STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCA/MMRP) FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
4.2 Visual Quality and Shadow						
Impact VIS-6: Project construction activity and operations, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would result in cumulative impacts related to visual character, views, aesthetics, shadow, or light and glare. (Less than Significant)	**Standard Condition of Approval VIS-1,** *Lighting Plan*: The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.	Prior to the issuance of an electrical or building permit	City of Oakland, CEDA Planning and Zoning; City of Oakland, Public Works Agency, Electrical Services Division			
4.3 Transportation, Circulation and Parking [1]						
Impact TRANS-1: Phase 1 of the proposed project, when added to existing traffic levels, would add more than 10 trips to intersection #11-Telegraph Avenue / Hawthorne Avenue (Existing), which meets peak-hour volume signal warrants. (Significant)	**Mitigation Measure TRANS-1:** Implement the following measures at the Telegraph Avenue / Hawthorne Avenue intersection: • Signalize the intersection, providing actuated operation, with permitted left turns and communication conduit/cabling connecting the traffic signal to the existing traffic signals on Telegraph Avenue at 30th Street and 34th Street. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards.	Project sponsor shall submit PS&E and other submittal requirements to TSD for review and approval within 6 months of EIR certification. Project sponsor shall implement identified improvements within 6 months after TSD approves PS&E	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

[1] As defined in the EIR and used throughout this SCA/MMRP, Phase 1 is defined as construction and operation of the new Patient Care Pavilion, the new parking garage, and other on-site circulation improvements. Phase 1 plus the MOB is defined as the addition of the medical office building on Summit Street to the Phase 1 improvements. Future Phases includes the medical office building on Summit Street, the expansion space for Samuel Merritt University on Elm Street, the fitness center on the top of the new parking garage, and the potential closure of Summit Street as a pedestrian plaza. Buildout is defined as the ultimate construction and operation of all project elements described above.

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	• Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group. • A complete traffic signal warrant analysis to verify that this location meets MUTCD signal warrants, subject to review and approval of the					

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	City. The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-2: Phase 1 of the proposed project, when added to existing traffic levels, would add more than 10 trips to intersection #44-West Grand Avenue / Brush Street (Existing), which meets peak hour volume signal warrants. (Significant)	**Mitigation Measure TRANS-2:** Implement the following measures at the West Grand Avenue / Brush Street intersection: • Signalize the intersection providing actuated operation and signal communication with the existing signal interconnect on West Grand Avenue and making other necessary City-approved associated improvements. The project sponsor shall work with the City to perform a detailed intersection/signalization engineering design study to determine the most feasible design to implement, which improves intersection operations and minimizes any potential secondary impacts, in accordance with City standards, which may include measures not specified herein, or even an alternative to signalization of the intersection, but which result from the detailed study. Because several design alternatives may be acceptable, a final, detailed design plan for this intersection improvement shall be prepared, subject to review and approval of the City. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements	Project sponsor shall submit PS&E and other submittal requirements to TSD for review and approval within 6 months of EIR certification. Project sponsor shall implement identified improvements within 6 months after TSD approves PS&E and final design plans	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCA/MMRP) FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	necessary to meet City standards, taking into consideration the adjacency with the West Grand/San Pablo intersection and other factors. • The study shall address necessary access improvements (including without limitation signage, signal operations, intelligent transportation systems and employee/patient/visitor education) from the ABSMC campus to southbound I-880 for at least three (3) alternative routes, including without limitation: (a) street closures; (b) queuing impacts of short left turn lane: (c) geometric analysis of new lane configurations and offsets (safety and operations); (d) analysis of cycle length on vehicle, bus, and pedestrian crossings (safety and operations); (e) potential bike lane removal (policy conflict); (f) prohibition of pedestrian crossing; (g) potential parking space removal; and (h) drainage relocation. The study could result in recommendations that would not require the intersection to be signalized. • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed					

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCA/MMRP)
FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group • A final design plan for this intersection improvement, subject to review and approval of the City The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-3: Buildout of the proposed project, when added to existing traffic levels, would add more than 10 trips to intersection #11-Telegraph Avenue / Hawthorne Avenue (Existing), which meets peak hour signal warrants. (Significant)	**Mitigation Measure TRANS-3:** See Mitigation Measure TRANS-1.	See MM TRANS-1	See MM TRANS-1			
Impact TRANS-4: Buildout of the proposed project, when added to existing traffic levels, would add more than 10 trips to intersection #44-West Grand Avenue / Brush Street (Existing),	**Mitigation Measure TRANS-4:** See Mitigation Measure TRANS-2.	See MM TRANS-2	See MM TRANS-2			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
which meets peak hour signal warrants. (Significant)						
Impact TRANS-5: Phase 1 of the proposed project plus the MOB from Future Phases, when added to projected 2015 traffic levels, would add more than 10 trips to intersection #11-Telegraph Avenue / Hawthorne Avenue (2015), which meets peak hour signal warrants. (Significant)	**Mitigation Measure TRANS-5:** See Mitigation Measure TRANS-1.	See MM TRANS-1	See MM TRANS-1			
Impact TRANS-6: Phase 1 of the proposed project plus the MOB from Future Phases, when added to projected 2015 traffic levels, would add more than 10 trips to intersection #44-West Grand Avenue / Brush Street (2015), which meets peak hour signal warrants. (Significant)	**Mitigation Measure TRANS-6:** Implement Mitigation Measure TRANS-2, and optimize/adjust signal timing and/or review the adequacy of the measures implemented under TRANS-2, and make necessary adjustments. The project sponsor shall fund, prepare, and install the approved plans and improvements.	Prior to certificate of occupancy for Summit Street MOB	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			
Impact TRANS-7: Buildout of the proposed project, when added to projected 2015 traffic levels, would add more than 10 trips to intersection #11-Telegraph Avenue / Hawthorne Avenue (2015), which meets peak-hour signal warrants. (Significant)	**Mitigation Measure TRANS-7:** See Mitigation Measure TRANS-1.	See MM TRANS-1	See MM TRANS-1			
Impact TRANS-8: Buildout of the proposed project, when added to projected 2015 traffic levels, would add more than 10 trips to intersection #44-West Grand Avenue / Brush Street (2015), which meets peak hour signal warrants. (Significant)	**Mitigation Measure TRANS-8:** Implement Mitigation Measure TRANS-2, and optimize/adjust signal timing and/or review the adequacy of the measures implemented under TRANS-2, and make necessary adjustments.	Project sponsor shall implement change to signal cycle length not later than completion of construction of Mitigation Measure TRANS-2, or prior to occupancy of Future Phases MOB, whichever occurs last.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			
Impact TRANS-9: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the vehicle delay to a critical movement by more than four seconds during the AM and PM peak hour at Intersection #6-27th Street / Northgate Avenue / I-980 On-Ramps	**Mitigation Measure TRANS-9:** Implement the following measure at the 27th Street / Northgate Avenue / I-98 On-Ramp intersection: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR):						
(2035), which would operate at LOS F during the PM peak hour under 2035 Without Project conditions. (Significant)	peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division and Caltrans for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection to accommodate the signal timing changes supporting vehicle travel and alternative modes travel consistent with Caltrans requirements. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.	the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.				
Impact TRANS-10: Under 2035 cumulative traffic conditions, buildout of the proposed project would degrade the vehicle level of service from an acceptable LOS E to an unacceptable LOS F during the PM peak hour at Intersection #7-Telegraph Avenue / Grand Avenue (2035). (Significant)	**Mitigation Measure TRANS-10:** Implement the following measures at the Telegraph Avenue / Grand Avenue intersection: • Provide protected left-turn phase(s) for all approaches • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection . All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection)	Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.				

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	- Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. - Installation of PTZ cameras • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-11: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #8-Telegraph Avenue / 27th Street (2035), which would operate at LOS F during both peak hours under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-11:** Implement the following measures at the Telegraph Avenue / 27th Street intersection: • Provide protected left-turn phase(s) for the northbound and southbound approaches • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	(PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. - Installation of PTZ cameras • Signal timing plans for the signals in the coordination group. The project sponsor shall fund, prepare, and install the approved plans and improvements.					

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
Impact TRANS-12: Under 2035 cumulative traffic conditions, buildout of the proposed project would add more than 10 trips to Intersection #11-Telegraph Avenue / Hawthorne Avenue (2035), which meets peak hour signal warrants. (Significant)	**Mitigation Measure TRANS-12:** Implement MM TRANS-1.	See TRANS-1	See TRANS-1			
Impact TRANS-13: Under 2035 cumulative traffic conditions, buildout of the proposed project would degrade PM peak-hour operations from LOS E to LOS F (and increase the average intersection delay by more than two seconds) during the PM peak hour at Intersection #13-Telegraph Avenue / MacArthur Boulevard (2035). In addition, buildout of the proposed project would increase the average intersection vehicle delay by more than four seconds (under prevailing LOS E conditions) during the AM peak hour. (Significant)	**Mitigation Measure TRANS-13:** Implement the following measures at the Telegraph Avenue / MacArthur Boulevard intersection: • Provide protected left-turn phase(s) for the northbound and southbound approaches • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. - Installation of PTZ cameras • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-14: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #29-Broadway / 27th Street (2035), which would operate at LOS F during the PM peak hour under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-14:** Implement the following measures at the Broadway / 27th Street intersection: • Provide actuated traffic signal operation • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersection that are in the same	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard *Conditions*	Implementation and *Monitoring Schedule*	Monitoring *Responsibility*	Monitoring *Procedure*	Reporting *Comments*	Reporting Date / *Monitor's Initials*
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines	of Occupancy for any Future Phases of the project.				

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	- Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-15: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than six seconds during the AM peak hour at Intersection #34-Broadway / West MacArthur Boulevard (2035), which would operate at LOS E during the AM peak hour under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-15:** Implement the following measures at the Broadway / West MacArthur Boulevard intersection: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour • Coordinate the signal timing changes at this intersection with the adjacent intersection that are in the same *signal coordination group*. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-16: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the AM peak hour at Intersection #36-Broadway / 51st Street / Pleasant Valley Avenue (2035), which would operate at LOS F during both peak hours under 2035	**Mitigation Measure TRANS-16:** Implement the following measures at the Broadway / 51st Street / Pleasant Valley Avenue intersection: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour • Coordinate the signal timing changes	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
Without Project conditions. (Significant)	at this intersection with the adjacent intersection that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to	the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.				

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-17: Under 2035 cumulative traffic conditions, buildout of the proposed project would add more than 10 trips to Intersection #39-Harrison Street / 29th Street (2035), which would meet peak-hour signal warrants under 2035 Without Project conditions. (Significant)	None Recommended, Signalization of this intersection was considered and rejected as a mitigation measure.					
Impact TRANS-18: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #41-Oakland Avenue / Perry Place / I-580 Off-Ramp (2035), which would operate at LOS F during both peak hours under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-18:** Implement the following measure at the Oakland Avenue / Perry Place / I-580 Off-Ramp intersection: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division and Caltrans for review and approval:	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division; Caltrans			

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCA/MMRP) FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	• An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection to accommodate the signal timing changes supporting vehicle travel and alternative modes travel consistent with Caltrans requirements. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-19: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than six seconds during the AM peak hour at Intersection #43-Piedmont Avenue / West MacArthur Boulevard (2035), which would operate at LOS E during the AM peak hour under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-19:** Implement the following measures at the Piedmont Avenue / West MacArthur Boulevard intersection: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour • Coordinate the signal timing changes at this intersection with the adjacent intersection that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
Impact TRANS-20: Buildout of the proposed project would add more than 10 trips to Intersection #44-West Grand Avenue / Brush Street (2035), which would meet signal warrants under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-20:** Implement Mitigation Measure TRANS-2 and TRANS-6.	See TRANS-2	See TRANS-2			
Impact TRANS-21: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the v/c ratio at Intersection #45-West Grand Avenue / San Pablo Avenue (2035), which would operate at LOS F during the PM peak hour under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-21:** No feasible mitigations have been identified other than Mitigation Measure TRANS-2.	See TRANS-2	See TRANS-2			
Impact TRANS-22: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #50-17th Street / Castro Street (2035), which would operate at LOS F during the PM peak hour under 2035 Without Project conditions. (Significant)	**Mitigation Measure TRANS-22:** Implement the following measures at the 17th Street / Castro Street intersection: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection) - Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-23: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the v/c ratio at Intersection #52-West MacArthur Boulevard / Market Street (2035), which would operate at LOS F during both peak hours under 2035	**Mitigation Measure TRANS-23:** Implement the following measures at the West MacArthur Boulevard / Market Street intersection: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM	Applicant shall submit additional traffic observations as part of any application for Future Phases of the project. TSD to review observations to verify	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Environmental Impact	*Mitigation Measures or Standard* Conditions	*Implementation and* Monitoring Schedule	*Monitoring* Responsibility	*Monitoring* Procedure	*Reporting* Comments	*Reporting Date /* Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
Without Project conditions. (Significant)	peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • An assessment of existing traffic signal facilities and coordination with City Transportation Services Division on the scope of improvements necessary to meet City standards. • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: - 2070L Type Controller - GPS communication (clock) - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines - City Standard ADA wheelchair ramps - Full actuation (video detection, pedestrian push buttons, bicycle detection)	the projected traffic volumes and validate the mitigation measure. Applicant shall implement the improvements prior to issuance of a Certificate of Occupancy for any Future Phases of the project.				

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	- Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines - Countdown Pedestrian Signals - Fiber signal interconnect for corridors identified in the City's ITS Master Plan for a maximum of 600 feet. • Signal timing plans for the signals in the coordination group The project sponsor shall fund, prepare, and install the approved plans and improvements.					
Impact TRANS-24: Parking garage driveways at 30th Street conflict at mid-block pedestrian crossing. (Significant)	**Mitigation Measure TRANS-24:** Close the existing entry driveway to the West Parking Garage. The primary parking ingress and egress would remain at 29th Street for the West Parking Garage.	Prior to opening of 30th Street entrance to new parking garage	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			
Impact TRANS-25: The planned pedestrian pathway connecting 30th Street and Hawthorne Avenue increases the "desire line" for pedestrians to cross 30th Street at the existing Mid-Block Pedestrian Crossing Area. (Significant)	**Mitigation Measure TRANS-25:** Align the pedestrian paths north and south of 30th Street at the existing mid-block crossing area. Install crosswalk ladder striping across 30th Street to make the mid-block crossing area more visible. Install curb extensions in the parking lanes to shorten the crossing distance. Install a flashing overhead beacon to alert drivers of the crossing area location.	Prior to occupancy of Phase 1 development	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			
Impact TRANS-26: The project will increase auto and bike traffic on Webster Street between the freeway ramp and 30th Street. Because Webster Street will be a bike boulevard, auto traffic and bike traffic will share the same space. (Significant)	**Mitigation Measure TRANS-26:** Install "sharrow" lane markings in the pavement and appropriate street signs along Webster Street between 30th Street and 34th Street to distinguish this segment as a bike boulevard.	Prior to occupancy of Phase 1 development	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			
Impact TRANS-27: Summit Street Closure Conflicts with AC Transit Line 59. (Significant)	**Mitigation Measure TRANS-27:** Develop a contingency plan for re-routing line 59/59A from Summit Street (between 30th Street and Hawthorne Avenue) that would	Prior to closure of Summit Street.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction,			

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	allow AC Transit to continue to provide service to the project site. This contingency plan should include potential re-location of bus stops, bus shelters and way-finding signage for passengers.		Transportation Services Division			
	Standard Conditions of Approval TRANS-1, Parking and Transportation Demand Management. *Prior to issuance of a final inspection of the building permit.* The applicant shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce onsite parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan. The TDM plan shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered. Strategies to consider include the following: • Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement • Construction of bike lanes per the Bicycle Master Plan; Priority Bikeway Projects • Signage and striping onsite to encourage bike safety • Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient crossing at arterials • Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian	The TDM Plan required by SCA TRANS-1 is being approved as part of the EIR certification and shall be implemented ongoing throughout the life of the project	City of Oakland, CEDA, Planning and Zoning Division			

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	Master Plan and any applicable streetscape plan. • Direct transit sales or subsidized transit passes • Guaranteed ride home program • Pre-tax commuter benefits (checks) • Onsite car-sharing program (such as City Car Share, Zip Car, etc.) • *Onsite carpooling program* • Distribution of information concerning alternative transportation options • Parking spaces sold/leased separately • Parking management strategies; including attendant/valet parking and shared parking spaces					
	Standard Conditions of Approval TRANS-2, Construction Traffic and Parking. Prior to the issuance of a demolition, grading or building permit. The project applicant and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:	Prior to the issuance of a demolition, grading or building permit.	Project Sponsor; City of Oakland, CEDA, Dept. of Engineering & Construction, Transportation Services Division			

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	• A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. c. Location of construction staging areas for materials, equipment, and vehicles at an approved location. • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services. • Provision for accommodation of pedestrian flow. • Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. • Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within					

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	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 issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy. • Any heavy equipment brought to the construction site shall be transported by truck, where feasible. • No materials or equipment shall be stored on the traveled roadway at any time. • Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. • All equipment shall be equipped with mufflers. • Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.					

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Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
4.4 Air Quality						
Impact AIR-1: Activities associated with demolition, site preparation, and construction would generate short-term emissions of criteria pollutants, including suspended inhalable particulate matter and equipment exhaust emissions. (Less *than Significant under existing BAAQMD* Thresholds. If proposed BAAQMD Thresholds are adopted, Potentially Significant Phase I NOx emissions under proposed project and under the MOB Concurrent with Phase 1 scenario)	**Standard Conditions of Approval AIR-1,** *Dust Control*: During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management *District's (BAAQMD) basic and enhanced* dust control procedures required for construction sites: These include: a. Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. d. Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites. e. Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. f. Limit the amount of the disturbed area at any one time, where feasible. g. Suspend excavation and grading	SCA AIR-1, AIR-2 and AIR-3 shall be implemented ongoing throughout demolition, grading and/or construction. *The GHG Plan required* by MM AIR-8 is being approved as part of EIR certification.	City of Oakland, CEDA, Building Services Division			

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	activity when winds (instantaneous gusts) exceed 25 mph. h. Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. i. Replant vegetation in disturbed areas as quickly as feasible. j. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). k. Limit traffic speeds on unpaved roads to 15 miles per hour. l. Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas. **Standard Conditions of Approval AIR-2**, *Construction Emissions*: To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to: a. Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule"					

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105. b. Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period. **Standard Conditions of Approval AIR-3**, *Asbestos Removal in Structures:* If asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolition and disposal, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. **Mitigation Measure AIR-1:** Implement *Mitigation Measure AIR 8.*					

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Draft EIR Topics (In Order of Presentation in the Draft EIR):						
Impact AIR-2: Operation of the proposed project would result in increased long-term emissions of criteria pollutants. (Less than Significant under existing BAAQMD Thresholds. If proposed BAAQMD Thresholds are adopted, Potentially Significant Phase I NOx emissions under the MOB Concurrent with Phase 1 scenario)	See Standard Condition TRANS-1, Transportation and Parking Demand Management. **Mitigation Measure AIR-2:** The applicant shall determine and conduct routine testing of the two proposed new emergency generators proposed by the project on separate days or for a shorter duration rather than "both generators tested for one hour on the same day." The applicant shall prepare and submit to the City of Oakland a Generator Testing and Operations Plan.	The TDM Plan required by SCA TRANS-1 is being approved as part of EIR certification. Project sponsor shall comply with the remainder of MM AIR-2 prior to installation of emergency generators	City of Oakland, CEDA, Building Services Division; City of Oakland, CEDA, Planning & Zoning			
Impact AIR-6: The proposed project would result in a cumulatively considerable contribution to a cumulative air quality impact from criteria pollutant emissions. (Less than Significant under existing BAAQMD Thresholds. If proposed BAAQMD Thresholds are adopted, Potentially Significant Phase I NOx emissions under proposed project and under the MOB Concurrent with Phase 1 scenario)	**See Standard Conditions of Approval AIR-1, AIR-2 and AIR-3** under Impact AIR-1 above	See AIR-1 above	See AIR-1 above			
Impact AIR-8: Construction and operation of the project would result in a cumulatively considerable increase in GHG emissions. (Significant if proposed BAAQMD Thresholds are adopted)	**See Standard Condition TRANS-1**, Transportation and Parking Demand Management • **Mitigation Measure AIR-8:** Implement the Greenhouse Gas Reduction Plan	The TDM Plan required by SCA TRANS-1 and GHG Plan required by MM AIR-8 are being approved as part of the EIR certification.	City of Oakland, CEDA, Planning & Zoning			
Impact AIR-9: The project would conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions. (Significant if proposed BAAQMD Thresholds are adopted)	**Standard Condition TRANS-1,** Transportation and Parking Demand Management and Mitigation Measure AIR-8 above	See AIR-8 above	See AIR-8 above			
	Standard Condition of Approval AIR-4, *Indoor Air Quality*. In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June	Prior to issuance of building permits	Interior air quality standards in the PCP are governed by strict OSHPD design			

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into project building design. The appropriate measures shall include one of the following methods: • The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required. • The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing. • Do not locate sensitive receptors near distribution center's entry and		standards. However, City of Oakland, CEDA, Building Services Division; City of Oakland, CEDA, Planning & Zoning shall provide review of the design against City standards.			

