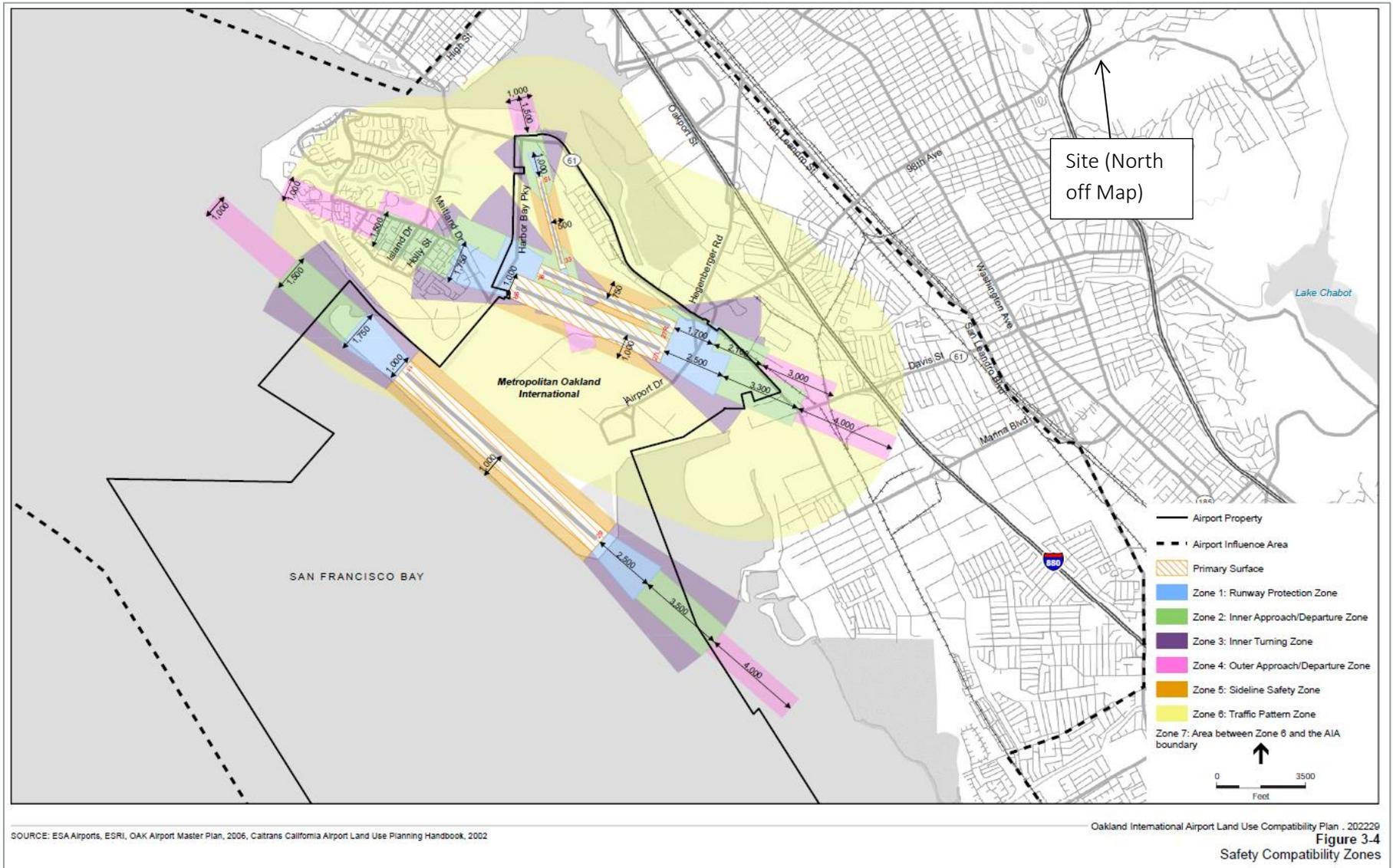


Figure 28 Oakland International Airport Safety Compatibility Zones

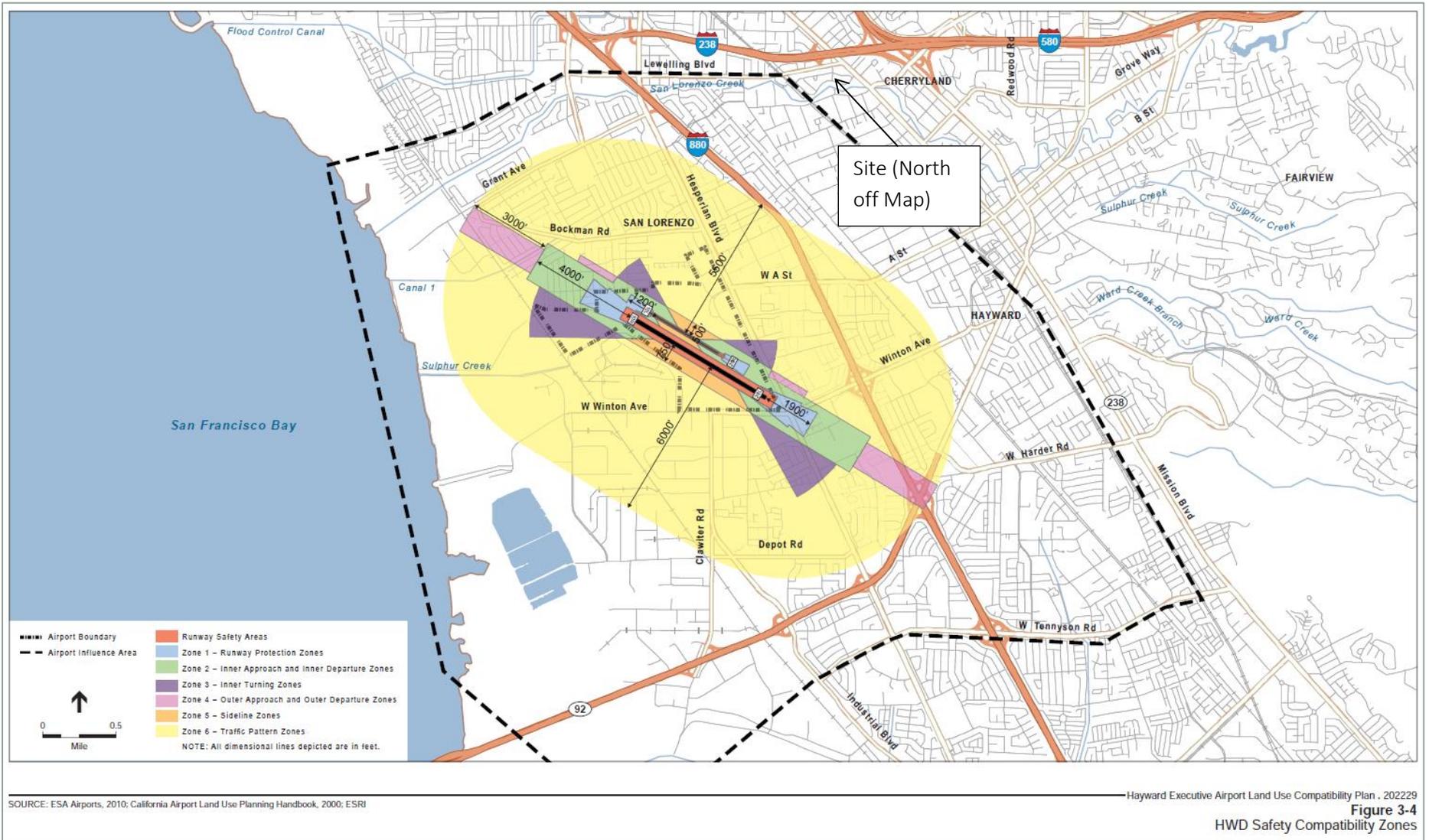


Figure 29 Hayward Executive Airport Safety Compatibility Zones

Appendix C – Floodplains, Wetlands and Endangered Species

- **U.S. Department of Homeland Security.** *Flood Insurance Rate Map (FIRM) for Alameda County, California and Incorporated Areas.* s.l. : Federal Emergency Management Agency, Effective Date December 21, 2018. FIRM Panel No. 06001C0086H.
- **United States Department of the Interior, Fish and Wildlife Service.** *List of threatened and endangered species that may occur in the project location or may be affected by project 2700 International Boulevard.* Sacramento, CA : Sacramento Fish and Wildlife Office, March 20, 2024. Project Code: 2024-0065761.
- **United States Fish and Wildlife Service.** Wetlands Mapper. *National Wetlands Inventory.* [Online] [Cited: March 20, 2024.] <https://www.fws.gov/wetlands/Data/Mapper.html>.

Appendix D – Air Quality