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	exit points. • Do not locate sensitive receptors in the same building as a perchloroleythene dry cleaning facility. • Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). • Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used. • Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. • Maintain positive pressure within the building. • Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. • Achieve a performance standard of at least 4 air exchanges per hour of recirculation. • Achieve a performance standard of .25 air exchanges per hour of in					

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Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	unfiltered infiltration if the building is not positively pressurized. • Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters.					
4.5 Noise						
Impact NOI-1: Construction activities associated with the proposed project would temporarily generate noise levels that could conflict with standards established in the City noise ordinance. (Less than Significant)	**Standard Conditions of Approval NOI-1**, *Days/Hours of Construction Operation*: The project applicant shall require construction contractors to limit standard construction activities as follows: a. Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday. b. Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is	Ongoing throughout demolition, grading and/or construction	City of Oakland, CEDA, Building Services Division; City of Oakland, CEDA, Planning & Zoning			

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FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT**

Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
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	shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division. c. Construction activity shall not occur on Saturdays, with the following possible exceptions: i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division. ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed. d. No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions. e. No construction activity shall take place on Sundays or Federal holidays. f. Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and					

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	construction meetings held on-site in a non-enclosed area. g. Applicant shall use temporary power poles instead of generators where feasible. **Standard Conditions of Approval NOI-2**, *Noise Control*: To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible). b. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment,					

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	whenever feasible. c. Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. d. If feasible, the noisiest phases of construction shall be limited to less than 10 days at a time. **Standard Conditions of Approval NOI-3,** *Noise Complaint Procedures:* Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: • A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours); • b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours); • The designation of an on-site construction complaint and enforcement manager for the project; • Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration					

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	of the activity; and • A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. **Standard Conditions of Approval NOI-5,** *Pile Driving and Other Extreme Noise Generators*: To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of the following measures. These attenuation measures shall include as many of the following control strategies					

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	as feasible: a. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; b. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; c. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; d. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example; and e. Monitor the effectiveness of noise attenuation measures by taking noise measurements.					
Impact NOI-4: The interior noise levels within hospital buildings, especially in rooms used for overnight use such as patient wards, could exceed L_{dn} 45 dBA, the interior noise standard for hospitals according to the City of Oakland General Plan Noise Element. (Less than Significant)	**Standard Condition of Approval NOI-4,** *Interior Noise:* If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final	Prior to issuance of a building permit and Certificate of Occupancy	Interior noise standards in the PCP are governed by strict OSHPD standards, not City standards. However, City of Oakland, CEDA, Building Services Division; City of Oakland, CEDA, Planning & Zoning shall provide review of the design against City standards			

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	recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that: a. Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and b. Demonstrates compliance with interior noise standards based upon performance testing of a sample unit. c. Prohibition of Z-duct construction.					
Impact NOI-5: The proposed project, together with past, present, existing, approved, pending, and reasonably foreseeable future development in the area, could result in long-term traffic increases that could cumulatively increase noise levels. (Less than Significant)	**See Standard Conditions of Approval NOI-1, NOI-2, NOI-3, and NOI-4 and NOI-5 above**	See NOI-1 through NOI-5 above	See NOI-1 through NOI-5 above			
	Standard Condition of Approval NOI-6, *Vibrations Adjacent Historic Structures.* Prior to issuance of a demolition, grading or building permit. The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage the Parks Chapel A.M.E. Church and/or 418 30th Street (Historic Structure) and design means and methods of construction that shall be utilized to not exceed the thresholds.	Prior to issuance of a demolition, grading or building permit for sites adjacent to historic structures	City of Oakland, CEDA, Building Services Division; City of Oakland, CEDA, Planning & Zoning			
4.6 Biological Resources						
Impact BIO-1: The proposed project	**Standard Condition of Approval BIO-1,**	Prior to issuance of a	City of Oakland,			

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could result in the take of protected birds or their nests or bats. (Potentially Significant)	*Tree Removal During Breeding Season* To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of March 15 and August 15. If tree removal must occur during the breeding season, all sites shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Agency. If the survey indicates the potential presences 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 CDFG, 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.	tree removal permit	CEDA, Planning & Zoning; City of Oakland, Public Works Agency, Tree Services Division			
Impact BIO-2: Project construction and operations, as well as the final building structures, have the potential to affect migratory and breeding birds through building collisions. This may occur due to both construction activities and the final building configurations. (Potentially	**Standard Condition of Approval BIO-5,** *Bird Collision: Applies to ALL new construction, including telecommunication towers, which include large uninterrupted expanses of glass that account for more than 40 percent of any one side of the a building's exterior AND at least one of the*	Prior to issuance of a building permit	City of Oakland, CEDA, Planning & Zoning			

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Significant)	*following:* • The project is located immediately adjacent to a substantial water body (i.e., Oakland Estuary, San Francisco Bay, Lake Merritt or other substantial lake, reservoir, or wetland; OR • The project is located immediately adjacent to a substantial recreation area or park (i.e., Region-Serving Park, Resource Conservation Areas, Community Parks, Neighborhood parks, and linear parks and Special Use Parks over 1 acre in size), which contain substantial vegetation; OR • The project includes a substantial vegetated or greenroof (roofs with growing medium and plants taking the place of asphalt, tile, gravel, or shingles, but excluding container gardens): *Concurrent with submittal of planning applications or a building permit, whichever occurs first, and ongoing.* The project applicant, or his or her successor, including the building manager or Home Owner's Association, shall submit plans to the Planning and Zoning Division, for review and approval, indicating how they intend to reduce potential bird collisions to the maximum feasible extent. The applicant shall implement the approved plan, including all mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. a. Mandatory measures include all of the following: i. Comply with federal aviation safety regulations for large buildings by installing minimum					

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	intensity white strobe lighting with three second flash instead of blinking red or rotating lights. ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures. iii. Monopole structures or antennas shall not include guy wires. iv. Avoid the use of mirrors in landscape design. v. Avoid placement of bird-friendly attractants (i.e. landscaped areas, vegetated roofs, water features) near glass. b. Additional BMP strategies to consider include the following: i. Make clear or reflective glass visible to birds using visual noise techniques. Examples include: 1. Use of opaque or transparent glass in window panes instead of reflective glass. 2. Uniformly cover the outside clear glass surface with patterns (e.g., dots, decals, images, abstract patterns). Patterns must be separated by a minimum 10 centimeters (cm). 3. Apply striping on glass surface. If the striping is less than 2 cm wide it must be applied vertically at a maximum of 10 cm apart (or 1 cm wide strips at 5 cm distance) 4. Install paned glass with fenestration patterns with vertical and horizontal mullions of 10 cm or less.					

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	5. Place decorative grilles or louvers with spacing of 10 cm or less. 6. Apply one-way transparent film laminates to outside glass surface to make the window appear opaque on the outside. 7. Install internal screens through non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects. 8. Install windows which have the screen on the outside of the glass. 9. Use UV-reflective glass. Most birds can see ultraviolet light, which is invisible to humans. 10. If it is not possible to apply glass treatments to the entire building, the treatment should be applied to windows at the top of the surrounding tree canopy or the anticipated height of the surrounding vegetation at maturity. ii. Mute reflections in glass. Examples include: 1. Angle glass panes toward ground or sky so that the reflection is not in a direct line-of-sight (minimum angle of 20 degrees with optimum angle of 40 degrees) 2. Awnings, overhangs, and sunshades provide birds a visual indication of a barrier and may reduce image reflections on glass, but do not entirely eliminate reflections.					

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	iii. Reduce Light Pollution. Examples include: 1. Turn off all unnecessary interior lights from 11 p.m. to sunrise. 2. Install motion-sensitive lighting in lobbies, work stations, walkways, and corridors, or any area visible from the exterior and retrofitting operation systems that automatically turn lights off during after-work hours. 3. Reduce perimeter lighting whenever possible. iv. Institute a building operation and management manual that promotes bird safety. Example text in the manual includes: 1. Donation of discovered dead bird specimens to authorized bird conservation organization or museums to aid in species identification and to benefit scientific study, as per all federal, state and local laws. 2. Production of educational materials on bird-safe practices for the building occupants 3. Asking employees to turn off task lighting at their work stations and draw office blinds or curtains at end of work day. 4. Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.					
Impact BIO-3: Impacts to migratory or breeding birds and other special-status species due to lighting conditions.	**See Standard Condition VIS-1, *Lighting Plan***	See VIS-1 above	See VIS-1 above			

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(Potentially Significant)						
Impact BIO-4: Impacts of noise on migrating and breeding birds, and other special-status species. (Potentially Significant)	**See Standard Conditions of Approval NOI-1, NOI-2, and NOI-5 above**	See NOI-1, NOI-2 and NOI-5 above	See NOI-1, NOI-2 and NOI-5 above			
Impact BIO-5: The proposed project will result in damage to, or removal of, protected trees that are within or adjacent to the project site. (Potentially Significant)	**Standard Conditions of Approval BIO-2,** *Tree Removal Permit*, Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Agency, and abide by the conditions of that permit. **Standard Conditions of Approval BIO-3,** *Tree Replacement Plantings:* Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria: a. 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. b. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye) or Umbellularia californica (California Bay Laurel) or other tree species acceptable to the Tree Services Division. c. Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the	Prior to issuance of a demolition, grading or building permit; Prior to issuance of a final inspection of the building permit;	City of Oakland, Public Works Agency, Tree Services Division			

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	arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. d. Minimum planting areas must be available on site as follows: i. For Sequoia sempervirens, three hundred fifteen square feet per tree; ii. For all other species listed in #2 above, seven hundred (700) square feet per tree. e. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. f. Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense. **Standard Conditions of Approval BIO-4,** *Tree Protection During Construction:* Adequate protection shall be provided during the construction period for any trees which are to remain standing,					

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	including the following, plus any recommendations of an arborist: a. Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. b. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. c. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the Tree Reviewer from the base of any protected trees, or any other location on the site from which such					

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	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 tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. d. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. e. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Agency of such damage. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed. f. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.					

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4.7 Cultural Resources						
Impact CUL-5: Construction of the project could cause substantial adverse changes to the significance of currently unknown cultural resources at the site, potentially including an archaeological resource pursuant to CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g), or the disturbance of any human remains, including those interred outside of formal cemeteries. (Significant)	**Standard Conditions of Approval CUL-1,** *Archaeological Resources* a. Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards. b. In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design,	Ongoing throughout demolition, grading, and/or construction	City of Oakland, CEDA, Planning & Zoning			

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	costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out. c. Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center. **Standard Conditions of Approval CUL-2**, *Human Remains*: In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County					

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	Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.					
Impact CUL-6: The project may adversely affect unidentified paleontological resources at the site. (Potentially Significant)	**Mitigation Measure CUL-6:** Prior to construction, the applicant will retain a qualified paleontologist to design a monitoring and mitigation program that is consistent with Society of Vertebrate Paleontology Guidelines (SVP, 1995, 1996), and should include: a. a pre-construction assessment to review and refine areas of high paleontological potential; b. monitoring of all subsurface excavations by one or more paleontological monitors; c. emergency discovery procedures including specimen significance evaluation, data recovery, and if needed, museum curation; and reporting. The mitigation and monitoring program	Upon discovery of paleontological resources	City of Oakland, CEDA, Planning & Zoning			

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	can be modified to reduce or eliminate construction monitoring if, after 50 percent of the earthwork is complete, the project paleontologist can demonstrate that full-time monitoring is not needed.					
4.8 Geology, Soils, and Geohazards						
Impact GEO-1: Redevelopment in the project area could expose people or structures to seismic hazards such as groundshaking or liquefaction. (Less than Significant)	**Standard Condition of Approval GEO-4,** *Geotechnical Report* a) A site-specific, design level, Fault Zone geotechnical investigation for each construction site within the project area shall be required as part If this project and submitted for review and approval to the Building Services Division. Specifically: a. Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults. b. The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks). c. The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland. d. The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map	City of Oakland, CEDA, Building Services Division			

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	and location of the "No Build" zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge. e. Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the projects design phase, shall be incorporated in the project. f. Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project. g. A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces. h. Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.					
Impact GEO-2: Redevelopment in the project area could be subjected to geologic hazards, including expansive soils, subsidence, seismically induced settlement and differential settlement. (Less than Significant)	**See Standard Condition of Approval GEO-4 above**	See SCA GEO-4 above	See SCA GEO-4 above			
Impact GEO-3: The development	**Standard Conditions of Approval GEO-**	SCA Geo-1, Geo-2 and	City of Oakland,			

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proposed as part of the project, when combined with past, present, existing, approved, pending, and reasonably foreseeable future development in the vicinity, would not result in significant cumulative impacts with respect to geology, soils or seismicity. (Less than Significant)	1, *Erosion and Sedimentation Control Plan*: a. The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project	GEO-3 required prior to issuance of applicable demolition, grading or building permit; See SCA GEO-4 above	CEDA, Building Services Division			

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	applicant shall clear the system of any debris or sediment. b. The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division. **Standard Conditions of Approval GEO-2**, *Vibrations Adjacent to Historic Structures*: The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage the adjacent historic structure and design means and methods of construction that shall be utilized to not exceed the thresholds. **Standard Conditions of Approval GEO-3**, *Soils Report:* A preliminary soils report for each construction site within the project area shall be required as part if this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include: a. Logs of borings and/or profiles of test pits and trenches: i. The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and					

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	retaining structures. ii. The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures. iii. All boring logs shall be included in the soils report. b. Test pits and trenches i. Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures. ii. Soils profiles of all test pits and trenches shall be included in the soils report. c. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled. d. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit. e. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following: i. Site description; ii. Local and site geology;					

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	iii. Review of previous field and laboratory investigations for the site; iv. Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building; v. Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist; vi. Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required; vii. Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report; viii. All other items which a Soils Engineer deems necessary; ix. i) The signature and registration number of the Civil Engineer preparing the report. f. The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may be require that the old soils report be					

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	recertified, that an addendum to the soils report be submitted, or that a new soils report be provided. See Standard Condition of Approval Geo-4, *Geotechnical Report*, above.					
4.9 Hazardous Materials and Hazards						
Impact HAZ-1: Demolition of existing structures that contain hazardous building materials, such as lead-based paint, asbestos, and PCBs could expose workers, the public, or the environment to these hazardous materials and would generate hazardous waste. (Potentially Significant)	**Standard Conditions of Approval HAZ-3, *Lead-base Paint Remediation*,** If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended. Standard Condition of Approval AIR-3, Asbestos Removal in Structures – see above	HAZ-3 required prior to issuance of a demolition, grading or building permit See AIR-3 above	City of Oakland, Fire Prevention Bureau, Hazardous Materials Unit; City of Oakland, CEDA, Building Services Division; City of Oakland, CEDA, Planning & Zoning			
Impact HAZ-2: Implementation of the proposed project would disturb soil and groundwater potentially impacted by historic hazardous material use, which could expose construction workers, the pubic, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)	**Standard Conditions of Approval HAZ-5, *Best Management Practices for Soil and Groundwater Hazards*,** The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards: a. Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall	Prior to issuance of a demolition, grading or building permit; Ongoing throughout demolition, grading, and/or construction	City of Oakland, Fire Department, Office of Emergency Services; City of Oakland, CEDA, Building Services Division			

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	be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland. b. Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources); c. Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance					

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	with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports. **Standard Conditions of Approval HAZ-6**: *Radon or Vapor Intrusion from Soil or Groundwater Sources* The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.					
Impact HAZ-4: Hazardous materials used onsite during construction activities (i.e., solvents) could be spilled through improper handling or storage, potentially increasing public health and/or safety risks to ABSMC workers, patients and visitors, and the surrounding area. (Potentially Significant)	**Standard Condition of Approval HAZ-1,** *Hazards Best Management Practices* The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following: a. Follow manufacturers' recommendations on use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils;	Ongoing throughout demolition, grading, and/or construction	City of Oakland, Fire Department, Office of Emergency Services			

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	d. Properly dispose of discarded containers of fuels and other chemicals. e. Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building. f. If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or					

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	regulatory agency, as appropriate.					
	HAZ-2, *Site Review by the Fire Services Division.* Prior to the issuance of demolition, grading or building permit The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.	Prior to the issuance of demolition, grading or building permit	Oakland Fire Services Division, Fire Prevention Bureau Hazardous Materials Unit			
	HAZ-4, *Other Materials Classified as Hazardous Waste.* Prior to issuance of any demolition, grading or building permit. If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	Prior to issuance of demolition, grading or building permit.	Oakland Fire Services Division, Fire Prevention Bureau Hazardous Materials Unit			
	HAZ-7, *Hazardous Materials Business Plan.* Prior to issuance of a business license. The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following: a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products,	Prior to issuance of a business license.	Oakland Fire Services Division, Fire Prevention Bureau Hazardous Materials Unit			

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	lubricants, solvents, and cleaning fluids. b) The location of such hazardous materials. c) An emergency response plan including employee training information. d) A plan that describes the manner in which these materials are handled, transported and disposed.					
4.10 Hydrology and Water Quality						
Impact HYD-1: Project construction activities would involve disturbance of site soils from excavation, soil stockpiling, and grading that could come in contact with stormwater causing *sedimentation that violates water quality* standards or waste discharge requirements or otherwise substantially degrade water quality. (Less than Significant)	**Standard Conditions of Approval HYD-1, *Erosion and Sedimentation Control Plan*,** a. The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention	Prior to issuance of a demolition, grading or building permit; Prior to and ongoing throughout demolition, grading *and/or construction* activities	City of Oakland, CEDA, Building Services Division			

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	basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment. b. The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division. **Standard Conditions of Approval HYD-2, *Stormwater Pollution Prevention Plan*:** The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact					

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	stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue though the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.					
Impact HYD-2: The project would result in new development that could substantially alter existing drainage pattern of the project site or the surrounding area. (Less than Significant)	**Standard Condition of Approval HYD-5, *Stormwater and Sewer:*** Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally,	Prior to completing the final design for the project's storm drainage and sewer service	City of Oakland, Public Works Agency, Sewer & Stormwater Division			

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	the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.					
Impact HYD 3: The proposed project would not violate any water quality standards or waste discharge requirements during the operational phase of the project. (Less than Significant)	**Standard Conditions of Approval HYD-3, *Post-Construction Stormwater Pollution Management Plan*:** The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable. a. The post-construction stormwater management plan shall include and identify the following: i. All proposed impervious surface on the site; ii. Anticipated directional flows of on-site stormwater runoff; and iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and iv. Source control measures to limit the potential for stormwater pollution; v. Stormwater treatment measures to	Prior to issuance of building permit (or other construction-related permit)	City of Oakland, CEDA, Building Services Division			

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	remove pollutants from stormwater runoff; and vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit. b. The following additional information shall be submitted with the post-construction stormwater management plan: i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and ii. ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project. All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she					

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	secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program. Prior to final permit inspection. The applicant shall implement the approved stormwater management plan. **Standard Conditions of Approval HYD-4, *Maintenance Agreement for Stormwater Treatment Measures:*** For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following: a. The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and b. ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.					
4.12 Public Services and Recreation						
	Standard Conditions of Approval PUB-1, *Conformance with Other*	Prior to issuance of a demolition, grading, P-	City's Building Services Division, the			

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCA/MMRP) FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	Requirements. Prior to issuance of a demolition, grading, P-job, or other construction related permit a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. b) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.	job, or other construction related permit	City's Fire Marshal, and the City's Public Works Agency			
	Standard Conditions of Approval PUB-2, *Fire Safety Phasing Plan*. Prior to issuance of a demolition, grading, and/or other construction and concurrent with any P-job submitted permit. The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or	Prior to issuance of a demolition, grading, and/or other construction and concurrent with any P-job submitted permit.	Planning and Zoning Division and Fire Services Division			

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCA/MMRP) FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

Environmental Impact	**Mitigation Measures or Standard** ***Conditions***	**Implementation and** ***Monitoring Schedule***	**Monitoring** ***Responsibility***	**Monitoring** ***Procedure***	**Reporting** ***Comments***	**Reporting Date /** ***Monitor's Initials***
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	the individual phase.					
4.13 Utilities, Service Systems and Energy						
Impact UTIL-2: The increased generation of wastewater by the proposed project would not result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	**See Standard Condition of Approval HYD-5, *Stormwater and Sewer* above**	See SCA HYD-5 above	See SCA HYD-5 above			
Impact UTIL-3: The proposed project would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	**See Standard Conditions of Approval HYD-2, HYD-3 and HYD-5 above**	See SCA HYD-2, HYD-3 and HYD-5 above	See SCA HYD-2, HYD-3 and HYD-5 above			
Impact UTIL-4: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and would not require or result in construction of landfill facilities *or expansion of existing facilities*, construction of which could cause significant environmental effects. Additionally, the project would not impede the ability of the City to meet the waste diversion requirements of the California Integrated Waste Management Act or the Alameda County Waste Reduction and Recycling Initiative or cause the City to violate other applicable federal, state, and local statutes and regulations related to solid waste. (Less than Significant)	**Standard Condition of Approval UTIL-1, *Waste Reduction and Recycling*** The project applicant will submit a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) *for review and approval by the Public* Works Agency. Prior to issuance of demolition, grading, or building permit. Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/ alterations/modifications with construction values of $50,000 or more (except R-3), and all demolition (including soft demo).The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City	Prior to issuance of demolition, grading, or building permit	City of Oakland, Public Works Agency, Environmental Services Division			

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCA/MMRP) FOR ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

Environmental Impact	Mitigation Measures or Standard Conditions	Implementation and Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Reporting Comments	Reporting Date / Monitor's Initials
Draft EIR Topics (In Order of Presentation in the Draft EIR)						
	requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.					
	Ongoing. The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be in implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.					

ATTACHMENT B
Alta Bates Summit Medical Center, Summit Campus Seismic Upgrade and Master Plan

CEQA FINDINGS

Certification of the EIR, Rejection of Alternatives and Statement of Overriding Considerations

I. INTRODUCTION

1. These findings are made pursuant to the California Environmental Quality Act (Pub. Res. Code section 21000 et seq; "CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.) by the City of Oakland Planning Commission in connection with the EIR prepared for the Alta Bates Summit Medical Center Summit Campus Seismic Upgrade and Master Plan ("the Project"), SCH # 2009012067.

2. These CEQA findings are attached and incorporated by reference into each and every staff report, resolution and ordinance associated with approval the Project.

3. These findings are based on substantial evidence in the entire administrative record and references to specific reports and specific pages of documents are not intended to identify those sources as the exclusive basis for the findings.

II. PROJECT DESCRIPTION

4. The Project, which is the subject of the EIR, is intended to provide a long term vision for the campus in order to meet hospital and community needs, as well as to comply with state seismic safety requirements of SB 1953. The 20.40-acre project site is comprised of 27 parcels within and along the general confines of 30th Street, Telegraph Avenue, 34th Street, and Webster Street. The project is proposed as a Planned Unit Development with a Preliminary Development Plan for the overall Master Plan and a Final Development Plan for Phase 1. Phase 1 of the Master Plan includes demolition of the existing Bechtel Hall building which contains Samuel Merritt University classroom space and currently vacant student dormitories, and demolition of three (3) other small buildings and associated surface parking lots on the campus, followed by construction of a new 230,000 sq. ft. (11-story) acute care hospital plus a new approximately 1,067-space (7-level) parking garage. Future phases include longer-term campus-wide improvements including a new medical office building along Summit Street, a new Samuel Merritt University classroom expansion building on Elm Street, a fitness center, and potential closure of a portion of Summit Street (between 30th Street and Hawthorne Avenue) to create a new campus plaza.

III. ENVIRONMENTAL REVIEW OF THE PROJECT

5. Pursuant to CEQA and the CEQA Guidelines, a Notice of Preparation (NOP) of a Draft EIR was published on January 26, 2009 then re-issued on March 13, 20009 to ensure all appropriate parties had received the NOP and had a chance to respond. An Initial Study was not prepared or attached to the NOP. On February 18, 2009, the Planning Commission conducted an EIR scoping session concerning the scope of the EIR. The public comment period on the reissued NOP ended on April 15, 2009.

6. A Draft EIR was prepared for the Project to analyze its environmental impacts. The Draft EIR was properly circulated for a 45-day public review period on December 21, 2009. Public Hearings on the Draft EIR were held on the January 20, 2010 meeting of the Planning Commission and on the February 8, 2010 meeting of the Landmarks Preservation Advisory Board.

7. The City received written and oral comments on the Draft EIR. The City prepared responses to comments on environmental issues and made changes to the Draft EIR. The responses to comments, changes to the Draft EIR, and additional information were published in a Final EIR on May 7, 2010. The Draft EIR, the Final EIR and all appendices thereto constitute the "EIR" referenced in these findings. The Final EIR was made available for public review on May 7, 2010, twelve days prior to the May 19, 2010 public hearing. The Notice of Availability/Notice of Release of the Final EIR was distributed to those state and local agencies who commented on the Draft EIR, posted on the project web site, and mailed and e-mailed to numerous individuals who have requested to specifically be notified of official City actions on the project and/or commented on the Draft EIR. Copies of the Draft and Final EIR were also distributed to those state and local agencies who commented on the Draft EIR, City officials including the Planning Commission, and made available for public review at the Oakland Main Library (124 14th Street), at the office of the Community and Economic Development Agency (250 Frank H. Ogawa Plaza, Suite 3315), and the on City's website, as referenced above. Pursuant to CEQA Guidelines, responses to public agency comments have been published and made available to all commenting agencies at least 10 days prior to hearing. The Planning Commission has had an opportunity to review all comments and responses thereto prior to consideration of certification of the EIR and prior to taking any action on the proposed project.

IV. THE ADMINISTRATIVE RECORD

8. The record, upon which all findings and determinations related to the approval of the Project are based, includes the following:

a. The EIR and all documents referenced in or relied upon by the EIR.

b. All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the approvals, and the Project.

c. All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR or incorporated into reports presented to the Planning Commission.

d. All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR.

e. All final applications, letters, testimony and presentations presented by the project sponsor and its consultants to the City in connection with the Project.

f. All final information (including written evidence and testimony) presented at any City public hearing or City workshop related to the Project and the EIR.

g. For documentary and information purposes, all City-adopted land use plans and ordinances, including without limitation general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.

h. The Standard Conditions of Approval and Mitigation Monitoring and Reporting Program for the Project.

i. All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

9. The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is the Director of City Planning, Community and Economic Development Agency, or his/her designee. Such documents and other materials are located at 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612.

V. CERTIFICATION OF THE EIR

10. In accordance with CEQA, the Planning Commission certifies that the EIR has been completed in compliance with CEQA. The Planning Commission has independently reviewed the record and the EIR prior to certifying the EIR and approving the Project. By these findings, the Planning Commission confirms, ratifies, and adopts the findings and conclusions of the EIR as supplemented and modified by these findings. The EIR and these findings represent the independent judgment and analysis of the City and the Planning Commission.

11. The Planning Commission recognizes that the EIR may contain clerical errors. The Planning Commission reviewed the entirety of the EIR and bases its determination on the substance of the information it contains.

12. The Planning Commission certifies that the EIR is adequate to support all actions in connection with the approval of the Project and all other actions and recommendations as described in the May 19, 2010 Planning Commission staff report. The Planning Commission certifies that the EIR is adequate to support approval of the Project described in the EIR, each component and phase of the Project described in the EIR, any variant of the Project described in the EIR, any minor modifications to the Project or variants described in the EIR and the components of the Project.

VI. ABSENCE OF SIGNIFICANT NEW INFORMATION

13. The Planning Commission recognizes that the Final EIR incorporates information obtained and produced after the Draft EIR was completed, and that the EIR contains additions, clarifications, and modifications. The Planning Commission has reviewed and considered the Final EIR and all of this information. The Final EIR does not add significant new information to the Draft EIR that would require recirculation of the EIR under CEQA. The new information added to the EIR does not involve a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible mitigation measure or alternative considerably different from others previously analyzed that the project sponsor declines to adopt and that would clearly lessen the significant environmental impacts of the Project. No information indicates that the Draft EIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the Draft EIR. Thus, recirculation of the EIR is not required.

14. The Planning Commission finds that the changes and modifications made to the EIR after the Draft EIR was circulated for public review and comment do not individually or collectively constitute significant new information within the meaning of Public Resources Code section 21092.1 or the CEQA Guidelines section 15088.5.

VII. STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

15. Public Resources Code section 21081.6 and CEQA Guidelines section 15097 require the City to adopt a monitoring or reporting program to ensure that the mitigation measures and revisions to the Project identified in the EIR are implemented. The Standard Conditions of Approval and Mitigation Monitoring and Reporting Program ("SCAMMRP") is attached and incorporated by reference into the May 19, 2010 Planning Commission staff report prepared for the approval of the Project, is included in the conditions of approval for the Project, and is adopted by the Planning Commission. The SCAMMRP satisfies the requirements of CEQA.

16. The standard conditions of approval and mitigation measures set forth in the SCAMMRP are specific and enforceable and are capable of being fully implemented by the efforts of the City of Oakland, the applicant, and/or other identified public agencies of responsibility. As appropriate, some standard conditions of approval and mitigation measures define performance standards to ensure no significant environmental impacts will result. The SCAMMRP adequately describes implementation procedures and monitoring responsibility in order to ensure that the Project complies with the adopted standard conditions of approval and mitigation measures.

17. The Planning Commission will adopt and impose the feasible standard conditions of approval and mitigation measures as set forth in the SCAMMRP as enforceable conditions of approval. The City has adopted measures to substantially lessen or eliminate all significant effects where feasible.

18. The standard conditions of approval and mitigation measures incorporated into and imposed upon the Project approval will not have new significant environmental impacts that were not analyzed in the EIR. In the event a standard condition of approval or mitigation measure recommended in the EIR has been inadvertently omitted from the conditions of approval or the SCAMMRP, that standard condition of approval or mitigation measure is adopted and incorporated from the EIR into the SCAMMRP by reference and adopted as a condition of approval.

VIII. FINDINGS REGARDING IMPACTS

19. In accordance with Public Resources Code section 21081 and CEQA Guidelines sections 15091 and 15092, the Planning Commission adopts the findings and conclusions regarding impacts, standard conditions of approval and mitigation measures that are set forth in the EIR and summarized in the SCAMMRP. These findings do not repeat the full discussions of environmental impacts, mitigation measures, standard conditions of approval, and related explanations contained in the EIR. The Planning Commission ratifies, adopts, and incorporates, as though fully set forth, the analysis, explanation, findings, responses to comments and conclusions of the EIR. The Planning Commission adopts the reasoning of the EIR, staff reports, and presentations provided by the staff and the project sponsor as may be modified by these findings.

20. The Planning Commission recognizes that the environmental analysis of the Project raises controversial environmental issues, and that a range of technical and scientific opinion exists with respect to those issues. The Planning Commission acknowledges that there are differing and potentially conflicting expert and other opinions regarding the Project. The Planning Commission has, through review of the evidence and analysis presented in the record, acquired a better understanding of the breadth of this technical and scientific opinion and of the full scope of the environmental issues presented. In turn, this understanding has enabled the Planning Commission to make fully informed, thoroughly considered decisions after taking account of the various viewpoints on these important issues and reviewing the record. These findings are based on a full appraisal of all viewpoints expressed in the

EIR and in the record, as well as other relevant information in the record of the proceedings for the Project.

21. As a separate and independent basis from the other CEQA findings, pursuant to CEQA section 21083.3 and Guidelines section 15183, the Planning Commission finds: (a) the project is consistent with Land Use and Transportation Element (LUTE) of the General Plan, for which an EIR was certified in March 1998; (b) feasible mitigation measures identified in the LUTE EIR were adopted and have been, or will be, undertaken; (c) this EIR evaluated impacts peculiar to the project and/or project site, as well as off-site and cumulative impacts; (d) uniformly applied development policies and/or standards (hereafter called "Standard Conditions of Approval") have previously been adopted and found to, that when applied to future projects, substantially mitigate impacts, and to the extent that no such findings were previously made, the City Planning Commission hereby finds and determines that the Standard Conditions of Approval substantially mitigate environmental impacts (as detailed below); and (e) no substantial new information exists to show that the Standard Conditions of Approval will not substantially mitigate the project and cumulative impacts.

SIGNIFICANT BUT MITIGABLE IMPACTS

22. Under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b), and to the extent reflected in the EIR, the SCAMMRP, and the City's Standard Conditions of Approval, the Planning Commission finds that changes or alterations have been required in, or incorporated into, the components of the Project that mitigate or avoid potentially significant effects on the environment. The following potentially significant impacts will be reduced to a less than significant level through the implementation of Project mitigation measures, or where indicated through the implementation of Standard Conditions of Approval (which are an integral part of the SCAMMRP):

a. TRANS-1: Phase 1 of the proposed project, when added to existing traffic levels, would add more than 10 trips to Intersection #11-Telegraph Avenue / Hawthorne Avenue (Existing), which meets peak-hour volume signal warrants. This impact will be mitigated through the implementation of Mitigation Measure TRANS-1, which requires signalization at this intersection with related intersection modifications and improvements to meet current standards. To implement this measure, the project sponsor shall fund, prepare, and install the approved plans and improvements. This mitigation measure will reduce the potential impact to a less-than-significant level.

b. TRANS-3: Buildout of the proposed project, when added to existing traffic levels, would add more than 10 trips to Intersection #11-Telegraph Avenue / Hawthorne Avenue (Existing), which meets peak hour signal warrants. This impact will be mitigated through implementation of Mitigation Measure TRANS-1, described above. This mitigation measure will reduce the potential impact to a less-than-significant level.

c. TRANS-5: Phase 1 of the proposed project plus the MOB from Future Phases, when added to projected 2015 traffic levels, would add more than 10 trips to Intersection #11-Telegraph Avenue / Hawthorne Avenue (2015), which meets peak hour signal warrants. This impact will be mitigated through implementation of Mitigation Measure TRANS-1, described above. This mitigation measure will reduce the potential impact to a less-than-significant level.

d. TRANS-7: Buildout of the proposed project, when added to projected 2015 traffic levels, would add more than 10 trips to Intersection #11-Telegraph Avenue / Hawthorne Avenue (2015), which meets peak-hour signal warrants. To implement this measure, the project sponsor shall fund, prepare, and install the approved plans and improvements. This impact will be mitigated

through implementation of Mitigation Measure TRANS-1, described above. This mitigation measure will reduce the potential impact to a less-than-significant level.

f. TRANS-12: Under 2035 cumulative traffic conditions, buildout of the proposed project would add more than 10 trips to Intersection #11-Telegraph Avenue / Hawthorne Avenue (2035), which meets peak hour signal warrants. This impact will be mitigated through implementation of Mitigation Measure TRANS-1, described above. This mitigation measure will reduce the potential impact to a less-than-significant level.

g. TRANS-14: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #29-Broadway / 27th Street (2035), which would operate at LOS F during the PM peak hour under 2035 without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-14, which requires providing actuated traffic signal operation, optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection would maintain LOS F during the PM peak hour; however, the intersection delay would be improved over the unmitigated condition. This mitigation measure will reduce the potential impact to a less-than-significant level.

h. TRANS-16: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the AM peak hour at Intersection #36-Broadway / 51st Street / Pleasant Valley Avenue (2035), which would operate at LOS F during both peak hours under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-16, which requires optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection would operate at LOS E during the AM peak hour; reducing the project's impact to less than significant.

i. TRANS-22: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #50-17th Street / Castro Street (2035), which would operate at LOS F during the PM peak hour under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-22, which requires optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection would operate at an acceptable LOS D during the PM peak hour; reducing the project's impact to less than significant.

j. TRANS-23: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the v/c ratio at Intersection #52-West MacArthur Boulevard / Market Street (2035), which would operate at LOS F during both peak hours under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-23, which requires optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection would operate at LOS E during both the AM and PM peak hours. LOS E is an unacceptable service level, but conditions would be better than the LOS F conditions under the 2035 Without Project condition. This mitigation measure will reduce the potential impact to a less-than-significant level.

k. TRANS-24: Parking garage driveways at 30th Street conflict at the mid-block pedestrian crossing. This impact will be mitigated through implementation of Mitigation Measure TRANS-24, which requires closing the existing entry driveway to the West Parking Garage. This mitigation measure will reduce the potential impact to a less-than-significant level.

l. TRANS-25: The planned pedestrian pathway connecting 30th Street and Hawthorne Avenue increases the "desire line" for pedestrians to cross 30th Street at the existing Mid-Block Pedestrian Crossing Area. This impact will be mitigated through implementation of Mitigation Measure TRANS-25, which requires aligning the pedestrian paths at the existing midblock crossing area and instillation of crosswalk ladder striping, curb extensions and a flashing overhead beacon. This mitigation measure will reduce the potential impact to a less-than-significant level

m. TRANS-26: The project will increase auto and bike traffic on Webster Street between the freeway ramp and 30th Street. Because Webster Street will be a bike boulevard, auto traffic and bike traffic will share the same space. This impact will be mitigated through implementation of Mitigation Measure TRANS-26, which requires installation of "sharrow" lane markings in the pavement and appropriate street signs along Webster Street between 30th Street and 34th Street to distinguish this segment as a bike boulevard. This mitigation measure will reduce the potential impact to a less-than-significant level..

n. TRANS-27: Summit Street Closure Conflicts with AC Transit Line 59. This impact will be mitigated through implementation of Mitigation Measure TRANS-27, which requires developing a contingency plan for re-routing line 59/59A to allow AC Transit to continue to provide service to the project site. This mitigation measure will reduce the potential impact to a less-than-significant level.

o. CUL-6: The project may adversely affect unidentified paleontological resources at the site. This impact will be mitigated through implementation of Mitigation Measure CUL-6, which requires a qualified paleontologist to design a monitoring and mitigation program consistent with Society of Vertebrate Paleontology Guidelines. This mitigation measure will reduce the potential impact to a less-than-significant level.

p. Other Potentially Significant Impacts: The following impacts will be less than significant because of the requirements contained in the City's Standard Conditions of Approval (which are included with the EIR mitigation measures in the SCAMMRP). Some Standard Conditions of Approval are not CEQA-related but are nevertheless included here for convenience and additional information provided to the decision-makers:

(1) Aesthetics: The Project will involve new lighting, as will other projects in the vicinity. Any potential impact of the new lighting will be reduced to a less than significant level through implementation of Standard Condition of Approval VIS-1 which requires approval of plans to adequately shield lighting to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.

(2) Construction Traffic: Construction of the project and other nearby projects could affect traffic congestion and parking demand generated by construction workers. Potential construction-period traffic and parking impact will be reduced to a less than significant level through implementation of Standard Condition of Approval TRANS-1 and TRANS-2 which require implementation of the construction period TDM plan and other traffic management strategies to reduce traffic congestion and the effects of parking demand.

(3) Air Quality: Operation of Phase 1 of the proposed project would result in increased long-term emissions of criteria pollutants. This impact will be reduced to a less than significant level through the implementation of Standard Condition of Approval TRANS-1, which requires implementation of a Transportation and Parking Demand Management Plan. The interior air quality within project buildings could exceed acceptable indoor air quality levels. This impact will be

reduced to a less than significant level through the implementation of Standard Conditions of Approval AIR-4, which requires implementation of features found to reduce air quality risks including but limited to air filtration systems and fresh air exchange ratios and/or other appropriate features/measures to be incorporated into project building design, if necessary, to achieve acceptable indoor air quality.

(3) Biological Resources: The Project will result in removal of or damage to protected trees within or adjacent to the project site as well as potential impacts to protected birds and/or their nests. These impacts will be reduced to a less than significant level through the implementation of Standard Conditions of Approval BIO-2, BIO-3 and BIO-4, which require obtaining a tree removal permit for the City, tree replacement, and measures to protect existing trees not to be removed, Standard Conditions of Approval BIO-1 and BIO-5, which require measures to avoid removal of trees being used as nesting for raptors and measures to reduce the potential for bird collisions with buildings, and Standard Conditions of Approval VIS-1, NOI-1, NOI-2, and NOI-5, which will ensure appropriate lighting and noise reduction to reduce potential impacts to migrating or breeding birds.

(4) Cultural Resources: Construction of the project could cause substantial adverse changes to the significance of currently unknown cultural resources at the site, potentially including an archaeological resource pursuant to CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g), or the disturbance of any human remains, including those interred outside of formal cemeteries. This impact will be reduced to a less than significant level through the implementation of Standard Conditions of Approval CUL-1 and CUL-2, which impose requirements for specified procedures to be followed, including halting of construction activities and implementation of appropriate mitigation, should a cultural resource or human remains be discovered on-site during construction. Construction-related vibrations could potentially cracking or damage adjacent historic structures. This impact will be reduced to a less than significant level through the implementation of Standard Conditions of Approval NOI-6, which requires a structural engineer or other appropriate professional to determine appropriate design means and methods of construction to ensure that vibration levels do not exceed the thresholds.

(5) Geology and Soils: Development in the project area could expose people or structures to seismic hazards such as groundshaking or liquefaction, could be subjected to geologic hazards including expansive soils, subsidence, seismically induced settlement and differential settlement, or could result in erosion. This impact will be reduced to a less than significant level through the implementation of Standard Conditions of Approval GEO-1, Geo-2, GEO-3 and GEO-4, which require site-specific, design level, Fault Zone geotechnical investigations, erosion and sedimentation control plans and soils reports to be prepared, and recommendations from those reports to be implemented in the project design.

(6) Hazards and Hazardous Materials: Construction of the Project could result in exposure of construction workers, project occupants and/or the public to hazardous materials due to demolition of structures that could contain hazardous materials, disturbance of soil and groundwater that could have been impacted by historic hazardous material use, and onsite use of hazardous materials such as solvents during construction activities and operations. This impact will be reduced to a less than significant level through implementation of Standard Conditions of Approval HAZ-1, HAZ-2, HAZ-3, HAZ-4, HAZ-5, HAZ-6, HAZ-7 and AIR-3, which impose best management practices to protect groundwater and soils from new impacts and appropriate handle existing impacted groundwater and soils, and requirements for lead, asbestos, radon, and other vapor intrusion assessment and remediation, as well as Fire Services review and preparation of a Hazardous Materials Business Plan for the project.

(7) Hydrology/Water Quality: Project construction and operation would involve activities that could result in erosion and generation of pollutants that could be carried off site and/or alter the existing drainage pattern of the site and surrounding area. These impacts will be reduced to a less than significant level through the implementation of Standard Conditions of Approval HYD-1, HYD-2, HYD-3, HYD-4 and HYD-5, which require preparation of a post-construction Stormwater Pollution Management Plan, a Stormwater Pollution Prevention Plan, practices to reduce erosion and pollutants during construction and pollutant discharge during project operation, a maintenance agreement for stormwater treatment measures and demonstration of (or correction for) stormwater and sewer system capacities and condition.

(8) Noise: Project construction and operation would expose the public, nearby residents and businesses, and hospital patients, visitors and staff to noise. This impact will be reduced to a less than significant level through the implementation of Standard Conditions of Approval NOI-1, NOI-2, NOI-3, and NOI-5, which require practices and procedures to reduce noise generation during construction and project operational noise on the surrounding area. The interior noise levels within hospital buildings, especially in rooms used for overnight use such as patient wards, could exceed the interior noise standard for hospitals. This impact will be reduced to a less than significant level through the implementation of Standard Conditions of Approval NOI-4, which requires noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures to be incorporated into project building design, if necessary, to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element.

(9) Public Services: Project construction and operation would result in increased demands on public services, particularly on Fire Services. These impacts will be reduced to a less than significant level through the implementation of Standard Conditions of Approval PUB-1 and PUB-2 which requires compliance with all applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines including but not limited to automatic extinguishing systems, water supply improvements and hydrants and fire department access, as well as preparation and approval of a separate fire safety phasing plan

(10) Utilities/Service Systems: Project construction and operation would result in increased solid waste, stormwater and wastewater generation. These impacts will be reduced to a less than significant level through the implementation of Standard Conditions of Approval HYD-2, HYD-3 and HYD-5, which require stormwater pollution prevention and stormwater management plans during construction and operations respectively, and confirmation of the capacity and condition of the stormwater and sewer system, and Standard Condition of Approval UTIL-1, which requires solid waste reduction and recycling.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

23. Under Public Resources Code sections 21081(a)(3) and 21081(b), and CEQA Guidelines sections 15091, 15092, and 15093, and to the extent reflected in the EIR and the SCAMMRP, the Planning Commission finds that the following impacts of the Project remain significant and unavoidable, notwithstanding the imposition of all feasible Standard Conditions of Approval and mitigation measures, as set forth below. A Standard Conditions of Approval that is applicable to all of the following traffic, air quality and greenhouse gas impacts is SCA TRANS-1, which requires implementation of the Transportation Demand Management (TDM) Plan prepared for the Project and included in the Final EIR and adopted as a condition of project approval. The TDM Plan provides a menu of mandatory trip reduction measures to be implemented in order to meet the targeted goal of a 10% reduction in single occupancy vehicle trips during Phase 1 and a 20% reduction in single occupancy vehicle trips through buildout as compared to the baseline condition. The TDM Plan's trip reduction

strategies are capable of reducing the project's vehicle trip generation to the greatest extent feasible; The Planning Commission also finds that any alternative discussed in the EIR that may reduce the significance of these impacts is rejected as infeasible for the reasons given below.

24. TRANS-2: Phase 1 of the proposed project, when added to existing traffic levels, would add more than 10 trips to Intersection #44-West Grand Avenue / Brush Street (Existing), which meets peak hour volume signal warrants. This impact will be mitigated through implementation of Mitigation Measure TRANS-2, which requires signalization of the intersection providing actuated operation and signal communication with the existing signal interconnect on West Grand Avenue and making other necessary City-approved associated improvements. The project sponsor shall work with the City to perform a detailed intersection/signalization engineering design study to determine the most feasible design to implement, which improves intersection operations and minimizes any potential secondary impacts, in accordance with City standards, which may include measures not specified herein, or even an alternative to signalization of the intersection, but which result from the detailed study. Because several design alternatives may be acceptable, a final, detailed design plan for this intersection improvement shall be prepared, subject to review and approval of the City. Such a design may include measures not yet specified, or even an alternative to signalization of the intersection. The project sponsor shall be required to fund, prepare and install the approved plans and improvements. This impact is considered to be significant and unavoidable because the intersection is complicated and the specific improvements to be implemented must be finalized after a detailed intersection/signalization engineering design study is performed and a preferred, detailed design selected by the City. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

25. TRANS-4: Buildout of the proposed project, when added to existing traffic levels, would add more than 10 trips to Intersection #44-West Grand Avenue / Brush Street (Existing), which meets peak hour signal warrants. This impact will be mitigated through implementation of Mitigation Measure TRANS-2, described above. The project sponsor shall be required to fund, prepare and install the approved plans and improvements. This impact is conservatively deemed significant and unavoidable at this time because the intersection is complicated and the specific improvements to be implemented must be finalized after a detailed intersection/signalization engineering design study is performed and a preferred, detailed design selected by the City. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

26. TRANS-6: Phase 1 of the proposed project plus the MOB from Future Phases, when added to projected 2015 traffic levels, would add more than 10 trips to Intersection #44-West Grand Avenue / Brush Street (2015), which meets peak hour signal warrants. This impact will be mitigated through implementation of Mitigation Measure TRANS-6, which requires implementation of Mitigation Measure TRANS-2 with additional modifications to signal cycle length. To implement this measure, the project sponsor shall fund, prepare, and install the approved plans and improvements. This mitigation measure will reduce the potential impact to a less-than-significant level. This impact is conservatively deemed significant and unavoidable at this time because the intersection is complicated and the specific improvements to be implemented must be finalized after a detailed intersection/signalization engineering design study is performed and a preferred, detailed design selected by the City. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

27. TRANS-8: Buildout of the proposed project, when added to projected 2015 traffic levels, would add more than 10 trips to Intersection #44-West Grand Avenue / Brush Street (2015), which meets peak hour signal warrants. This impact will be mitigated through implementation of Mitigation Measure TRANS-2, described above, with changes to signal cycle length. To implement this

measure, the project sponsor shall fund, prepare, and install the approved plans and improvements. This mitigation measure will reduce the potential impact to a less-than-significant level. However, this impact is conservatively deemed significant and unavoidable at this time because the intersection is complicated and the specific improvements to be implemented must be finalized after a detailed intersection/signalization engineering design study is performed and a preferred, detailed design selected by the City. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

28. TRANS-9: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the vehicle delay to a critical movement by more than four seconds during the AM and PM peak hour at Intersection #6-27th Street / Northgate Avenue / I-980 On-Ramps (2035), which would operate at LOS F during the PM peak hour under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-9, which requires optimization of signal timing and coordination of timing with adjacent intersections. To implement this measure, the project sponsor shall fund, prepare, and install the approved plans and improvements. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation. This project impact would be significant and unavoidable because it is not certain that the measure could be implemented because the City of Oakland, as lead agency, could not implement Measure TRANS-9 without the approval of Caltrans. However, in the event that Mitigation Measure TRANS-9 could be implemented, the impact would be less than significant. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

29. TRANS-10: Under 2035 cumulative traffic conditions, buildout of the proposed project would degrade the vehicle level of service from an acceptable LOS E to an unacceptable LOS F during the PM peak hour at Intersection #7-Telegraph Avenue / Grand Avenue (2035). This impact will be mitigated through implementation of Mitigation Measure TRANS-10, which requires providing protected left-turn phases for all approaches, optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection would worsen the LOS F conditions over the unmitigated condition during the PM peak hour because the protected left-turn phasing mitigation worsens LOS. The protected left-turn phasing is necessary because of the high volume of left turning traffic conflicting with both oncoming traffic and pedestrians crossing the street. The protected left-turn phasing removes these conflicts but adversely impacts vehicle traffic flow. The impact remains significant and unavoidable even with the stated mitigation measure. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

30. TRANS-11: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #8-Telegraph Avenue / 27th Street (2035), which would operate at LOS F during both peak hours under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-11, which requires providing protected left-turn phases for north- and southbound approaches, optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection operation would worsen the LOS F condition over the unmitigated condition during the AM and PM peak hours because the protected left-turn phasing mitigation worsens LOS. The left turn phasing is necessary because of the high volume of left turning traffic conflicting with both oncoming traffic and pedestrians crossing the street. The protected left-turn phasing removes these conflicts. The impact remains significant and unavoidable even with the stated mitigation measure. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

31. TRANS-13: Under 2035 cumulative traffic conditions, buildout of the proposed project would degrade PM peak-hour operations from LOS E to LOS F (and increase the average intersection delay by more than two seconds) during the PM peak hour at Intersection #13-Telegraph Avenue / MacArthur Boulevard (2035). In addition, buildout of the proposed project would increase the average intersection vehicle delay by more than four seconds (under prevailing LOS E conditions) during the AM peak hour. This impact will be mitigated through implementation of Mitigation Measure TRANS-13, which requires providing protected left-turn phases for north- and southbound approaches, optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection would deteriorate from LOS E to LOS F during the AM peak hour, but PM peak hour operations would improve from LOS F to LOSE. The deteriorated conditions during the AM peak hour are due to the protected left-turn phasing mitigation. The protected left-turn phasing is necessary because of the high volume of left turning traffic conflicting with both oncoming traffic and pedestrians crossing the street. The protected left-turn phasing removes these conflicts. As a result, the impact remains significant and unavoidable even with the stated mitigation measure. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