- **California Air Pollution Control Officers Association.** *California Emissions Estimator Model, 2700 International Boulevard Project.* s.l. : Bay Desert, Inc., March 13, 2024. CalEEMod 2022.1.1.22.
- **Bay Area Air Quality Management District.** Health Risk Screening and Modeling. [Online] [Cited: March 13, 2024.] <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/health-risk-screening-and-modeling>.

Appendix E – Contamination and Toxic Substances

- **Femal, Kristina.** *Letter to Heather Klein, City of Oakland in RE: Environmental Summary and Next Steps, 2700 International Boulevard, Oakland, California 94601, Equitable Community Revitalization Grant (ECRG-2021-00824).* s.l. : State of California, Department of Toxic Substances Control, October 3, 2024.
- **Ninyo & Moore.** *Revised Supplemental Site Investigation Report, 2700 International Boulevard, Oakland, California.* Alameda, CA : s.n., September 7, 2023. Project No. 404102003.
- **Ninyo & Moore.** *Updated Figure 3, Select Soil & Vapor Data Map, The Unity Council, 2700 International Boulevard, Oakland, CA .* September 2023.
- **Femal, Kristina.** *Letter to Aubra Levine, The Unity Council, in re: Approval of Revised Supplemental Site Investigation Report, 2700 International Boulevard, Oakland, CA 94601 (Site Code: 202384).* Berkeley, CA : State of California, Department of Toxic Substances Control, May 7, 2024.
- **Ninyo & Moore.** *Phase I Environmental Site Assessment Report, 2700-2720 International Boulevard and 1409 and 1415 Mitchell Street, Oakland, California.* August 28, 2019. Project No. 403095011.
- **Ninyo & Moore.** *Phase II Environmental Site Assessment 2700-2720 International Boulevard and 1409 and 1415 Mitchell Street Oakland, California.* July 22, 2020. Project No. 40309501.
- **State of California, Department of Toxic Substances Control.** EnviroStor. [Online] [Cited: March 13, 2024.] https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60003187.
- **Environmental Data Resources.** *The EDR Radius Map Report 2700 International Blvd., Oakland, CA 94601.* March 20, 2024. Inquiry Number: 7601365.2s.
- **U.S. Department of Housing and Urban Development.** *Acceptable Separation Distance (ASD) Electronic Assessment Tool.* s.l. : Bay Desert, Inc., March 20, 2024.