32. TRANS-15: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than six seconds during the AM peak hour at Intersection #34-Broadway / West MacArthur Boulevard (2035), which would operate at LOS E during the AM peak hour under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-15, which requires optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection operations would deteriorate from LOS E to LOS F during the AM peak hour. As a result, the impact remains significant and unavoidable even with the stated mitigation measure. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

33. TRANS-17: Under 2035 cumulative traffic conditions, buildout of the proposed project would add more than 10 trips to Intersection #39-Harrison Street / 29th Street (2035), which would meet peak-hour signal warrants under 2035 Without Project conditions. No mitigation is recommended. Signalization of this intersection was considered and rejected as a mitigation measure. The 29th Street corridor between Fairmount Avenue and Harrison Street is narrow (less than 30 feet wide) with on-street parking serving residential uses. The corridor, based on its design, was not intended to serve traffic traveling between the commercial corridors of Broadway and Telegraph Avenue and Harrison Street. Signalization could encourage additional traffic through the residential area along 29th Street. This impact would remain significant and unavoidable. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

34. TRANS-18: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than two seconds during the PM peak hour at Intersection #41-Oakland Avenue / Perry Place / I-580 Off-Ramp (2035), which would operate at LOS F during both peak hours under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-18, which requires optimization of signal timing and coordination of timing with adjacent intersections. After implementation of this measure, the intersection would operate at LOS F during the PM peak hour but reduce the project impact to less than significant levels by improving intersection delay over the unmitigated condition. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation. This project impact would be significant and unavoidable because it is not certain that the measure could be implemented because the City of Oakland, as lead agency, could not implement Measure TRANS-9 without the approval of Caltrans. However, in the event that Mitigation

Measure TRANS-9 could be implemented, the impact would be less than significant. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

35. TRANS-19: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the average intersection vehicle delay by more than six seconds during the AM peak hour at Intersection #43-Piedmont Avenue / West MacArthur Boulevard (2035), which would operate at LOS E during the AM peak hour under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-19, which requires optimization of signal timing and coordination of timing with adjacent intersections. If this measure were implemented, the intersection would worsen the LOS E conditions (increase the vehicle delay) compared to the unmitigated condition during the AM peak hour. As a result, the impact remains significant and unavoidable even with the stated mitigation measure. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

36. TRANS-20: Buildout of the proposed project would add more than 10 trips to Intersection #44-West Grand Avenue / Brush Street (2035), which would meet signal warrants under 2035 Without Project conditions. This impact will be mitigated through implementation of Mitigation Measure TRANS-2 and TRANS-6, described above. After implementation of this measure, the intersection would continue to operate at LOS F during the AM and PM peak hours primarily because of the substantial increase in east/west traffic volumes assumed in this study. As a result, the impact remains significant and unavoidable even with the stated mitigation measure. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

37. TRANS-21: Under 2035 cumulative traffic conditions, buildout of the proposed project would increase the v/c ratio at Intersection #45-West Grand Avenue / San Pablo Avenue (2035), which would operate at LOS F during the PM peak hour under 2035 Without Project conditions. No feasible mitigations have been identified other than Mitigation Measure TRANS-2 and TRANS-6. As a result, the impact remains significant and unavoidable even with the stated mitigation measure. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

38. AIR-1: Activities associated with demolition, site preparation, and construction would generate short-term emissions of criteria pollutants, including suspended inhalable particulate matter and equipment exhaust emissions. (Less than Significant under existing BAAQMD Thresholds. If proposed BAAQMD Thresholds are adopted, this is a potentially significant Phase I impact for emissions of NOx under the proposed Project and under the MOB Concurrent with Phase 1 scenario). This impact will be mitigated through implementation of Standard Conditions of Approval AIR-1, AIR-2 and AIR-3, which require reduction of construction-period dust and emissions and asbestos removal in structures, and through implementation of Mitigation Measure AIR-8, described below. This impact would be less than significant under existing BAAQMD thresholds but significant and unavoidable in Phase 1 if proposed BAAQMD thresholds are adopted. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

39. AIR-6: The proposed project would result in a cumulatively considerable contribution to a cumulative air quality impact from criteria pollutant emissions (Less than significant under existing BAAQMD Thresholds. If proposed BAAQMD Thresholds are adopted, this is a potentially significant Phase I impact for emission of NOx under proposed Project and under the MOB Concurrent with Phase 1 scenario.) This impact will be mitigated through implementation of Standard Conditions of Approval AIR-1, AIR-2 and AIR-3 which require reduction of construction-period dust and emissions and asbestos removal in structures, and through implementation of Mitigation Measure AIR-8,

described below. This impact would be less than significant under existing BAAQMD thresholds but significant and unavoidable in Phase 1 if proposed BAAQMD thresholds are adopted. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

40. AIR-8: Construction and operation of the project would result in a cumulatively considerable increase in GHG emissions. (Significant if proposed BAAQMD Thresholds are adopted.) This impact will be mitigated through implementation of the Transportation Demand Management (TDM) Plan prepared for the Project and included in the Final EIR and adopted as a condition of project approval pursuant to Standard Condition of Approval TRANS-1, and through implementation of the Greenhouse Gases Emissions Reduction Plan (GHG Plan) prepared for the Project and included in the Final and adopted as a condition of project approval pursuant to Mitigation Measure AIR-8. , The GHG Plan is flexible and provides ABSMC a menu of options to explore and select in order to meet the targeted, performance based reduction goals including (in order of priority): GHG reduction measures capable of reducing the project's operational emissions to the greatest extent feasible; additional GHG reduction measures that are to be implemented elsewhere within the ABSMC campus and/or elsewhere within the City of Oakland, the BAAQMD or the state to off-set the project's operational emissions; payment of a one-time fee (e.g., an escrow account or endowment fund) to off-set the costs associated with implementation of certain City-wide GHG reduction strategies as may be identified in the City of Oakland's Climate Action Plan; and the purchase of offset credits to reduce the residual emissions to less than the applicable CEQA significance threshold. While the measures in the GHG Plan could reduce the cumulative GHG emissions associated with the project, the actual reduction would depend on the combination and extent of the measures employed and the effectiveness of carbon off-sets to actually reduce GHG emissions. Therefore, the extent of potential reduction can not be known at this time and as a result, the residual impact of the proposed project's cumulative contribution to GHG emissions (based on adoption of the proposed BAAQMD thresholds) is conservatively considered to be significant and unavoidable. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

41. AIR-9: The project would conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions. (Significant if proposed BAAQMD Thresholds are adopted.) This impact will be mitigated through implementation of the Transportation Demand Management (TDM) Plan prepared for the Project and included in the Final EIR and adopted as a condition of project approval pursuant to Standard Condition of Approval TRANS-1, and through implementation of the Greenhouse Gases Emissions Reduction Plan (GHG Plan) prepared for the Project and included in the Final and adopted as a condition of project approval pursuant to Mitigation Measure AIR-8. This impact would be less than significant under existing BAAQMD thresholds but significant and unavoidable if proposed BAAQMD thresholds are adopted. This potential unavoidable significant impact is overridden as set forth below in the Statement of Overriding Considerations.

IX. FINDINGS REGARDING ALTERNATIVES

42. The Planning Commission finds that specific economic, social, environmental, technological, legal or other considerations make infeasible the alternatives to the Project as described in the EIR despite remaining impacts, as more fully set forth in the Statement of Overriding Considerations below. The only remaining significant unavoidable impacts of the Project that cannot be fully mitigated through the mitigation measures and standard conditions described in the EIR are project-specific transportation impacts with uncertain feasibility of mitigation, certain 2030 cumulative impacts to transportation, and air quality and greenhouse gas impacts that have been identified under the currently draft air district guidelines despite uncertainty about adoption of these new thresholds of significance.

43. The EIR evaluated a reasonable range of alternatives to the original project that was described in the Draft EIR. The Draft EIR identified eleven alternatives to the proposed project. Of those eleven identified alternatives, three were not analyzed in detail as explained in the Draft EIR. The Planning Commission adopts the EIR's analysis and conclusions eliminating these three alternatives from further consideration. Each reason given in the EIR for rejecting an alternative constitutes a separate and independent basis for finding that particular alternative infeasible, and, when the reasons are viewed collectively, provides an overall basis for rejecting an alternative as being infeasible.

44. The eight potentially feasible alternatives analyzed in the EIR represent a reasonable range of potentially feasible alternatives that reduce one or more significant impacts of the Project. These alternatives include: (1.1) No Project / Close Summit Campus, No Relocation Offsite; (1.2) No Project / Remove All Acute Care from Merritt Pavilion, No Backfill; (1.3) No Project / Remove All Acute Care from Merritt Pavilion, Backfill with Non-Acute Care; (1.4) No Project / Seismic Retrofit of Existing Merritt Pavilion; (2) Phase 1 Only, With Non-Acute Care Backfill at Merritt Pavilion; (3.1) Redesigned New MOB to Avoid Demolition of 418 30th Street; (3.2) Smaller New MOB to Avoid Demolition of 418 30th Street; and (4) Maximum Avoidance – Phase 1 Only, No Backfill at Merritt Pavilion. Additionally, the EIR analyzed four planning alternative that address urban design objectives and parking supply, but may not meet the CEQA requirement for reducing one or more significant impacts of the Project. These alternatives includes: (5) Two Shorter Patient Care Pavilion Towers; (6) Reduced Garage Bulk Scenarios; (7) West Garage (Sponsor-Controlled) Parking Sites; and (8) Full On-site Parking During Future Phases. As presented in the EIR, the alternatives were described and compared with each other and with the proposed project. Alternative 4: Maximum Avoidance – Phase 1 Only, No Backfill at Merritt Pavilion was identified as the environmentally superior alternative.

45. Alternative 3.1: Redesigned New MOB to Avoid Demolition of 418 30th Street has been incorporated into the project. Under this alternative, the new MOB proposed along Summit Street has been redesigned to avoid demolition of 418 30th Street, a potentially historic resource. In order to maintain the same square footage as the proposed project while avoid demolition of the potentially historic resource, the footprint of the MOB would be reduced, but its height would be increased to eight stories tall. All other aspects of the proposed project remain the same.

46. The Planning Commission certifies that it has independently reviewed and considered the information on alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's independent judgment as to alternatives. The Planning Commission finds that the Project, incorporating avoidance of the historic building as presented in Alternative 3.1, provides the best balance between the project sponsor's objectives, the City's goals and objectives, the Project's benefits as described below in the Statement of Overriding Considerations, and mitigation of environmental impacts to the extent feasible. Of the non-CEQA Alternatives discussed in the EIR, the current Project incorporates Alternative 5.5.2 Scenario 1: Stepped Corner for Reducing the Garage Bulk but does not incorporate the non-CEQA alternatives of two shorter patient care towers (Alternative 5.5.1), the more substantial step-down garage design (Alternative 5.5.2 Scenario 2), adding off-site parking (Alternative 5.5.3), or adding additional parking on site (Alternative 5.5.4). These non-CEQA alternatives were considered but rejected as not meeting the project objectives, but findings regarding their rejection are not necessary. The seven other CEQA alternatives proposed and evaluated in the EIR are rejected for the following reasons. Each individual reason presented below constitutes a separate and independent basis to reject the project alternative as being infeasible, and, when the reasons are viewed collectively, provide an overall basis for rejecting the alternative as being infeasible.

47. (1.1) No Project / Close Summit Campus, No Relocation Offsite: In this scenario, the existing Summit campus closes by December 31, 2012 to comply with state law. No aspect

of the proposed project would be developed. ABSMC would discontinue the emergency department and all other acute care services at the ABSMC Summit Campus and would not relocate their acute care and medical center facilities to another location. The facilities that currently house acute care and hospital functions would remain unused after ABSMC's departure. This alternative would avoid all of the Project's potentially significant and mitigable impacts and the significant and unavoidable This alternative is rejected as infeasible because (a) it would not replace outdated structures, equipment and technology so would not meet seismic safety requirements of SB 1953 or energy and design objectives of the Green Guide for Health Care; (b) it would disrupt existing services rather than providing for continuation of a full range of comprehensive health care services at this Pill Hill location; (c) it would not enhance ABSMC's commitment to enhance the health and wellbeing of Oakland and the Bay Area or build upon the legacy of Dr. Samuel Merritt; (d) it would result in the loss of medical and related jobs and would not create construction jobs; (e) it would not result in an attractive and lasting contribution to Oakland's urban fabric and skyline; and (f) it would not increase cohesiveness and capacity in an efficient and clinically safe environment or expand the availability of parking.

48. (1.2) No Project / Remove All Acute Care from Merritt Pavilion, No Backfill. In this scenario, the existing ABSMC hospital closes by December 31, 2012 to comply with state law and would not include any aspects of the proposed project. All existing buildings and other improvements on the project site would remain in their existing condition without any physical or structural changes. ABSMC would not retrofit the existing acute care facilities within the Merritt Pavilion, and would discontinue the acute care and emergency department services at the Summit Campus. The facilities that currently house acute care and emergency department functions will remain unused. Alternative 1.2 differs from Alternative 1.1 in that the existing nonacute care hospital services, such as the pharmacy and clinical services, currently provided by ABSMC would continue to operate on the project site. This alternative would avoid all of the Project's significant and unavoidable impacts and most of the significant and mitigable impacts, with reduced significant and mitigable impacts remaining related to operational air quality and GHG impacts. This alternative is rejected as infeasible because (a) it would not replace outdated structures, equipment and technology so would not meet seismic safety requirements of SB 1953 or energy and design objectives of the Green Guide for Health Care; (b) it would disrupt existing services rather than providing for continuation of a full range of comprehensive health care services at this Pill Hill location; (c) it would not enhance ABSMC's commitment to enhance the health and wellbeing of Oakland and the Bay Area or build upon the legacy of Dr. Samuel Merritt; (d) it would result in the loss of medical and related jobs and would not create construction jobs; (e) it would not result in an attractive and lasting contribution to Oakland's urban fabric and skyline; and (f) it would not increase cohesiveness and capacity in an efficient and clinically safe environment or expand the availability of parking.

49. (1.3) No Project / Remove All Acute Care from Merritt Pavilion, Backfill with Non-Acute Care. In this scenario, the existing ABSMC hospital closes by December 31, 2012 to comply with state law and would not include any aspects of the proposed project. All existing buildings and other improvements on the project site would remain in their existing condition without any physical or structural changes. ABSMC would not retrofit the existing acute care facilities, and would discontinue all acute care and emergency department services within the Merritt Pavilion. All other medical center services, such as the pharmacy and clinical services, would continue at the Summit Campus. ABSMC would not relocate their acute care and medical center facilities to another location. The facilities that currently house acute care and hospital functions would be backfilled with non-acute care uses, which are consistent with the existing zoning and General Plan land use classifications. This alternative would result in the same land use, geological, and population impacts; similar but substantially reduced cumulative GHG emissions and policy impacts, operational air quality impacts, intersection and transit impacts, construction-period noise impacts, hazardous materials impacts, public services impacts, and utility impacts; and would avoid all other impacts. This alternative is rejected as infeasible because

(a) it would not replace outdated structures, equipment and technology so would not meet seismic safety requirements of SB 1953 or energy and design objectives of the Green Guide for Health Care; (b) it would disrupt existing services rather than providing for continuation of a full range of comprehensive health care services at this Pill Hill location; (c) it would not enhance ABSMC's commitment to enhance the health and wellbeing of Oakland and the Bay Area or build upon the legacy of Dr. Samuel Merritt; (d) it would not create construction jobs; (e) it would not result in an attractive and lasting contribution to Oakland's urban fabric and skyline; and (f) it would not increase cohesiveness and capacity in an efficient and clinically safe environment or expand the availability of parking.

50. (1.4) No Project / Seismic Retrofit of Existing Merritt Pavilion. Many of the 17 separate buildings that comprise the Merritt Pavilion are classified as SPC-1. By January 1, 2013, SB 1953 requires that all buildings utilized for acute care services must meet a minimum standard of SPC-2. In this scenario, rather than constructing a new Patient Care Pavilion, ABSMC would seismically retrofit all current SPC-1 buildings so that they meet the SPC-2 requirement on or before January 1, 2013, and would also install brace systems for certain support systems to ensure that all buildings used for acute care services meet the Non-Structural Performance Category 3 (NPC-3) requirement which also becomes applicable on January 1, 2013. This would be the extent of the improvements on the Summit Campus under this no-project scenario. This scenario differs from the three previous no-project scenarios in that ABSMC would continue to offer all acute care services. This alternative would avoid construction period emissions and hydrology and water quality impacts, impacts to historical archaeological and paleontological resources, and visual quality impacts; and result in the same impact related to land use, geological, and hazardous materials. All the other identified impacts would be similar but substantially reduced under this alternative. This alternative is rejected as infeasible because (a) it would not replace outdated structures, equipment and technology so would not meet energy and design objectives of the Green Guide for Health Care; (b) it would not enhance ABSMC's commitment to enhance the health and wellbeing of Oakland and the Bay Area or build upon the legacy of Dr. Samuel Merritt; (c) it would not create as many construction jobs; (d) it would not result in an attractive and lasting contribution to Oakland's urban fabric and skyline; and (e) it would not increase cohesiveness and capacity in an efficient and clinically safe environment or expand the availability of parking.

51. (2) Phase 1 Only, With Non-Acute Care Backfill at Merritt Pavilion. Under this alternative, ABSMC would complete only the Phase 1 portion of the proposed project. This alternative would consist of the new Patient Care Pavilion, including relocation of the emergency department, the new parking garage, and limited site improvements, as described in Section 3.5.1 in Chapter 3, Project Description. None of the new buildings or site improvements proposed for the future phases (which could occur at anytime between 2015 and 2035) would be implemented. This means that three buildings proposed for demolition and replacement as part of the future phases would remain in use for non-acute care services. ABSMC may subsequently determine that some or all of these buildings may require upgrading or replacement at a future date if they are to remain usable, although this cannot be determined at this time. This alternative would avoid significant and unavoidable intersection impacts; and would have the same impacts in relation to construction period emission, land use, geology and soils, hazardous materials, and population. All the other identified impacts would be similar but substantially reduced under this alternative. This alternative is rejected as infeasible because (a) it would replace only one of four outdated structures, the remaining of which may not meet seismic safety requirements of SB 1953 or energy and design objectives of the Green Guide for Health Care; (b) it would disrupt some existing services rather than providing for continuation of a full range of comprehensive health care services at this Pill Hill location; (c) it would enhance ABSMC's commitment to enhance the health and wellbeing of Oakland and the Bay Area or build upon the legacy of Dr. Samuel Merritt, but to a lesser degree than under the proposed Project; (d) it would not create as many construction jobs; (e) it would result in some change toward an attractive and lasting contribution to Oakland's urban fabric and skyline,

though less than under the proposed Project; and (f) it would not substantially increase cohesiveness and capacity in an efficient and clinically safe environment .

52. (3.1) Redesigned New MOB to Avoid Demolition of 418 30th Street. Under this alternative, ABSMC would redesign the new MOB proposed along Summit Street in future phases to avoid demolition of 418 30th Street, a potentially historic resource. In order to maintain the same square footage as the proposed project while avoid demolition of the potentially historic resource, the footprint of the MOB would be reduced, but its height would be increased to eight stories tall. All other aspects of the proposed project would remain the same. This alternative would avoid the significant and unavoidable historical resources impacts while all other impacts would remain the same or similar. This alternative would meet all project objectives, only partially reducing the Project's ability to meet the objective to replace outdated structures with new structures meeting seismic and "green" energy and design objectives. Because of its ability to reduce impacts without substantially compromising objectives, this alternative has not been rejected, but rather has been incorporated into the project.

53. (3.2) Smaller New MOB to Avoid Demolition of 418 30th Street. Under this alternative, ABSMC would complete all of Phase 1 and a smaller MOB to avoid demolition of 418 30th Street, a potentially historic resource. The footprint would be small enough to avoid demolition of the potentially historic building at 418 30th Street. This alternative would continue to involve demolishing the buildings at 3023 and 3043 Summit Street as for the proposed project. For purposes of this alternative, the size of the MOB (and the ground floor retail space) is reduced by a third (a total floor area of approximately 116,666 square feet), but the height would remain the same as the proposed project at five stories. This alternative would avoid significant and unavoidable impacts to historic resources and some mitigable intersection impacts; and would significantly reduce impacts related to GHG and air quality emissions, intersection operation, construction period emissions, archaeological and paleontological resources, hydrology and water quality, public services and utilities. This alternative is rejected in favor of the similar alternative 3.1, which has been incorporated into the project. This alternative would not provide for the same size facility and services as under the proposed Plan or alternative 3.1 and while some mitigable impacts would be further reduced under this alternative as compared to alternative 3.1, it would not provide the same level of benefits, such as increasing the capacity of high-quality health care services and retaining and creating as many medical and construction jobs.

54. (4) Maximum Avoidance Alternative – Phase 1 Only, No Backfill at Merritt Pavilion. Alternative 4 is a variation of the proposed project designed to avoid all significant impacts identified for the proposed project. Overall, this alternative avoids demolition of the presumably historical resource at 418 30th Street by only developing Phase 1 (since that building would be demolished in future phases). This alternative would avoid all new significant intersection operations impacts by only developing Phase 1 and not backfilling vacated space in the Merritt Pavilion with medical office and administrative support uses. Alternative 2, which has similar impacts to this maximum avoidance alternative, differs from this alternative in that under Alternative 2 the Merritt Pavilion is backfilled with MOB and administrative uses, while here, no such backfill occurs. While it may be impractical for ABSMC to maintain vacant existing space (approximately 109,142 square feet) within the Merritt Pavilion after the new Patient Care Pavilion is constructed (since no backfill would occur), there is no other Phase 1 component that could be reduced to avoid or lessen the SU intersection impacts identified to occur with Phase 1. The only other Phase 1 project component is the new parking garage, which does not generate project trips. Alternative 4 does not consider a reduced Patient Care Pavilion since ABSMC has designed and programmed the new facility to ensure operational and spatial efficiencies, clinical safety, and adequate in-patient capacity (beds) in the Merritt Pavilion to maintain quality health care service to the community. This alternative is rejected as infeasible because (a) it would replace only one of four outdated structures, the remaining of which may not meet seismic safety

requirements of SB 1953 or energy and design objectives of the Green Guide for Health Care; (b) it would not create or retain as many construction jobs or medical and related jobs; (c) it would not result in as significant of a contribution to an attractive and lasting change in Oakland's urban fabric and skyline; (d) it would not increase cohesiveness and capacity in an efficient and clinically safe environment or expand the availability of parking to the same degree as under the proposed Project; and (e) it may be impractical for ABSMC to maintain vacant existing space within the Merritt Pavilion after the new Patient Care Pavilion is constructed.

X. STATEMENT OF OVERRIDING CONSIDERATIONS

55. The Planning Commission finds that each of the following specific economic, legal, social, technological, environmental, and other considerations and the benefits of the Project separately and independently outweigh these remaining significant, adverse impacts and is an overriding consideration independently warranting approval. The remaining significant adverse impacts identified above are acceptable in light of each of these overriding considerations that follow. Each individual benefit/reason presented below constitutes a separate and independent basis to override each and every significant unavoidable environmental impact, and, when the benefits/reasons are viewed collectively, provide an overall basis to override each and every significant unavoidable environmental impact.

56. The Project will replace the acute care patient facilities at the Merritt Pavilion, so as to meet and exceed the seismic safety requirements of SB 1953, and create new seismically safe acute care facilities for the community at the earliest practicable date and within mandated state deadlines.

57. The Project will continue to provide a full range of health care services on centrally located and easily accessible Pill Hill, one of Northern California's largest concentrations of acute care and other medical facilities, both during and after project completion.

58. The Project will further ABSMC's 100-year tradition of commitment to Oakland and the Bay Area, and ABSMC's mission of enhancing the health and wellbeing of people in the communities they serve through compassion and excellence, by continuing to provide comprehensive services and facilities designed to meet the health care needs of the diverse communities of the greater East Bay area.

59. The Project will ensure that the new Patient Care Pavilion is an efficient and clinically safe environment by providing the latest best practices in hospital design, including: 1) all private single-patient inpatient rooms, 2) spatial layouts that promote the ability of staff to work with patients and decrease time spent in paperwork and support tasks, 3) integration of the new Patient Care Pavilion with the existing Merritt Pavilion, and 4) optimal departmental adjacencies that minimize horizontal circulation and promote safe patient flow throughout the hospital.

60. The Project will provide high-quality health care services in next generation, state-of-the-art, patient care and emergency facilities providing a comforting, healing environment, through the replacement of outdated structures, equipment and technology.

61. The Project will expand the availability of on-site parking with easy access to new and existing medical facilities within the Summit Campus.

62. The Project will enhance the Summit Campus' cohesiveness and capacity to serve the community, and improve aesthetics through the construction of new medical office

buildings, classrooms, an employee fitness center, street level retail space, enhanced pedestrian linkages, substantial green space and other facilities.

63. The Project will capitalize on the concentration of medical offices and other medical support services which have developed in the Pill Hill area since ABSMC's predecessors, Providence Hospital, Samuel Merritt Hospital, and Peralta Hospital, first opened over a century ago, by continuing to provide acute care services on the Summit Campus.

64. The Project will create a visually interesting and effective project design in harmony with the neighborhood which would provide an attractive and lasting contribution to Oakland's urban fabric and skyline.

65. The Project will efficiently reuse existing building sites within the existing Summit Campus, including maximizing the clinical usefulness of those portions of the existing Merritt Pavilion that are eligible to remain in acute care service and those portions of the existing Merritt Pavilion that would remain but must be removed from acute care service.

66. The Project will construct all new facilities in a cost-effective manner without using public tax dollars.

67. The Project will minimize displacement and disruption of existing services and facilities, including acute care and emergency services, during and after construction.

68. The Project will maintain and create needed medical, construction, and related jobs in Oakland.

69. The Project will continue to build upon the history and legacy of Dr. Samuel Merritt, along with the century of history at Samuel Merritt University.

70. The Project will meet the contemporary energy and design objectives of the Green Guide for Health Care, a best practices guide for healthy and sustainable building design, construction, and operations for the healthcare industry.

Green Guide For Health Care

The following document is a summary of the sustainability strategies currently being targeted in the design and construction of the Alta Bates Summit Medical Center Patient Care Pavilion. These practices are measured against the Green Guide for Health Care, a voluntary, self-certifying metric toolkit of best practices that owners and designers can use to help guide and evaluate their progress towards environmentally friendly and healing healthcare projects.

Green Guide for Health Care: Statement of Principles

The construction and use of buildings in the U.S. consumes 3 billion tons of raw materials annually (40% of raw stone, gravel, sand, and steel, 25% of virgin wood, 40% of energy resources, 75% of PVC, 17% of freshwater flows) and generates significant waste (25-40% of municipal solid waste from construction and demolition alone), 50% of CFCs, 30% of CO2 production, and substantial toxic emissions.

Given this, the opportunities are significant to improve environmental quality *through green planning, design, construction and operations and maintenance* practices. Improving the environment through green construction practices is consistent with the American Hospital Association's recent voluntary agreement with the United States Environmental Protection Agency to reduce waste volume and toxicity.

ATTACHMENT C to Planning Commission
report of May 19, 2010

Green Guide For Health Care

Building design and construction practice can be shaped to protect health at three scales:

1) Protecting the immediate health of building occupants

The health of patients, staff, and visitors can be profoundly affected by the quality of the indoor air which in turn is dependent upon physical and mechanical design (such as ventilation and location of wastes and toxics), the choice of building materials, the management of construction emissions, and building operations and maintenance. Additionally, access to daylighting has been found to favorably affect staff productivity and patient outcomes

2) Protecting the health of the surrounding community

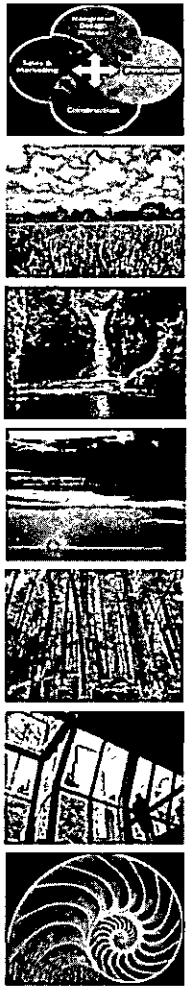
Local air and water quality is also significantly affected by building design choices. Off-gassing building materials and finishes, construction equipment and HVAC systems directly emit VOCs, particulates and other materials that can result in the formation of ground level ozone (smog), and cause allergic attacks, respiratory problems and other illnesses. Land use and transportation planning, landscape and water management on the grounds and water conservation efforts within the building will influence the amount of toxic emissions released to the water and air throughout the life of the building.

Green Guide For Health Care

3) Protecting the health of the global community and natural resources

The health impact of a building stretches far beyond its immediate community. The production of building materials can result in the release of persistent bioaccumulative toxic compounds, carcinogens, endocrine disruptors and other toxic substances. These compounds threaten communities where the materials are manufactured, and, because of the long life of some of these compounds, can risk the health of communities and ecosystems far from their release.

Climate change resulting from burning fossil fuels is expected to increase the spread of disease vectors far from their current regions and destabilize ecosystems, threatening worldwide nutrition. Loss of rainforests from unsustainable forestry can result in the loss of medicines and important genetic information that could help fight disease. Moreover, release of CFCs and HCFCs damages the stratospheric ozone layer, allowing increased levels of ultraviolet rays on Earth resulting in heightened potential for skin cancer.



Green Guide For Health Care

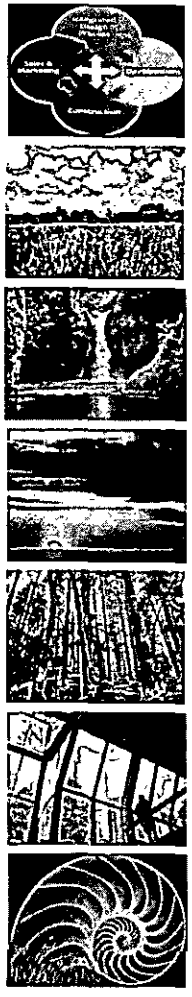
Organization

The Green Guide's organizational framework is summarized as follows:

- The *Green Guide* addresses unique structural, usage and regulatory challenges of health care buildings and emphasizes the environmental and public health considerations that underpin a health care institution's approach to sustainability in their building portfolio.

- The *Green Guide's* organizational structure is borrowed by agreement from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Green Building Rating System*. The Green Guide is not a LEED® Rating System nor a product of the U.S. Green Building Council. The LEED structure was adopted because it is a familiar and effective method used by a rapidly growing sector of the building design, construction, operations and manufacturing industries.

- The LEED® Rating System is comprised of six categories: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation in Design. Each category has *prerequisites* and *credits*. *Prerequisites* refer to green building strategies and best management practices that are required for every project. *Credits* refers to strategies and practices that are recommended but not required. The *Green Guide for Health Care* includes an additional category, Integrated Design, which is focused on the building design and construction delivery process.



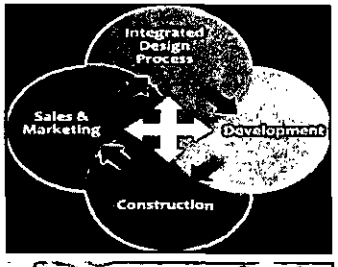
Green Guide For Health Care

Organization, cont.

- For many credits, the *Green Guide* directly incorporates the language of a parallel LEED credit, referencing credits in the **LEED rating systems for New Construction**, Existing Buildings and Commercial Interiors. In some cases, existing LEED credits have been modified to respond to the unique needs and concerns of health care facilities. In others, new credits have been added beyond those in current LEED products.

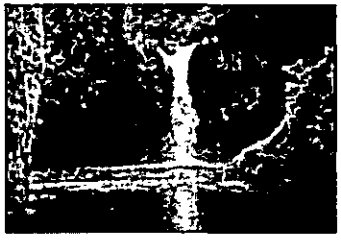
- The Green Guide is organized in accordance with LEED for New Construction v2.2 format. Each credit and prerequisite corresponds to a distinct aspect of health care's facilities design and construction. Within each credit, one or more points define a range of opportunities and strategies to reduce the facility's ecological footprint. As noted above, teams using the Green Guide as a self-certifying tool should work towards achieving as many of the prerequisites and credits as possible.

Green Guide For Health Care

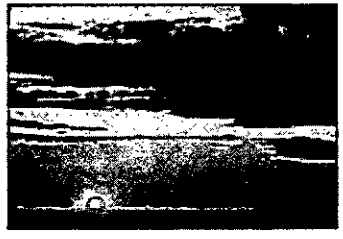


Integrated Design

Sustainable Site Design



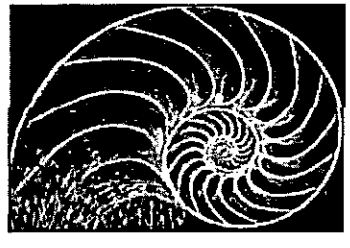
Water Efficiency



Energy and Atmosphere

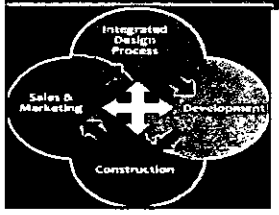
Materials Resources

Indoor Environmental Quality



Innovation In Design

Integrated Design



Prerequisite 1 Integrated Design Process

Intent

Maximize opportunities for integrative, cost-effective adoption of green design and construction strategies, emphasizing human health. Utilize innovative approaches and techniques for green design and construction.

Credit Goals

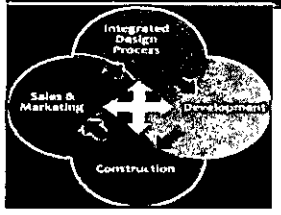
Use a cross discipline design and decision-making starting in the programming and pre-design phase of the project and continuing throughout construction to optimize achievement of sustainable design objectives. At a minimum, ensure the following process:

- Define an integrated design team, including representation from all end user stakeholders, including (as applicable): owner's capital budget manager; development staff; physician and nursing teams; personnel; functional and space programmers; architect; interior designer; landscape architect; lighting consultant; MEP engineer; energy modeler; life cycle analyst; construction cost estimator; construction manager; sustainability consultant; and commissioning agent.
- Consider community participation as appropriate.
- Designate and on-site party responsible to oversee the project's environmental and health goals and implement procedures for environmental protection.
- Conduct an initial design charrette with the team to develop the project vision and goals.

ABSMC Approach:

Full team meetings are held weekly to ensure the integrative planning and design process is followed. Participants include representatives from Sutter Health, architects, engineers, the general contractor, as well as numerous consultants and subcontractors. These meetings commenced in schematic design and will continue through to construction. Brightworks , the sustainability consultant, facilitated an eco-charrette on 2/17/09 and holds regular LEED update meetings with the team to ensure sustainability and certification goals are being tracked and documented.

Integrated Design



Prerequisite 2 Health Mission Statement & Program

Establish human health as a fundamental evaluative criterion for building design, construction, and operational strategies

Credit Goals

Incorporate a health mission statement in the project's design intent document that includes goals to safeguard the health of building occupants, the local community, and the global environment while creating a high performance healing environment for the building's patients, caregivers, and staff. Include consideration of "triple bottom line" values – economic, environmental, and social.

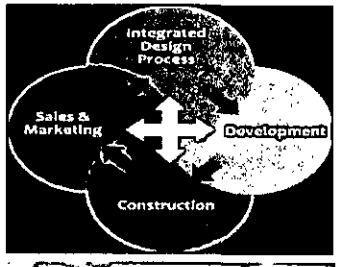
Express the facility's commitment to implement the health mission statement in present and future design, construction and operations in the design intent document.

Incorporate the health mission statement and program into the other project documents retained by the facility to assure that future alterations, additions, and program changes are consistent with its intent.

ABSMC Approach:

Sutter Health's mission statement is "to improve the health and well being of people in the communities we serve with compassion and excellence". In 2008, Sutter Health Facility Planning and Development adopted the "Building Design Policy for Sustainability". The aim of this policy is to reduce adverse impacts upon the environment resulting from the design, construction, and operations of healthcare facilities. The policy, which applies to ABSMC and all other Sutter Health affiliates, outlines Sutter's commitment to adopt sustainable practices for site development, water, energy efficiency, materials and resources, and indoor air quality.

Green Guide For Health Care



Integrated Design

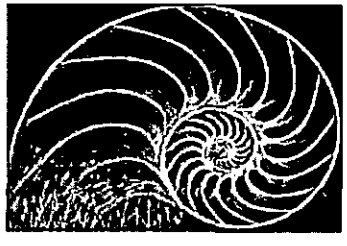
Sustainable Site Design

Water Efficiency

Energy and Atmosphere

Materials Resources

Indoor Environmental Quality



Innovation In Design

YES ☑

Sustainable Sites

Prerequisite 1 Construction Activity Pollution Prevention

Intent

Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation.

Credit Goals

Create and implement an Erosion and Sedimentation Control (ESC) Plan for all construction activities associated with the project.

The ESC Plan must conform to the erosion and sedimentation requirements of the 2003 EPA Construction General Permit OR local erosion and sedimentation control standards and codes, whichever is more stringent.

The measures implemented should accomplish the following objectives:

- Prevent loss of soil during construction by stormwater runoff and/or wind erosion, including protecting topsoil by stockpiling for reuse.
- Prevent sedimentation of storm sewer or receiving streams.
- Prevent polluting the air with dust and particulate matter.

ABSMC Approach:

ABSMC Facility Planning and Development and DPR's construction practices comply with all local and national standards for Construction Activity Pollution Prevention. An ESC Plan will be in place to prevent soil erosion, waterway sedimentation and air pollution from dust and particulates.

YES

Sustainable Sites

Credit 1 Site Selection

Intent

Avoid development of inappropriate sites and reduce the environmental impact from the location of a building on a site.

ABSMC Approach:

The project location is on a previously developed site and is in compliance *with all six requirements* for this credit.

Credit Goals

➢Do not develop buildings, roads or parking areas on portions of sites that meet any one of the following criteria:

- Prime farmland as defined by the United States Department of Agriculture.
- Previously undeveloped land whose elevation is lower than 5 feet above the elevation of the 100-year flood as defined by FEMA.
- Land which is specifically identified as habitat for any species on federal or state threatened or endangered lists.
- Within 100 feet of any water including wetlands as defined by US CFR, and isolated wetlands or areas of special concern identified by state or local rule, OR within setback distances from wetlands prescribed in state or local regulations, as defined by local or state rule or law, whichever is more stringent.
- Land which prior to acquisition for the project was public parkland, unless land of equal or greater value as parkland is accepted in trade by the public landowner (Park Authority projects are exempt).
- Previously undeveloped land that is within 50 feet of any water body which supports or could support fish, recreational or industrial use, consistent with the terminology of the Clean Water Act.

YES ☑

Sustainable Sites

Credit 2 Development Density & Community Connectivity

Intent

Channel development to urban areas with existing infrastructure, protect greenfields and preserve habitat and natural resources.

Credit Goals

OPTION 1: Development Density - Utilize previously developed sites in communities with a minimum development density of 60,000 square feet per acre (two story downtown development)

OR

OPTION 2: Community Connectivity: Construct or renovate buildings on a previously developed site AND within 1/2 mile of a residential zone or neighborhood with an average density of 10 units per acre net AND within 1/2 mile of at least 10 Basic Services AND with pedestrian access between the building and the services.

Basic Services include, but are not limited to:
1) Bank; 2) Place of Worship; 3) Convenience Grocery; 4) Day Care; 5) Cleaners; 6) Fire Station; 7) Beauty; 8) Hardware; 9) Laundry; 10) Library; 11) Medical/Dental; 12) Senior Care Facility; 13) Park; 14) Pharmacy; 15) Post Office; 16) Restaurant; 17) School; 18) Supermarket; 19) Theater; 20) Community Center; 21) Fitness Center; 22) Museum.

ABSMC Approach:

Site location is on a previously developed site and within ½ mile walking distance to at least 10 basic services: Park, bank, library, school, convenience grocery, fitness center, laundry, restaurants, and place of worship.

YES ☑

Sustainable Sites

Credit 3 Brownfield Redevelopment

Intent

Rehabilitate damaged sites where development is complicated by real or perceived environmental contamination, reducing pressure on undeveloped land.

Credit Goals

Develop on a site:

- Documented as contaminated (by means of an ASTM E1903-97 Phase II Environmental Site Assessment or a local Voluntary Cleanup Program)

OR

- On a site classified as a brownfield by a local, state or federal government agency.

ABSMC Approach:

The project involves the redevelopment of an existing building on the site. This building is contaminated by asbestos, which will be fully remediated as part of the project scope.

YES ☑

Sustainable Sites

Credit 4.1 Alternative Transportation, Public Transportation Access

Intent

Reduce pollution and land development impacts from automobile use.

Credit Goals

Locate project within:

- ½ mile of an existing – or planned and funded – commuter rail, light rail or subway station

or

- ¼ mile of one or more stops for two or more public or campus bus lines usable by building occupants.

ABSMC Approach:

Multiple AC Transit buses are located within ¼ mile walking distance of the site. ABSMC also offers a convenient and free shuttle bus to nearby BART commuter rail stations.

YES ☑

Sustainable Sites

Credit 4.2 Alternative Transportation, Bikes

Intent

Reduce pollution and land development impacts from automobile use.

Credit Goals:

Provide secure bike parking facilities for 5% or more of the building occupants and peak visitors. Provide shower and changing facilities for .05% of the building full-time equivalent staff.

ABSMC Approach:

The project complies with both municipal bike parking requirements and Green Guide for Healthcare guidelines. Bike parking will be provided for at least 5% of the building occupants and peak daily visitors. To encourage staff members to bike to work, showers and changing facilities will be provided for all employees.

YES ☑

Sustainable Sites

Credit 4.3 Alternative Transportation, Low-Emitting Vehicles

Intent

Reduce pollution and land development impacts from automobile use.

Credit Goals

OPTION 1: Provide low-emitting and fuel efficient vehicles for 3% of the Full-time Equivalent (FTE) occupants AND provide preferred parking for these vehicles.

OR

OPTION 2: Provide preferred parking for low-emitting vehicles for 5% of the total vehicle parking capacity of the site.

OR

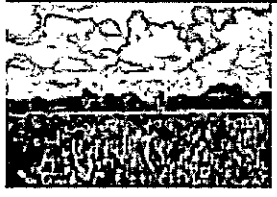
OPTION 3: Install alternative-fuel refueling stations for 3% of the total vehicle parking capacity of the site.

ABSMC Approach:

ABSMC will provide over 40 preferred parking spots in the adjacent garage for *all low-emitting and fuel* efficient vehicles. This fulfills the requirements for this credit.

YES ☑

Sustainable Sites



Credit 4.4 Alternative Transportation, Parking

Intent

Reduce pollution and land development impacts from automobile use.

Credit Goals

OPTION 1: Size parking capacity to meet, but not exceed, minimum local zoning requirements and provide preferred parking or discounted parking for carpools or vanpools for 5% of the total provided parking spaces.

ABSMC Approach:

All of Sutter Health campuses provide discounted parking for employees who carpool or vanpool to work.

Sustainable Sites

Credit 5.1 Site Development: Protect or Restore Habitat

Intent

Conserve existing natural areas and restore damaged areas to provide habitat and promote biodiversity.

Credit Goals

On previously developed sites:

Restore or protect a minimum of 50% of the site area (excluding the building footprint) with native or adapted vegetation. Native/adapted plants are plants indigenous to a locality or cultivars of native plants that are adapted to the local climate and are not considered invasive species or noxious weeds. Projects earning SS Credit 2 and using vegetated roof surfaces may apply the vegetated roof surface to this calculation if the plants meet the definition of native/adapted.

ABSMC Approach:

More than 50% of the site area (excluding the building footprint), will be landscaped with native and adapted vegetation, providing new habitat and promoting biodiversity. To meet the requirements for this credit and to increase the amount of open space on the site, an existing, adjacent parking lot will also be replanted with native and adapted vegetation.

YES ☑

Sustainable Sites

Credit 5.2 Site Development: Maximize Open Space

Intent

Provide a high ratio of open space to development footprint to promote biodiversity.

Credit Goals

Reduce the development footprint (defined as entire building footprint, access roads and parking) to exceed the local zoning's open space requirement for the site by 25%.

Where a zoning ordinance exists, but there is no requirement for open space (zero), provide vegetated open space equal to 20% of the project's site area.

For ALL projects located in urban areas that earn SS Credit 2, pedestrian oriented hardscape areas and vegetated roofs can contribute to credit compliance. For such projects, a minimum of 25% of the open space counted must be vegetated.

ABSMC Approach:

More than 20% of the project site will be devoted to open space. Given the urban nature of the site location, the open space will be a mixture of pedestrian oriented hard-scape and vegetation. An existing, adjacent parking lot will be completely replanted with native and adapted vegetation to meet the requirements for this credit.

YES ☑

Sustainable Sites

Credit 6.2 Stormwater Design: Quality Control

Intent

Reduce or eliminate water pollution by reducing impervious cover, increasing onsite infiltration, eliminating sources of contaminants, and removing pollutants from stormwater runoff.

Credit Goals

Implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90% of the average annual rainfall using acceptable best management practices (BMPs).

BMPs used to treat runoff must be capable of removing 80% of the average annual post development total suspended solids (TSS) load based on existing monitoring reports.

ABSMC Approach:

The stormwater management approach for the project complies with both City and County requirements, as well as Green Guide for Healthcare guidelines. Stormwater from the project will be filtered through a combination of bio-swales on the site and mechanical filteration (Kristar filters) for the roof runoff. Together, both strategies are capable of treating at least 90% of the site's average annual rainfall to the required treatment level.

YES ☑

Sustainable Sites

Credit 7.1 Heat Island Effect: Non-Roof

Intent

Reduce heat islands (thermal gradient differences between developed and undeveloped areas) to minimize impact on microclimate and human and wildlife habitat.

Credit Goals

For at least 50% of the site's non-roof impervious surfaces:

- Provide shade (within 5 years), and/or
- Paving materials with a Solar Reflectance Index (SRI) of at least 29.
- Open grid pavement including parking lots, walkways, plazas, etc.;

OR Place a minimum of 50% of parking spaces underground or covered by structured parking. Any roof used to shade or cover parking must have an SRI of at least 29.

ABSMC Approach:

The majority of the parking on the Alta Bates Summit campus is undercover in parking structures. The roofs of the parking structures are *composed of grey* concrete and will meet the SRI requirements for this credit.

YES ☑

Sustainable Sites

Credit 7.2 Heat Island Effect: Roof

Intent

Reduce heat islands (thermal gradient differences between developed and undeveloped areas) to minimize impact on microclimate and human and wildlife habitat.

Credit Goals

Use roofing materials having a Solar Reflectance Index (SRI) equal to or greater than the values in the table below for a minimum of 75% of the roof surface,

OR

Install a "green" (vegetated) roof for at least 50% of the roof area.

ABSMC Approach:

The project will utilize light-colored roofing materials with an SRI of at least 78 on a minimum of 75% of the roof surface. This will help mitigate the heat-island effect, and also help reduce the cooling load in the building.

YES ☑

Sustainable Sites

Credit 10.1 Community Contaminant Prevention, Airborne Releases (LEED for Healthcare PILOT credit)

Intent

Prevent contaminant releases to air, land, and water.

Credit Goals

Meet California South Coast Air Quality Management District (SCAQMD) standards for all products of combustion:

1110.2: Emissions from gaseous and liquid-fueled internal combustion engines,

1111: NOX Emissions from natural gas fired, fan type central furnaces,

1146.1: Emissions of Oxides of Nitrogen from small industrial, institutional and commercial boilers, steam generators, and process heaters,

1146.2: Emissions of Oxides of Nitrogen from large water heaters and small boilers and process heaters.

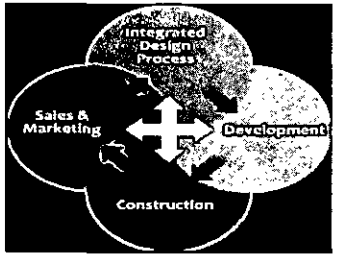
ABSMC Approach:

The emergency generators used on the project will meet SCAQMD standards.

All commercial/ institutional boilers meet Bay Area Air Quality District Standards (BAAQMD).

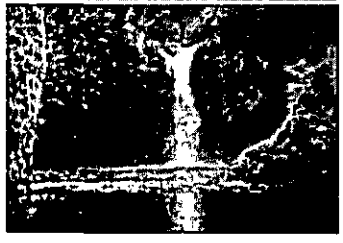
The project does not include gas fired central furnaces or large water heaters, small boilers, or process heaters.