Appendix F – Historic Preservation

- **Polanco, Julianne.** *Letter to Heather Klein, City of Oakland in re: Continued Section 106 Consultation of HUD funded project: 2700 International Affordable Housing Project at 2700, 2712, 2720 International Boulevard and 1409 and 1415 Mitchell Street, Oakland, Alameda County.* Sacramento, CA : State of California, Department of Parks and Recreation, Office of Historic Preservation, December 2, 2024. Refer to HUD_2024_0418_002.
- **Klein, Heather.** *RE: HUD_2024_0418_002 Section 106 Consultation on 2700 International Affordable Housing Project Oakland.* [E-mail] Oakland, CA : City of Oakland, November 1, 2024.
- **Klein, Heather.** *Letter to Julianne Polanco, State Historic Preservation Officer in re: 2700 International Affordable Housing Project.* Oakland, CA : City of Oakland, Department of Planning and Building, Bureau of Planning, Historic Preservation Division, November 1, 2024. In Reference to: HUD_2024_0418_002.
- **Evans & De Shazo, Inc.** *Archaeological Study for the Proposed "2700 International" project at 2700, 2712, 2720 International Boulevard and 1409 and 1415 Mitchell Street, Oakland, Alameda County, California.* February 29, 2024, Revised September 19, 2024.
- **Evans & De Shazo, Inc.** *Archaeological and Tribal Monitoring Plan for the proposed "2700 International" Project at 2700, 2712, 2720 International Boulevard and 1409 and 1415 Mitchell Street, Oakland, Alameda County, California.* Sebastopol, CA : s.n., October 29, 2024.
- **Various.** *E-mail communications and letters with Tribes and the City of Oakland.* various. various.
- **Marvin, Betty.** *Letters to Native American Tribes in re: 2700 International Affordable Housing project, 2700, 2712, 2720 International Boulevard 1409 and 1415 Mitchell Street, Oakland, Alameda County, California 94601, HUD Veterans Affairs Supportive Housing Vouchers.* Oakland, CA : City of Oakland, Department of Planning and Building, Bureau of Planning, June 18, 2024.
- **Polanco, Julianne.** *Letter to Ms. Betty Marvin, City of Oakland in re: Request for Section 106 Review of HUD funded project: 2700 International Affordable Housing Project at 2700, 2712, 2712 International Boulevard and 1409 and 1415 Mitchell Street, Oakland, Alameda County.* Sacramento, CA : State of California, Department of Parks and Recreation, Office of Historic Preservation, May 17, 2024. Refer to HUD_2024_0418_002.
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- **Marvin, Betty.** *Letter to California Valley Miwok Tribe in re: 2700 International Boulevard Affordable Housing project.* s.l. : City of Oakland, June 21, 2023.
- **Native American Heritage Commission.** *Search of the Sacred Lands File, 2700 International.* June 27, 2023.
- **U.S. Department of Housing and Urban Development.** *Tribal Directory Assessment Tool (TDAT).* May 30, 2023.

Appendix G – Noise

- **U.S. Department of Housing and Urban Development.** *DNL Calculator Tool*. s.l. : Bay Desert Inc., March 25, 2024.
- **U.S. Department of Housing and Urban Development.** *DNL Calculator Tool - Distance to 65 DNL*. s.l. : Bay Desert Inc., March 26, 2024.
- **U.S. Department of Housing and Urban Development.** *Barrier Performance Module*. s.l. : Bay Desert Inc., March 25, 2024.
- **United States Department of Transportation.** *Railroad Crossing Inventory Form*. s.l. : Federal Railroad Administration, accessed on March 25, 2024. Inventory number 749621T.
- **California Department of Transportation.** *Traffic Census Program*. s.l. : Caltrans, 2022.
- **RGD Acoustics.** *Environmental Noise Study for 2700 International Boulevard, Oakland, CA*. December 8, 2022. RGD Project #: 22-012.

Appendix H – Soils and Miscellaneous

- **Merkamp, Robert D.** *Planning Application approval, 2700 International Boulevard between 27th Avenue & Mitchell Street. APN: 025-0712-019-02 & 025-0712-014-00 through 025-0712-017-00.* s.l. : City of Oakland, Planning and Building Department, Bureau of Planning, January 28, 2021. Case File No. PLN20152 / TPM 11139.
- **United States Environmental Protection Agency.** Sole Source Aquifers. *Source Water Protection.* [Online] [Cited: March 26, 2024.] <https://www.epa.gov/dwssa>.
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- **United States Department of Agriculture.** *Custom Soil Resource Report for Alameda County, California, Western Part, 2700 International.* s.l. : Natural Resources Conservation Service, March 13, 2024.
- **Rockridge Geotechnical.** *Geotechnical Investigation, Proposed Multi-Family Residential Building, 2700 International Boulevard, Oakland, California.* Oakland, CA : s.n., June 17, 2022. Project No. 22-2216.
- **AutoTemp.** *2700 International Commercial Relocation Plan.* September 2023.