Green Guide For Health Care



Integrated Design

Sustainable Site Design

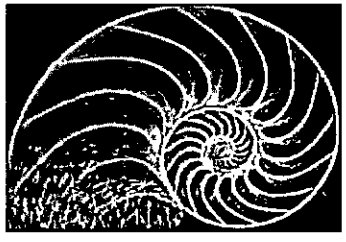


Water Efficiency

Energy and Atmosphere

Materials Resources

Indoor Environmental Quality



Innovation In Design

YES ☑

Water Efficiency

Credit 1 Water Efficient Landscaping

Intent

Limit or eliminate the use of potable water, or other natural surface or subsurface water resources available on or near the project site, for landscape irrigation.

Credit Goals

Reduce by 50%

Use high-efficiency irrigation technology

OR

Use captured rainwater, recycled wastewater, municipally treated non-potable water, or determine water reduction using plant species factors.

ABSMC Approach:

Site landscaping will employ a combination of high-efficient irrigation and drought-tolerant, native plants to reduce potable water-demand for irrigation by at least 50%.

YES ☑

Water Efficiency

Credit 2.4 Water Use Reduction: Process Water & Building System Equipment

Intent

Maximize water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems.

Credit Goals

Implement the following requirements:

Use dry vacuum pumps, cooling tower or chilled water system for air compressors, film processor water recycling units for large Xray facilities.

AND

Option 1: Cooling towers shall achieve a minimum of five (5) cycles of concentration and be equipped with makeup and blowdown meters and use no more potable water than 2.3 gallons per ton hour for cooling tower make-up.

AND/OR

Option 2: Use no garbage disposals and use high water efficient equipment for at least four of the following: clothes washers, dishwashers, ice machines, food steamers, combination ovens and pre-rinse spray valves.

ABSMC Approach:

Both the medical vacuum pumps and air compressors are air cooled and do not require any supplementary water to cool the compressors.

The system design for the cooling towers will have a minimum of 5 cycles of concentration and will not exceed the 2.3 gallon per ton hour threshold.

The project team will specify appliances and equipment that are listed as both water efficient and Energy Star® rated (if eligible).

YES ☑

Water Efficiency

Credit 3 Water Use Reduction

Intent

Maximize water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems.

Credit Goals

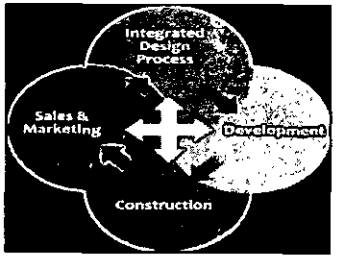
WEc3.1 20% Reduction
Employ strategies that in aggregate use 20% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.

WEc3.2 30% Reduction
Employ strategies that in aggregate use 30% less water than the water use baseline.

ABSMC Approach:

Water fixtures in the building are designed to reduce water use by 25-30% from EPACT code fixtures. This will be achieved by installing dual-flush toilets and low-flow lavatories and showerheads in all the restrooms and patient rooms.

Green Guide For Health Care



Integrated Design

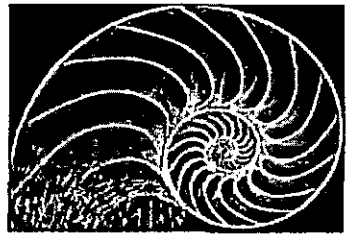
Sustainable Site Design

Water Efficiency

Energy and Atmosphere

Materials Resources

Indoor Environmental Quality



Innovation In Design

YES ☑

Energy and Atmosphere

Prerequisite 1 Fundamental Building Systems Commissioning

Intent

Verify that the building's energy related systems are installed, calibrated and perform according to the owner's project requirements, basis of design, and construction documents.

Credit Goals

Designate an individual as the Commissioning Authority (CxA) to lead, review and oversee the completion of the commissioning process activities.

The Owner shall document the Owner's Project Requirements (OPR). The design team shall develop the Basis of Design (BOD). The CxA shall review these documents for clarity and completeness. The Owner and design team shall be responsible for updates to their respective documents.

Develop and incorporate commissioning requirements into the construction documents, develop a commissioning plan, and verify the installation and performance of the systems to be commissioned, Verify that training and operation and maintenance documentation have been provided to the owner's operations.

ABSMC Approach:

Interface Engineering will be providing both fundamental and enhanced commissioning on the project. Commissioning requirements have been incorporated into the construction documents and the Commissioning Agent (CxA) has been an active participant in the integrated design process to date.

YES ☑

Energy and Atmosphere

Prerequisite 2 Minimum Energy Performance

Intent

Establish the minimum level of energy efficiency for the proposed building and systems.

Credit Goals

Design the building to comply with the mandatory provisions (Sections 5.4, 6.4, 7.4, 8.4, 9.4 and 10.4) of ASHRAE/IESNA Standard 90.1-2004 (without amendments), and the prescriptive requirements (Sections 5.5, 6.5, 7.5 and 9.5) or performance requirements (Section 11) of ASHRAE/IESNA Standard 90.1-2004 (without amendments).

*California Title 24 is deemed equivalent to ASHRAE 90.1 2004.

ABSMC Approach:

The project will comply with California Title 24 which is deemed equivalent to ASHRAE 90.1 2004 for Minimum Energy Performance.

YES ☑

Energy and Atmosphere

Prerequisite 3 CFC Reduction in HVAC&R Equipment

Intent

Reduce ozone depletion.

Credit Goals

Zero use of CFC-based refrigerants in new base building HVAC&R systems. When reusing existing base building HVAC equipment, complete a comprehensive CFC phase-out conversion.

ABSMC Approach:

Zero use of CFC-based refrigerants will be used in the HVAC&R systems installed on the project.

Energy and Atmosphere

Credit 1 Optimize Energy Performance

Intent

Achieve increasing levels of energy performance above the standard to reduce environmental impacts associated with excessive energy use.

ABSMC Approach:

The project will demonstrate at least 14% energy savings over Title-24.

Credit Goals

Demonstrate a percentage improvement in the proposed building performance rating compared to the baseline building performance rating per ASHRAE/IESNA Standard 90.1-2004 (without amendments) by a whole building project simulation using the Building Performance Rating Method in Appendix G of the Standard.

The minimum energy cost savings percentage for each point threshold is as follows:

New Buildings	Existing Building Renovations	Points
10.5%	3.5%	1
14%	7%	2
17.5%	10.5%	3
21%	14%	4
24.5%	17.5%	5
28%	21%	6
31.5%	24.5%	7
35%	28%	8
38.5%	31.5%	9
42%	35%	10

YES

Energy and Atmosphere

Credit 3 Enhanced Commissioning

Intent

Begin the commissioning process early during the design process and execute additional activities after systems performance verification is completed.

Credit Goals

Implement the following additional commissioning process activities in addition to the requirements of EA Prerequisite 1:

1. Prior to the start of the construction documents phase, designate an independent Commissioning Authority (CxA) to lead, review, and oversee the completion of all commissioning process activities.

2. The CxA shall conduct, at a minimum, one commissioning design review of the Owner's Project Requirements (OPR), Basis of Design (BOD), and design documents prior to mid-construction documents phase and back-check the review comments in the subsequent design submission.

3. The CxA shall review contractor submittals applicable to systems being commissioned for compliance with the OPR and BOD.

4. Develop a systems manual that provides future operating staff the information needed to understand and optimally operate the commissioned systems.

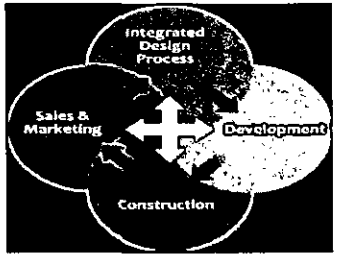
5. Verify that the requirements for training operating personnel and building occupants are completed.

6. Assure the involvement by the CxA in reviewing building operation within 10 months after substantial completion with O&M staff and occupants. Include a plan for resolution of outstanding commissioning-related issues.

ABSMC Approach:

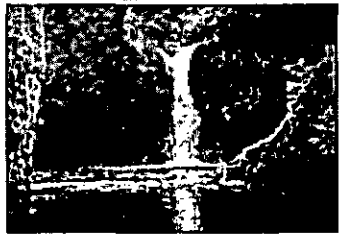
Interface Engineering will be providing both fundamental and enhanced commissioning on the project. Commissioning requirements have been incorporated into the construction documents and the Commissioning Agent (CxA) has been an active participant in the integrated design process to date.

Green Guide For Health Care



Integrated Design

Sustainable Site Design

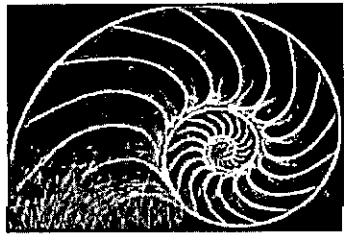


Water Efficiency

Energy and Atmosphere

Materials Resources

Indoor Environmental Quality



Innovation In Design

YES ☑

Materials and Resources

Prerequisite 1 Storage & Collection of Recyclables

Intent

Facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills.

Credit Goals

- Provide an easily accessible area that serves the entire building and is dedicated to the separation, collection and storage of materials for recycling including (at a minimum)
  - paper
  - corrugated cardboard
  - glass
  - plastics
  - metals

ABSMC Approach:

Easily accessible space is provided in various locations in the building for the recycling of paper, cardboard, metal, plastics, and glass.

YES

Materials and Resources

Credit 2 Construction Waste Management

Intent

Divert construction, demolition and land clearing debris from landfill disposal. Redirect recyclable recovered resources back to the manufacturing process. Redirect reusable materials to appropriate sites.

Credit Goals

C2.1 Divert 50% From Landfill

- Develop and implement a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled. Excavated soil and land-clearing debris does not contribute to this credit. Calculations can be done by weight or volume, but must be consistent throughout.

C2.2 Divert 75% From Landfill

- Recycle and/or salvage an additional 25% (75% total) of construction, demolition and land clearing waste.

ABSMC Approach:

DPR Construction is targeting a minimum of 50% construction and demolition waste diversion from landfills. Recycling will include all onsite construction materials and packaging. Any hazardous materials removed during demolition will be handled by a licensed abatement contractor.

YES ☑

Materials and Resources

Credit 3 Sustainably Sourced Materials

Intent

Reduce the environmental impacts of the materials acquired for use in the construction of buildings and in the upgrading of building services.

Credit Goals

One Point will be awarded for each 10% of the total value of all building materials used in the project that meets any of the following criteria:

Contains 70% salvaged material;

Contains recycled content;

Contains 50% rapidly renewable materials;

Contains 100% FSC-certified wood;

Contains 50% materials that have been extracted, harvested or recovered AND manufactured within 500 miles of the project site;

ALL *finishes, sealants, coating and adhesives must meet* the requirements of EQc4: Low-Emitting Materials.

ABSMC Approach:

Where possible, the project team will source recycled content in applicable building materials, as well as target materials which are sourced and manufactured locally, and/or in a sustainable manner.

All steel purchased for the project will contain at least 25% recycled material. Depending on availability, the team will source concrete extracted and manufactured locally, *and containing recycled* fly-ash.

YES ☑

Materials and Resources

Credit 4 PBT Source Reduction: Dioxins & Halogenated Compounds (LEED for Healthcare PILOT credit)

Intent

Reduce the release of persistent bioaccumulative and toxic chemicals (PBTs) associated with the life-cycle of building materials.

Credit Goals

Accomplish a minimum of three of the following five strategies:

Cement shall not be from kilns fired with hazardous waste;

No added halogenated compounds in the exterior and structural components;

No added halogenated compounds in the interior finishes;

No added halogenated compounds in the piping, conduit and electrical boxes;

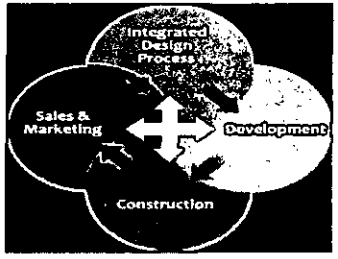
No added halogenated compoundes in the building-installed electrical cable and wire jacketing.

ABSMC Approach:

Polyvinyl-Chloride (PVC) is a halogenated compound. The manufacturing and disposal process is known to release toxic and carcinogenic compounds into the atmosphere.

The project will be designed with zero-PVCs in the interior finishes.

Green Guide For Health Care



Integrated Design

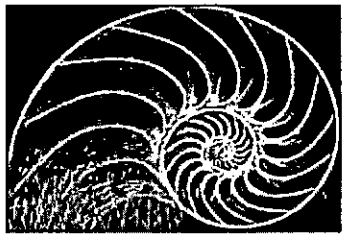
Sustainable Site Design

Water Efficiency

Energy and Atmosphere

Materials Resources

Indoor Environmental Quality



Innovation In Design

YES ☑

Indoor Environmental Quality

Prerequisite 1 Minimum IAQ Performance

Intent

Establish minimum indoor air quality (IAQ) performance to prevent the development of indoor air quality problems in buildings, thus contributing to the comfort and well-being of the occupants.

Requirements

- Meet the minimum requirements of Sections 4 through 7 of ASHRAE 62.1-2004, Ventilation for Acceptable Indoor Air Quality. Mechanical ventilation systems shall be designed using the Ventilation Rate Procedure or the applicable local code, whichever is more stringent.
- Naturally ventilated buildings shall comply with ASHRAE 62.1-2004, paragraph 5.1.

ABSMC Approach:

ABSMC will comply with OSHPD regulations which meet these requirements. The ventilation system will be designed to comply with ASHRAE 62.1 2004 and will utilize 100% outside air.

YES

Indoor Environmental Quality

Prerequisite 2 Environmental Tobacco Smoke (ETS) Control

Intent

Prevent exposure of building occupants and systems to Environmental Tobacco Smoke (ETS).

REQUIREMENTS

Zero exposure of nonsmokers to ETS by prohibition of smoking in the building, and

Locate any exterior designated smoking areas at least 25 feet away from entries, outdoor air intakes and operable windows.

OR

Prohibit smoking in the building except in designated smoking areas. Locate any exterior designated smoking areas at least 25 feet away from entries, outdoor air intakes and operable windows, and interior rooms must be effectively ventilated to the outdoors.

ABSMC Approach:

ABSMC policy prohibits smoking and use of tobacco products on Alta Bates Summit Property, including all:

- **Indoor Areas**
- **Outdoor Areas**
- **Balconies**
- **Decks**
- **Gardens**
- **Parking Garages**
- **Vehicles parked on Alta Bates Summit property.**

Indoor Environmental Quality

Prerequisite 3 Hazardous Material Removal or Encapsulation

Intent

Reduce building occupants' potential exposure to hazardous materials such as asbestos, mercury, lead and mold in existing buildings undergoing renovation.

REQUIREMENTS

Establish a program for the discovery, testing, and mitigation of asbestos, mercury, lead, and mold.

Identify applicable regulatory requirements.

Obtain survey records that identify known contamination in the building and on the site. Survey locations where hazardous materials may be present in previously uninvestigated areas of the building and site.

ABSMC Approach:

The project involves the redevelopment of an existing building on the site. This building was surveyed and identified as being contaminated by asbestos. The asbestos will be fully remediated and removed by a state-licensed abatement contractor as part of the project scope.

YES ☑

Indoor Environmental Quality

Credit 1 Outdoor Air Delivery Monitoring

Intent

Provide capacity for indoor air quality (IAQ) monitoring to help sustain longterm occupant comfort and well-being.

Credit goals for mechanically ventilated spaces:

- Install permanent monitoring systems that provide feedback on ventilation system performance to ensure that ventilation systems maintain design minimum ventilation requirements.
- Configure all monitoring equipment to generate an alarm when the conditions vary by 10% or more from setpoint, via either a building automation system alarm to the building operator or via a visual or audible alert to the building occupants.
- Monitor carbon dioxide concentrations within all densely occupied spaces (those with a design occupant density greater than or equal to 25 people per 1000 sq.ft.). CO2 monitoring locations shall be between 3 feet and 6 feet above the floor.
- For each mechanical ventilation system serving non-densely occupied spaces, provide a direct outdoor airflow measurement device capable of measuring the minimum outdoor airflow rate with an accuracy of plus or minus 15% of the design minimum outdoor air rate, as defined by ASHRAE 62.1-2004.

ABSMC Approach:

The HVAC system will provide 100% outside air. The project will install permanent monitoring systems on the air handlers to provide feedback on the ventilation system performance and to ensure the system is operating as designed.

YES ☑

Indoor Environmental Quality

Credit 2 Increased Ventilation
(LEED for Healthcare PILOT credit)

Intent

Provide for the effective delivery and mixing of fresh air to support the safety, comfort and well-being of building occupants.

ABSMC Approach:

The HVAC system will provide 100% outside air.

Credit Goals

For mechanically ventilated buildings

- Increase breathing zone outdoor air ventilation rates to all occupied spaces by at least 30% above the minimum rates required by ASHRAE Standard 62.1-2004 as determined by EQ Prerequisite 1.

For naturally ventilated spaces

- Design natural ventilation systems for occupied spaces to meet the recommendations set forth in the Carbon Trust Good Practice Guide 237 [1998]. Determine that natural ventilation is an effective strategy for the project by following the flow diagram process shown in Figure 1.18 of the Chartered Institution of Building Services Engineers (CIBSE) Applications Manual 10: 2005, Natural ventilation in non-domestic buildings.

Indoor Environmental Quality

Credit 3.1 Construction IAQ Management Plan: During Construction

Intent

Prevent indoor air quality problems resulting from the construction/renovation process in order to help sustain the comfort and well-being of construction workers and building occupants.

Credit Goals

During construction meet or exceed the recommended Control Measures of the Sheet Metal and Air Conditioning Contractors National Association (SMACNA) IAQ Guidelines for Occupied Buildings under Construction, 1995, Chapter 3.

Protect stored on-site or installed absorptive materials from moisture damage.

If permanently installed air handlers are used during construction, filtration media with a Minimum Efficiency Reporting Value (MERV) of 8 shall be used at each return air grille, as determined by ASHRAE 52.2-1999. Replace all filtration media immediately prior to occupancy.

ABSMC Approach:

DPR Construction practices conform with SMACNA guidelines for ensuring good Indoor Air Quality during construction.

YES ☑

Indoor Environmental Quality

Credit 3.2 Construction IAQ Management Plan: Before Occupancy

Intent

Prevent indoor air quality problems resulting from the construction/renovation process in order to help sustain the comfort and well-being of construction workers and building occupants.

Credit Goals

Develop and implement an Indoor Air Quality (IAQ) Management Plan for the pre-occupancy phase as follows:

After construction ends, prior to occupancy and with all interior finishes installed, perform a building flush-out by supplying a total air volume of 14,000 cu.ft. of outdoor air per sq.ft. of floor area while maintaining an internal temperature of at least 60°F and relative humidity no higher than 60%.

If occupancy is desired prior to completion of the flush-out, the space may be occupied following delivery of a minimum of 3,500 cu.ft. of outdoor air per sq.ft. of floor area to the space. Once a space is occupied, it shall be ventilated at a minimum rate of 0.30 cfm/sq.ft. of outside air or the design minimum outside air rate determined in EQ Prerequisite 1, whichever is greater, and then continued until 14,000 cu.ft. of air has been delivered to the space.

ABSMC Approach:

DPR's construction schedule currently plans for the required flush-out period outlined in this credit.

YES ☑

Indoor Environmental Quality

Credit 4 Low-Emitting Materials, Adhesives and Sealants

Intent

Reduce the quantity of indoor air contaminants that are odorous, potentially irritating and/or harmful to the comfort and well-being of installers and occupants.

Credit Goals

C4.1 Adhesives & Sealants

- The VOC content of adhesives and sealants and sealant primers must be less than the current VOC content limits of South Coast Air Quality Management District (SCAQMD) Rule #1168,

AND

- Aerosol Adhesives: Green Seal Standard for Commercial Adhesives GS-36 requirements in effect on October 19, 2000.

ABSMC Approach:

Project specifications will reflect materials which meet or exceed the VOC requirements for this credit.

Indoor Environmental Quality

Credit 4 Low-Emitting Materials, Paints and Coatings

Intent

Reduce the quantity of indoor air contaminants that are odorous, potentially irritating and/or harmful to the comfort and well-being of installers and occupants.

Credit Goals

C4.2 Paints and Coatings

- VOC emissions from paints, primers, and coatings must not exceed the VOC and chemical component limits of Green Seal's Standard GS-11 requirements.
- Anti-corrosive and anti-rust paints to not exceed the VOC content limits of the Green Seal Standard GC-03.
- Clear wood finishes, floor coatings, stains, sealers, and shellacs must not exceed the VOC limits established in South Coast Air Quality Management District (SCAQMD) Rule 1113.

ABSMC Approach:

Project specifications will reflect materials which meet or exceed the VOC requirements for this credit.

YES ☑

Indoor Environmental Quality

Credit 4 Low-Emitting Materials, Carpet & Composite Wood

Intent

Reduce the quantity of indoor air contaminants that are odorous, potentially irritating and/or harmful to the comfort and well-being of installers and occupants.

ABSMC Approach:

Project specifications will reflect materials which meet or exceed the requirements for this credit.

Credit Goals

C4.3 Carpet

- Carpet systems must meet or exceed the Requirements of the Carpet and Rug Institute's Green Label Plus Program.
- All carpet cushion installed in the building interior shall meet the requirements of the Carpet and Rug Institute Green Label program.
- All carpet adhesive shall meet the requirements of EQ Credit 4.1: VOC limit of 50 g/L.

C4.4 Composite Wood

- Composite wood and agrifiber products must contain no added urea-formaldehyde resins, including laminating adhesives and agrifiber assemblies.

YES ☑

Indoor Environmental Quality

Credit 5 Low Emitting Materials, Furniture and Medical Furnishings (LEED for Healthcare PILOT credit)

Intent

Minimize the use of furniture including medical furnishings that may release indoor air contaminants that are odorous

Credit Goals

One point will be awarded for 30% of the total value of all free-standing furniture and medical furnishings that meet the following criteria:

Products do not contain more than 100 parts per million of the following in textiles, finishes, dyes or components:

Urea formaldehyde;

Heavy metals (mercury, cadmium, lead, antimony)

Hexavalent chromium in plated finishes;

Halogenated compounds;

Perfluorinated compounds in stain and non-stick treatments;

Antimicrobial treatments;

OR

The product contains no more than two of the above categories AND meets or exceeds the indoor air quality requirements of California's Special Environmental Requirements, Specifications Section 01350.

ABSMC Approach:

Where available, the project will source furniture and furnishings that are Green Guard Certified, which is more stringent than most local and state IAQ testing requirements.

Certified pieces include the sofas and bedside furniture in all the patient care rooms.

YES

Indoor Environmental Quality

Credit 5 Indoor Chemical & Pollutant Source Control

Intent

Avoid exposure of building occupants to potentially hazardous chemicals that adversely impact air quality.

Credit Goals

Design to minimize pollutant cross-contamination of regularly occupied areas:

- Employ permanent entryway systems at least six feet long in the primary direction of travel to capture dirt and particulates from entering the building at all entryways that are directly connected to the outdoors.

- Where hazardous gases or chemicals may be present or used (including garages, housekeeping/laundry areas and copying/printing rooms), exhaust each space sufficiently to create negative pressure with respect to adjacent spaces with the doors to the room closed. For each of these spaces, provide self-closing doors and deck to deck partitions or a hard lid ceiling. The exhaust *rate shall be at least 0.50 cfm/sq.ft., with no air re-circulation. The* pressure differential with the surrounding spaces shall be at least 5 Pa (0.02 inches of water gauge) on average and 1 Pa (0.004 inches of water) at a minimum when the doors to the rooms are closed.

- In mechanically ventilated buildings, provide regularly occupied areas of the building with air filtration media prior to occupancy that provides a Minimum Efficiency Reporting Value (MERV) of 13 or better. Filtration should be applied to process both return and outside air that is to be delivered as supply air.

ABSMC Approach:

The building will provide permanently installed grates or walk-off mats in the primary entryways. Where hazardous materials are present, the space will have deck-to-deck partitions, and be separately exhausted. MERV 13 filters will be installed on all supply ducts.

Indoor Environmental Quality

Credit 6 Controllability of Systems

Intent

Provide a high level of thermal, ventilation and lighting system control by individual occupants or specific groups in multi-occupant spaces (i.e. classrooms or conference areas) to promote the productivity, comfort and wellbeing of building occupants.

Credit Goals

C6.1 Lighting

Provide individual lighting controls for 90% (minimum) of the building occupants to enable adjustments to suit individual task needs and preferences. Provide lighting system controllability for all shared multi-occupant spaces to enable lighting adjustment that meets group needs and preferences.

C6.2 Thermal Comfort

Provide individual comfort controls for 50% (minimum) of the building occupants to enable adjustments to suit individual task needs and preferences. Operable windows can be used in lieu of comfort controls for occupants of areas that are 20 feet inside of and 10 feet to either side of the operable part of the window. The areas of operable window must meet the requirements of ASHRAE 62.1-2004, paragraph 5.1, Natural Ventilation.

AND

Provide comfort system controls for all shared multi-occupant spaces to enable adjustments to suit group needs and preferences.

ABSMC Approach:

Thermal comfort controls and light switches and/or task lights will be provided in all staff work areas and private offices. Patient rooms will be equipped with both light switches and thermostats.

Indoor Environmental Quality

Credit 7 Thermal Comfort

Intent

Provide a thermally comfortable environment that supports the productivity and well-being of building occupants.

Credit Goals

C7.1 Design

- Design HVAC systems and the building envelope to meet the requirements of ASHRAE Standard 55-2004, Thermal Comfort Conditions for Human Occupancy. Demonstrate design compliance in accordance with the Section 6.1.1 Documentation.

C7.2 Verification

- Agree to implement a thermal comfort survey of building occupants within a period of six to 18 months after occupancy. This survey should collect anonymous responses about thermal comfort in the building including an assessment of overall satisfaction with thermal performance and identification of thermal comfort-related problems.

ABSMC Approach:

The mechanical system is designed to comply with ASHRAE Standard 55-2004. Post-Occupancy thermal comfort surveys are administered to all *inpatients following their* stay. ABSMC employees will also be given thermal comfort surveys within 6-12 months after occupancy.

YES ☑

Indoor Environmental Quality

Credit 8.1 Daylight 75% of Spaces

Intent

Provide for the building occupants a connection between indoor spaces and the outdoors through the introduction of daylight and views into the regularly occupied areas of the building.

Credit Goals

Achieve a minimum glazing factor of 2% in a minimum of 75% of all regularly occupied areas. The glazing factor is calculated as follows:

Glazing Factor = Window Area [SF] / Floor Area [SF] x Window Geometry Factor x Actual Tvis / Minimum Tvis x Window Height Factor

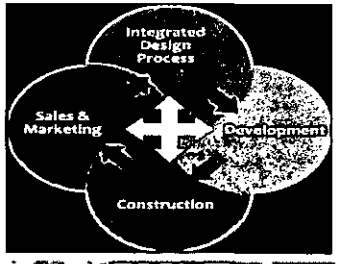
OR

Demonstrate, through computer simulation, that a minimum daylight illumination level of 25 footcandles has been achieved in a minimum of 75% of all regularly occupied areas. Modeling must demonstrate 25 horizontal footcandles under clear sky conditions, at noon, on the equinox, at 30" above the floor.

ABSMC Approach:

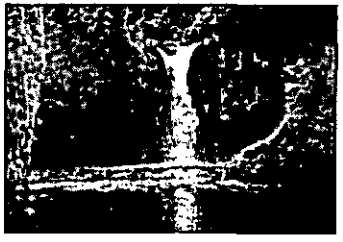
The project is designed to provide daylight in all the patient care rooms and in the majority of employee work areas. Current calculations show that 75% of all regularly occupied spaces meet the requirements for this credit.

Green Guide For Health Care



Integrated Design

Sustainable Site Design

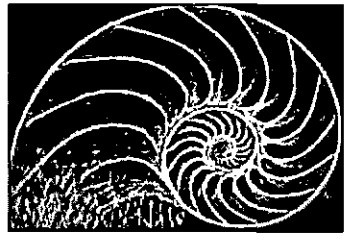


Water Efficiency

Energy and Atmosphere

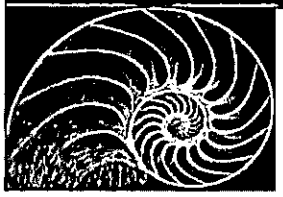
Materials Resources

Indoor Environmental Quality



Innovation In Design

Innovation and Design



Credit 1 Innovation and Design: Educational Building

Intent

Provide public education focusing on green building strategies and solutions.

Credit Goals

Establish an educational program that is actively instructional. Two of the following three elements must be included in the educational program:

1. A comprehensive signage program built into the building's spaces to educate the occupants and visitors of the benefits of green buildings. This program may include windows to view energy-saving mechanical equipment or signs to call attention to water-conserving landscape features.

2. The development of a manual, guideline or case study to inform the design of other buildings based on the successes of this project. This manual will be made available to the USGBC for sharing with other projects.

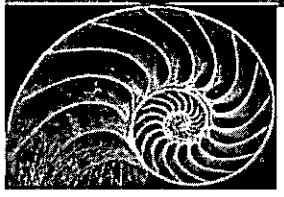
3. An educational outreach program or guided tour could be developed to focus on sustainable living, using the project as an example.

ABSMC Approach:

ABSMC is currently looking at various options for displaying and promoting the green strategies and technologies incorporated in the project to the public. Possible options include an educational display in the lobby, building signage, or an interactive website.

YES

Innovation and Design



Credit 2 Innovation and Design: Green Housekeeping

Intent

Avoid exposure of building occupants to potentially hazardous housekeeping chemicals that adversely impact air quality.

Credit Goals

1. Provide a Statement of Purpose describing what the policy is trying to achieve from a health and environmental standpoint, focusing on cleaning chemicals and custodial training at a minimum.

2. A contractual or procedural requirement for operations staff to comply with the guidelines including a written program for training and implementation.

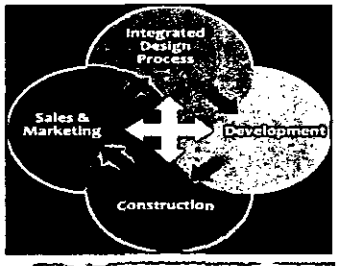
3. A clear set of acceptable performance level standards by which to measure progress of achievement, such as Green Seal standard GS-37 or California Code of Regulations, Title 17 Section 94509, VOC standards for cleaning products.

4. Documentation of the program's housekeeping policies and environmental cleaning solution specifications, including a list of approved and prohibited chemicals and practices. Demonstrate that the products used in the project are non-hazardous, have a low environmental impact and meet the criteria set forth in #3 above.

ABSMC Approach:

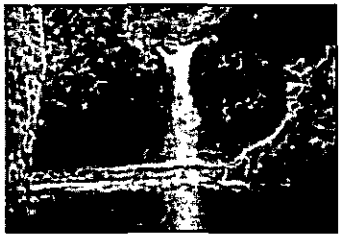
ABSMC is committed to maintaining a healthy indoor air environment during the maintenance and operations of the building. The Alta Bates Summit facilities staff will source out only Green-Seal Certified cleaning supplies and low toxic disinfectants where available, and will require *the cleaning staff to* comply with all green cleaning practices and guidelines.

Green Guide For Health Care



Integrated Design

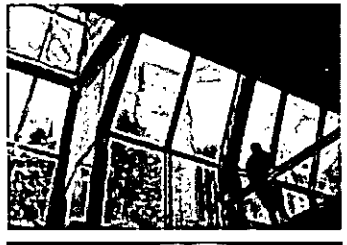
Sustainable Site Design



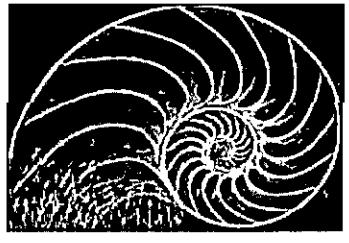
Water Efficiency

Energy and Atmosphere

Materials Resources



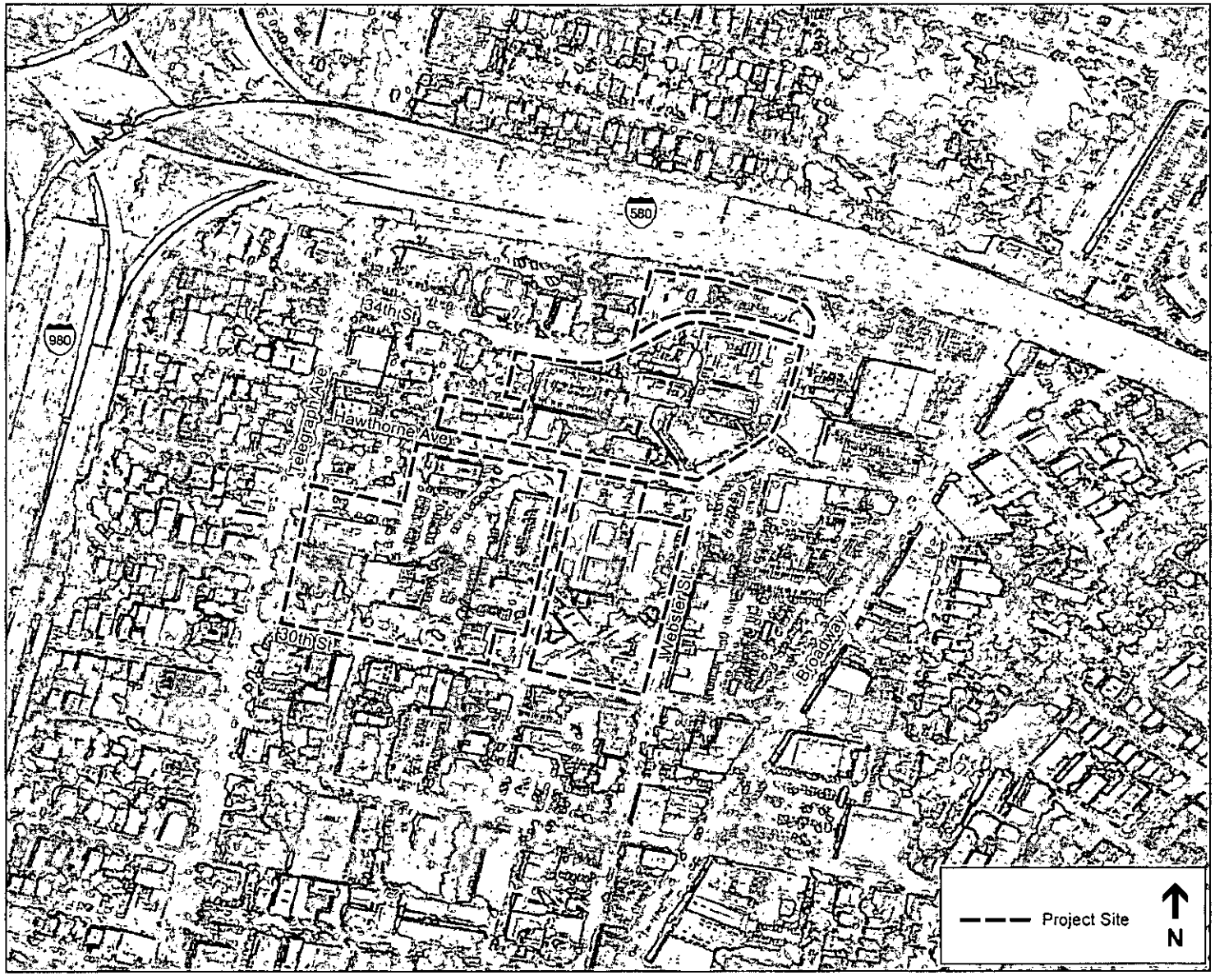
Indoor Environmental Quality



Innovation In Design

Parking Structure Sustainable Element List

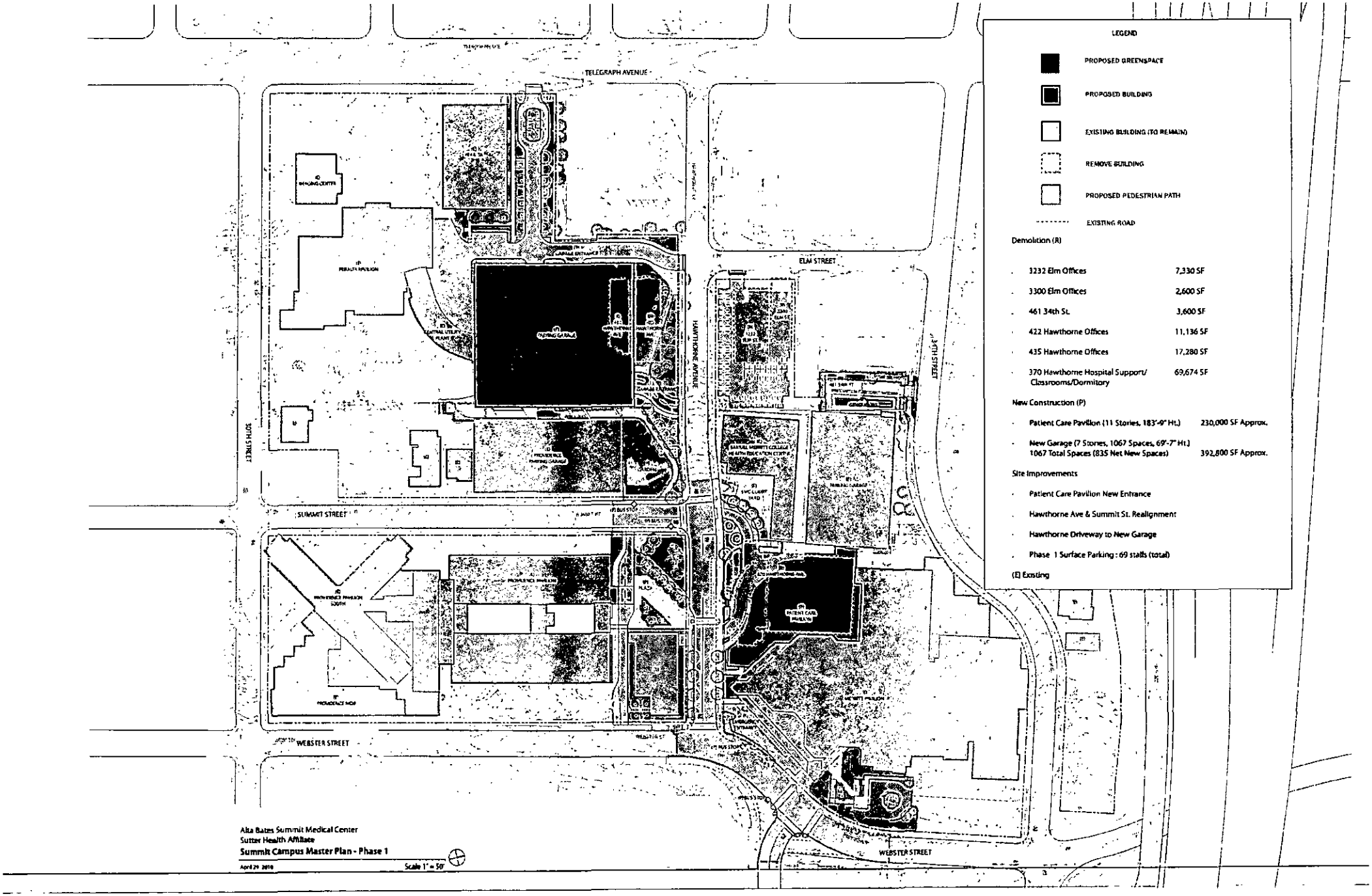
1. The parking structure will adhere to the recently passed Green Building code even though it will not go into effect until January 2011.
2. The footprint of the parking structure has been minimized by building vertically.
3. Preferred parking areas will be provided for carpools, hybrids and electric vehicles.
4. Electric vehicle recharging stations.
5. Light pollution/tresspass has been minimized by specifying shielded light fixtures that minimize light spilling outside the parking structure and by placing pole mounted lights on the top deck at the interior. Car headlights will be blocked by solid concrete rails at every level.
6. The Landscape design is water efficient and features plants that require minimal irrigation.
7. Energy efficient lighting is planned for the parking structure. The lights will be fluorescents.
8. Automated/timed lighting controls-The fluorescent light fixtures will be controlled by motion sensors so lights will not be at full power when an area of the parking structure is not in use.
9. Recycling & compost bins in addition to trash bins will be provided.
10. Construction Debris will be recycled.
11. Recycled content in concrete. Fly ash will be substituted for a portion of cement in the concrete.
12. Local materials in concrete mix and aggregates.
13. Air quality: The new parking structure will have all natural ventilation, no mechanical ventilation.
14. Low VOC paints and coatings.
15. Automated payment systems to minimize queuing/car idling-We will use pass cards to allow employees to quickly enter. Also dedicated employee entrance lane at Hawthorne.
16. Guided parking systems to minimize searching for stalls. A stall counting system will be implemented to direct patients and visitors to open stalls in both the existing Providence parking structure and the new parking structure.
17. Vehicular Bridge connecting Providence PS to the new parking structure to minimize searching for stalls and driving on Summit and Hawthorne to go from one parking structure to another.
18. Designing the parking structure's structural system to accept a future building on a future 8th level. This is a Green feature since land is scarce and it will allow this site to have parking and an occupied use over the same square footage of land.—

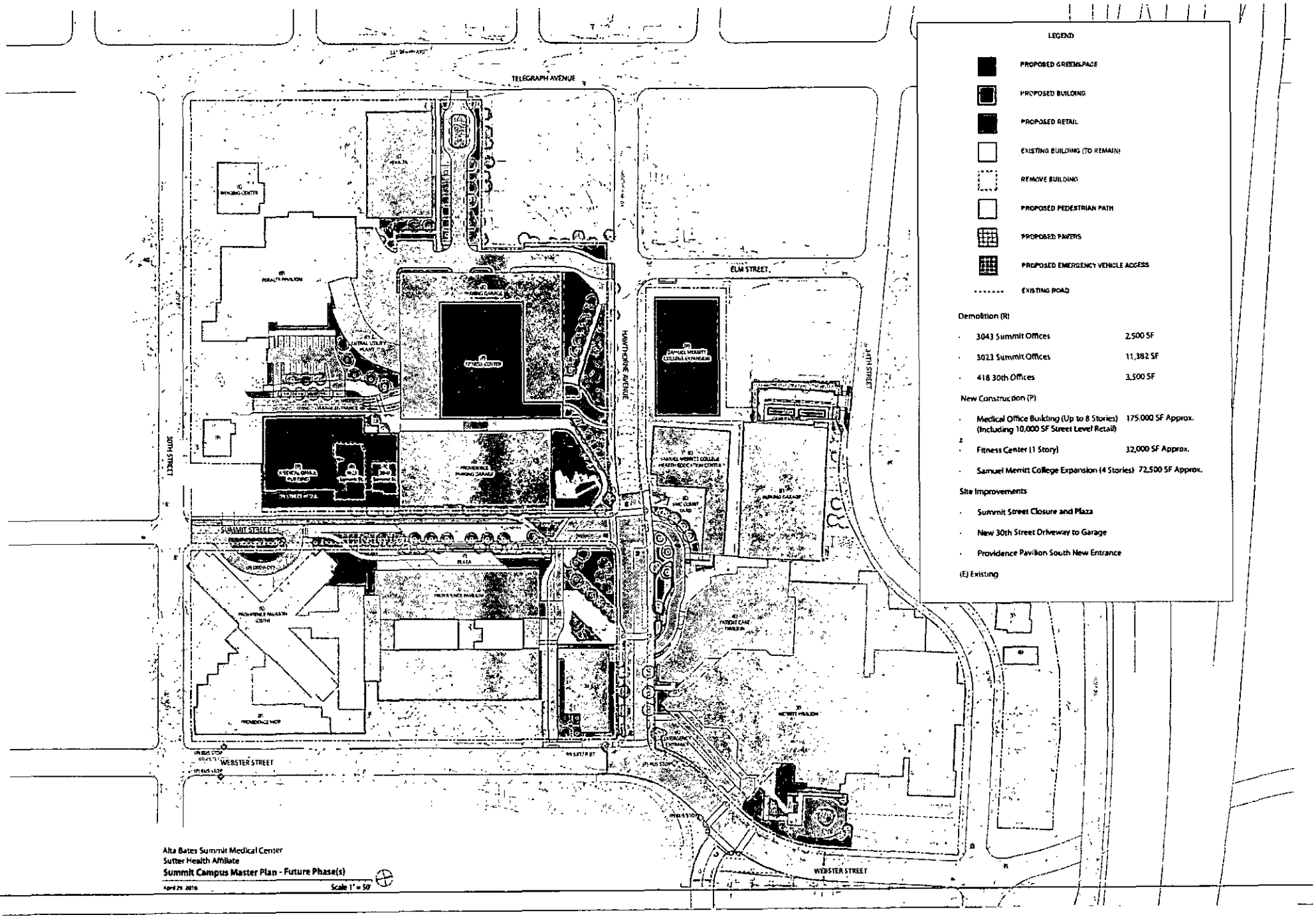


SOURCE: GlobeXplorer; ESA, 2009

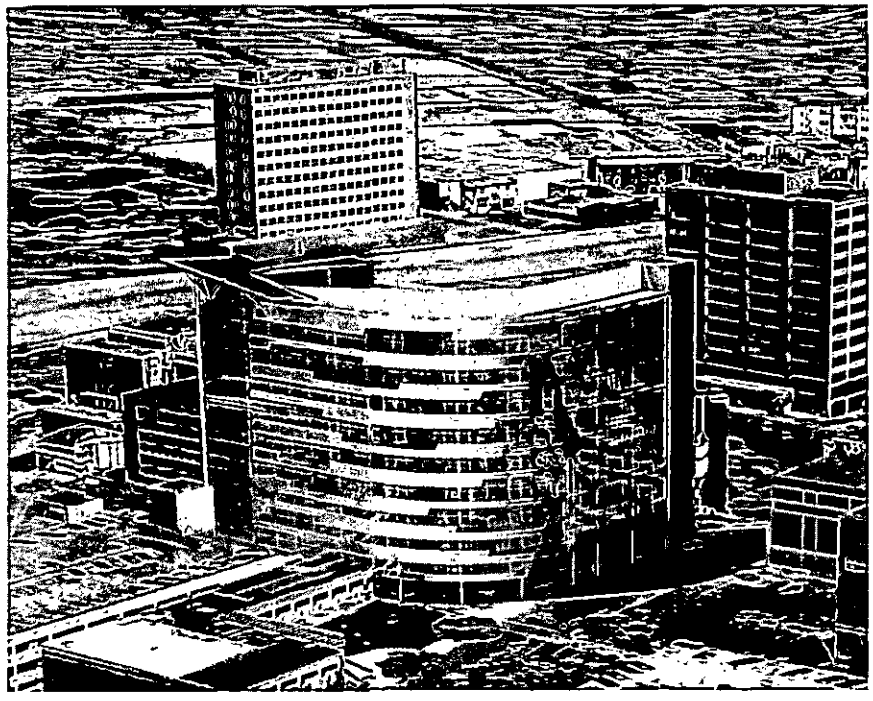
Alta Bates Summit Medical Center (ABSMC) Summit Campus Seismic Upgrade and Master Plan EIR . 207376

Figure 3-2
Aerial of Project Site
and Surroundings


LEGEND
PROPOSED GREENSPACE
PROPOSED BUILDING
EXISTING BUILDING (TO REMAIN)
REMOVE BUILDING
PROPOSED PEDESTRIAN PATH
EXISTING ROAD
Demolition (R)
3232 Elm Offices 7,330 SF
3300 Elm Offices 2,600 SF
461 34th St. 3,600 SF
422 Hawthorne Offices 11,136 SF
435 Hawthorne Offices 17,280 SF
370 Hawthorne Hospital Support/ Classrooms/Dormitory 69,674 SF
New Construction (P)
Patient Care Pavilion (11 Stories, 183'-9" Ht.) 230,000 SF Approx.
New Garage (7 Stories, 1067 Spaces, 69'-7" Ht.) 1067 Total Spaces (835 Net New Spaces) 392,800 SF Approx.
Site Improvements
Patient Care Pavilion New Entrance
Hawthorne Ave & Summit St. Realignment
Hawthorne Driveway to New Garage
Phase 1 Surface Parking : 69 stalls (total)
(E) Existing
TELEGRAPH AVENUE
ELM STREET
HAWTHORNE AVENUE
35TH STREET
34TH STREET
SUMMIT STREET
WEBSTER STREET
WEBSTER STREET
Alta Bates Summit Medical Center
Sutter Health Affiliate
Summit Campus Master Plan - Phase 1
April 29 2010
Scale 1" = 50'


LEGEND
PROPOSED GREENSPACE
PROPOSED BUILDING
PROPOSED RETAIL
EXISTING BUILDING (TO REMAIN)
REMOVE BUILDING
PROPOSED PEDESTRIAN PATH
PROPOSED PAVERS
PROPOSED EMERGENCY VEHICLE ACCESS
EXISTING ROAD
Demolition (R)
3043 Summit Offices 2,500 SF
3023 Summit Offices 11,382 SF
418 30th Offices 3,500 SF
New Construction (P)
Medical Office Building (Up to 8 Stories) (Including 10,000 SF Street Level Retail) 175,000 SF Approx.
Fitness Center (1 Story) 32,000 SF Approx.
Samuel Merritt College Expansion (4 Stories) 72,500 SF Approx.
Site Improvements
Summit Street Closure and Plaza
New 30th Street Driveway to Garage
Providence Pavilion South New Entrance
(E) Existing
TELEGRAPH AVENUE
ELM STREET
HAWTHORNE AVENUE
30TH STREET
34TH STREET
SUMMIT STREET
WEBSTER STREET
WEBSTER STREET
Alta Bates Summit Medical Center
Sutter Health Affiliate
Summit Campus Master Plan - Future Phase(s)
April 29 2010
Scale 1" = 50'

AERIAL VIEW



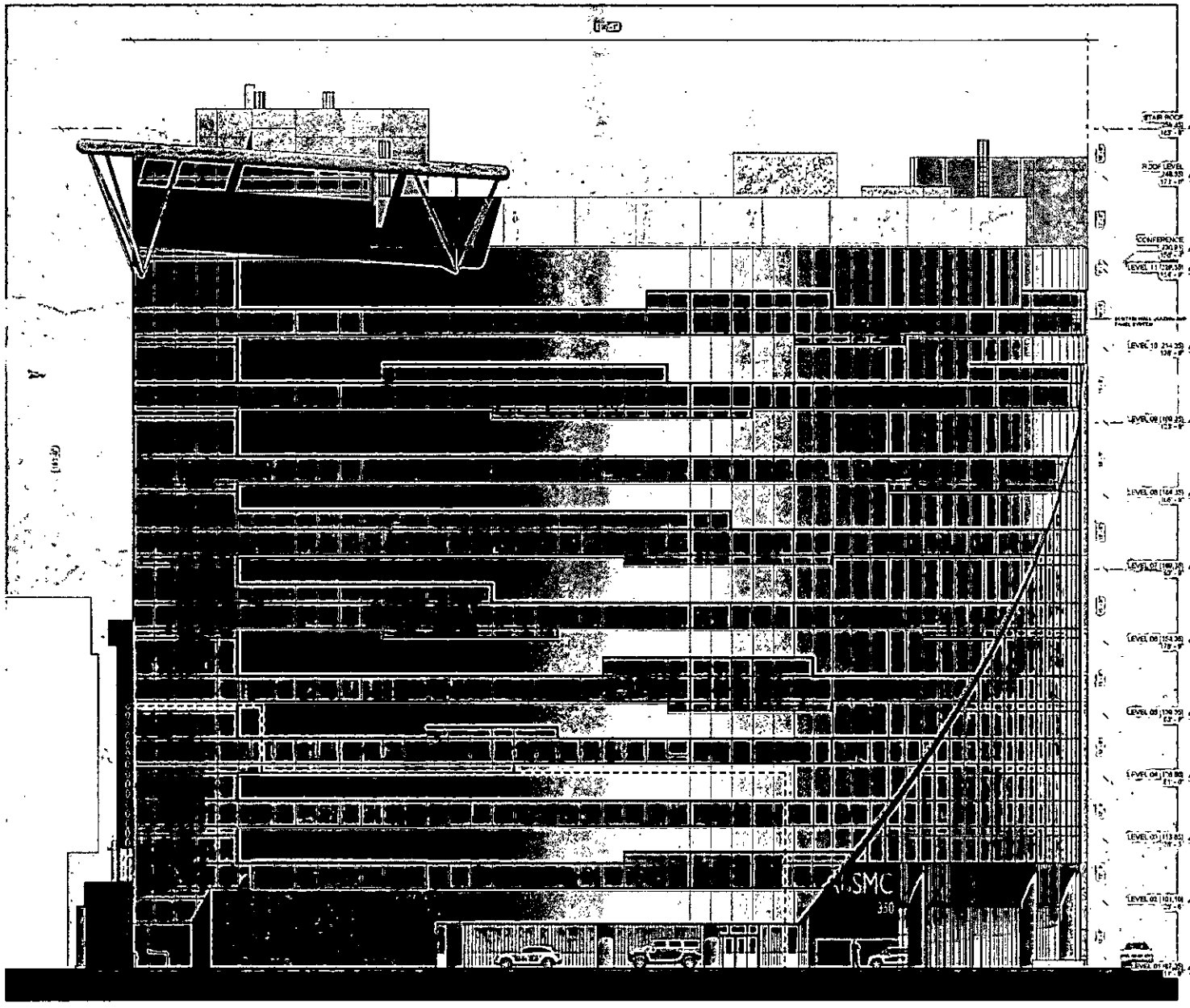
VIEW FROM BROADWAY

3D EXHIBITS
PCP - Views from Broadway/Aerial

Alta Bates Summit Medical Center
Oakland, California
April 2009

Alta Bates Summit Medical Center

Devenney GROUP



1 WEST ELEVATION
1/8" = 1'-0"

Devenney GROUP

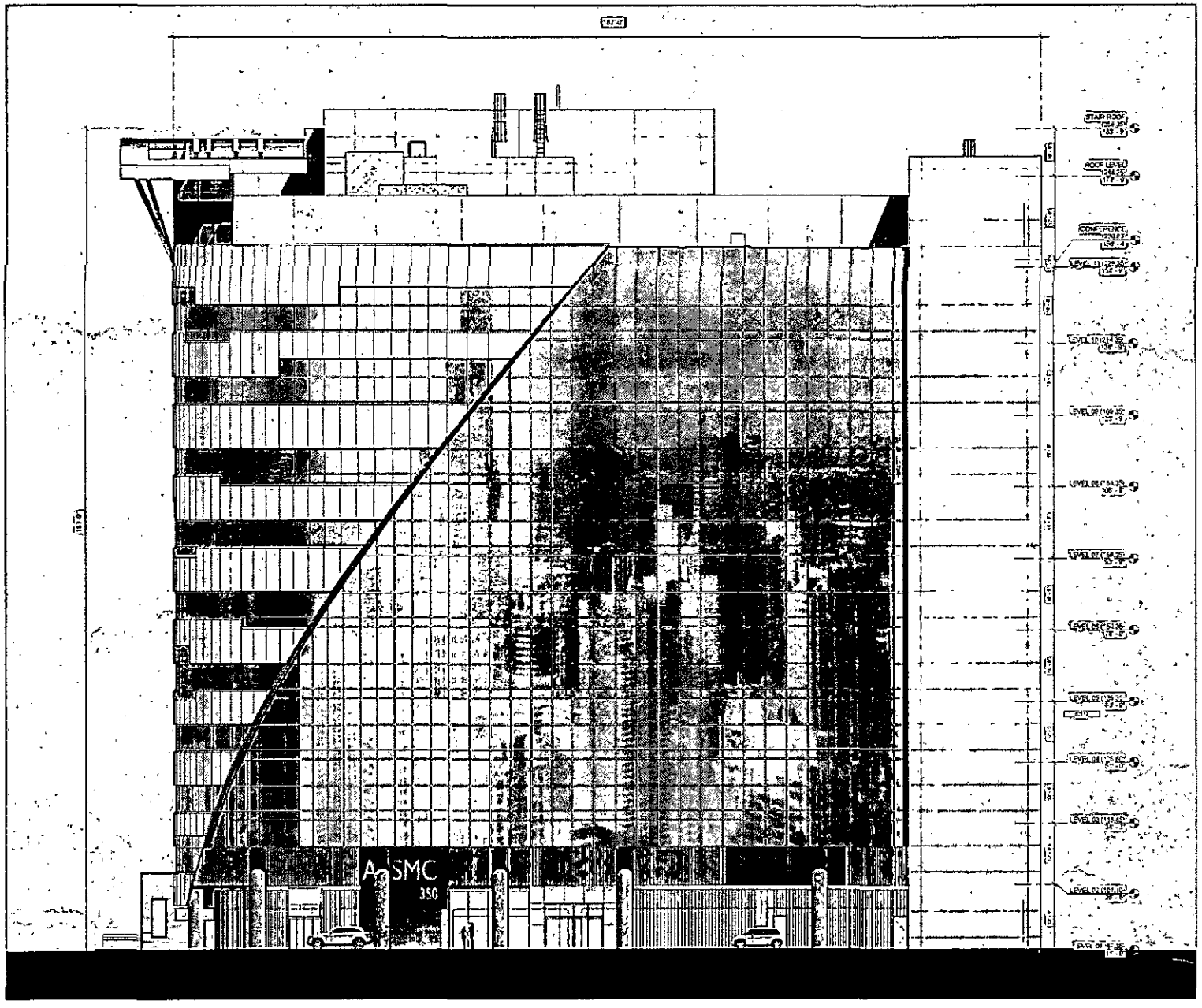
IN PROGRESS

ALTA BATES SUMMIT MEDICAL CENTER PATIENT CARE PAVILION

ABSMC - SUTTER HEALTH

3005 WEBSTER AVENUE
OAKLAND, CA 94609

WEST BUILDING ELEVATION



1 SOUTH ELEVATION
1/8" = 1'-0"

Devenney GROUP

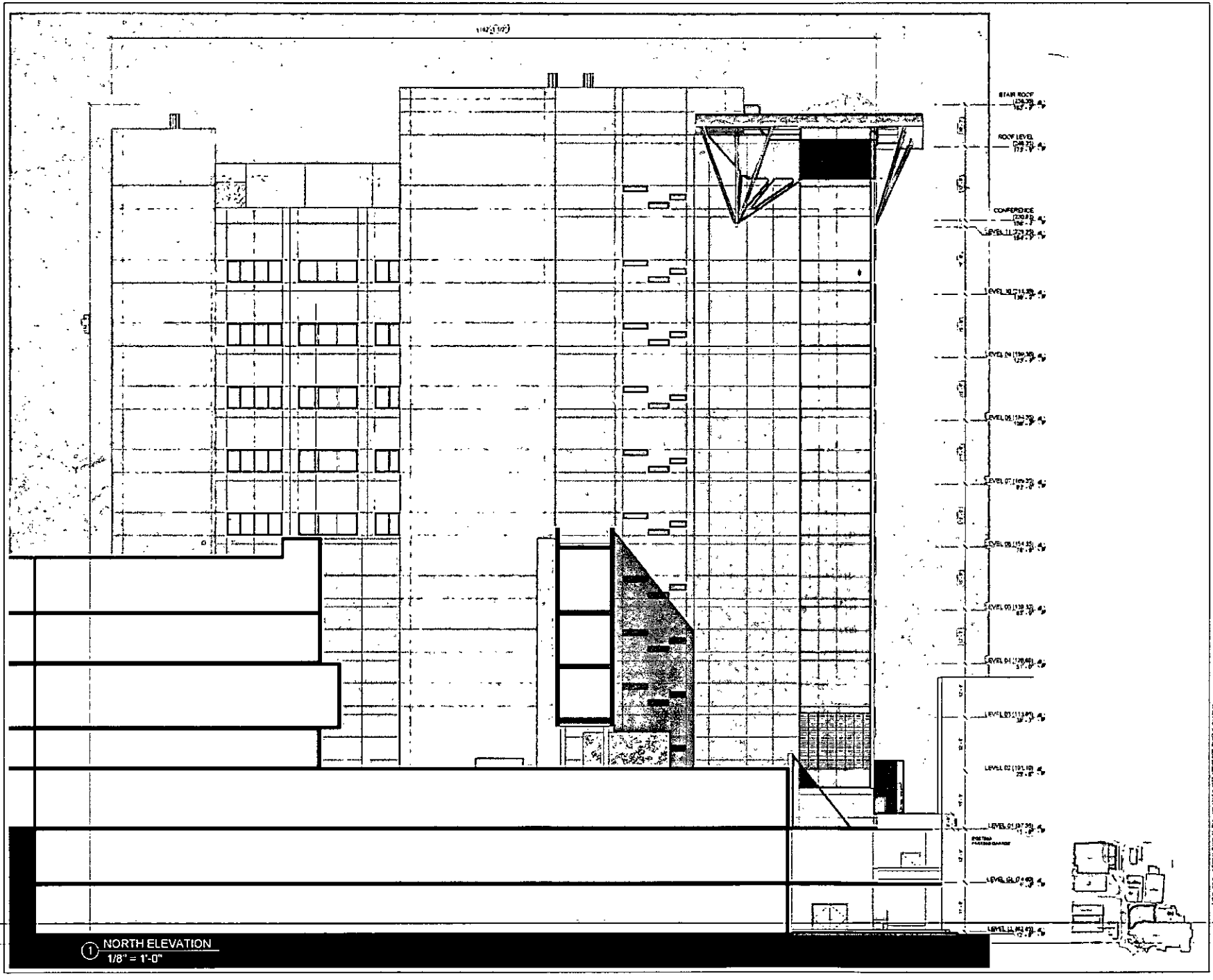
IN PROGRESS

ALTA BATES SUMMIT MEDICAL CENTER
PATIENT CARE PAVILION

ASMC - SUTTER HEALTH

3005 WEBSTER AVENUE
OAKLAND, CA 94609

SOUTH BUILDING ELEVATION



1 NORTH ELEVATION
1/8" = 1'-0"

Devenney Group

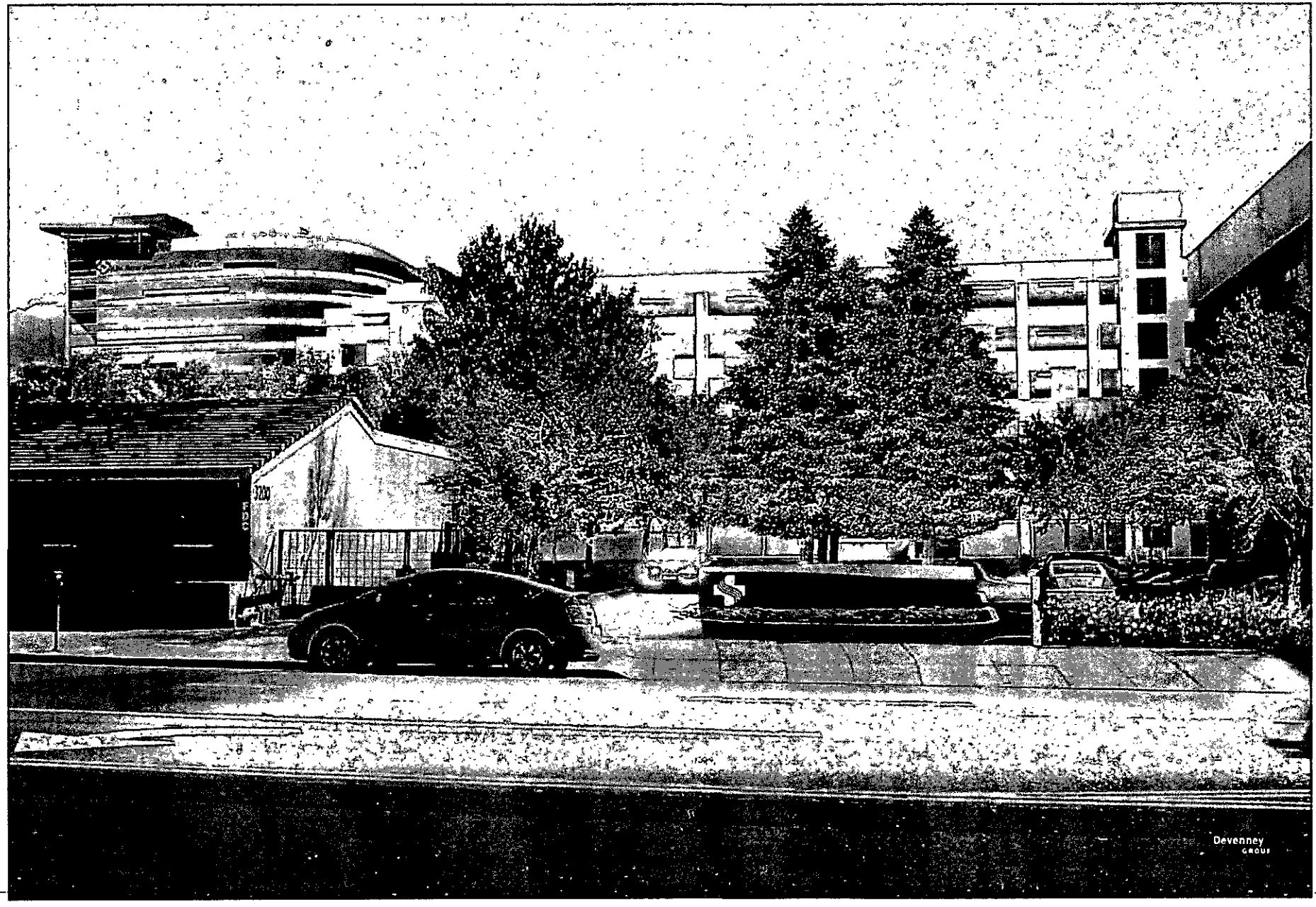
IN PROGRESS

ALTA BATES SUMMIT MEDICAL CENTER PATIENT CARE PAVILION

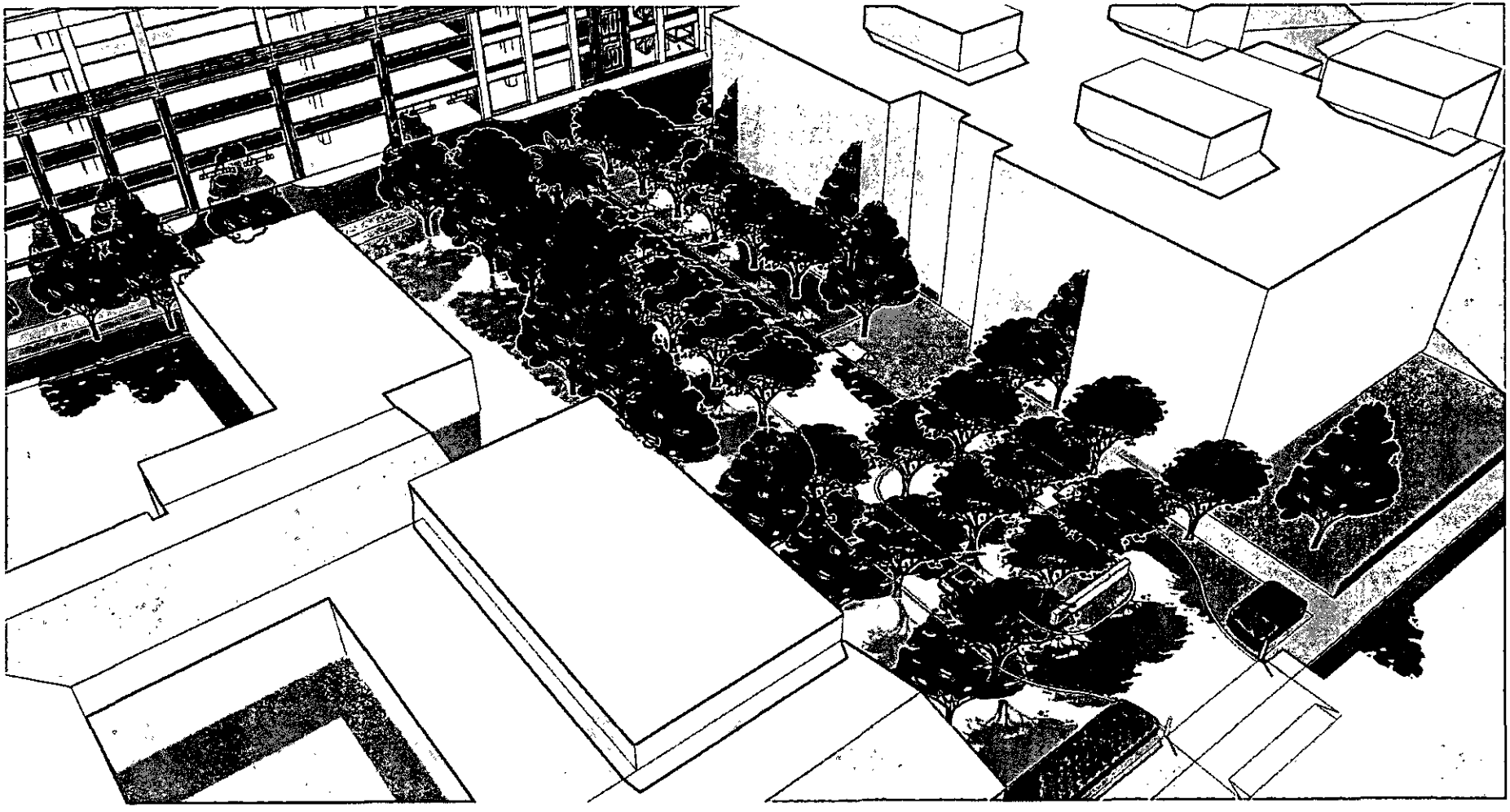
ASSMC - SUTTER HEALTH

3005 WEBSTER AVENUE
OAKLAND, CA 94609

NORTH BUILDING ELEVATION


Devenney
GROUP


Devenney



ATTACHMENT E: ALTA BATES SUMMIT MEDICAL CENTER, SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT

CONDITIONS OF APPROVAL

GENERAL CONDITIONS:

1. Approved Use

Ongoing: The project shall be constructed and operated in accordance with the authorized uses and facilities as described in the application materials, staff report and the plans dated April 2009 and as supplemented in October 2009 and in January 2010 and as amended by the following conditions. Any additional uses or facilities other than those approved with this approval, as described in the project description and the approved plans, will require a separate application and approval. Any deviation from the approved drawings, Conditions of Approval or use shall required prior written approval from the Director of City Planning or designee.

This action by the City Planning Commission ("this Approval") includes the approvals set forth below. This Approval includes:

a) Planned Unit Development permit approval of the Preliminary Development Plan for the Alta Bates Summit Medical Center, Summit Campus Seismic Upgrade and Master Plan project (the Project) and its associated buildings, parking garage, landscaping and public improvements pursuant to Oakland Planning Code Section 17.140 Planned Unit Development.

b) Final Development Plan approval for Phase 1 of the Project including the Patient Care Pavilion, the new parking garage, on-site circulation improvements, and emergency generators pursuant to Oakland Planning Code Section 17.140.040.

c) Minor Variance approval for a variance to off-street parking requirements pursuant to Oakland Planning Code Section 17.148.

d) Conditional Use Permit approval for demolition of existing rooming units at Bechtel Hall pursuant to Oakland Planning Code Section 17.134.

e) Approval of the Transportation Demand Management (TDM) Plan and Greenhouse Gas Reduction Plan for the ABSMC, in compliance with City of Oakland Standard Conditions of Approval TRANS-1 and EIR Mitigation Measure AIR-8.

2. Effective Date, Expiration, Extensions and Extinguishment

Ongoing: Approval of the PUD Preliminary Development Plan is subject to a staged development plan and the requirement for approval of the first Final Development Plan for Phase 1 (which is included as part of these Approvals) within one year from the effective date of approval of the Preliminary Development Plan. The staged development plan allows for submittal of Final Development Plans for

subsequent phases of development (i.e., Future Phases) to be submitted concurrently with the Preliminary Development Plan or anytime; provided, however, that all phases of the Project are completed (i.e., Certificates of Occupancy or equivalent are issued) prior to year 2035. Proposed extensions to the one-year time limit for approval of the first Final Development Plan and proposed extensions or revisions to the stage development schedule, upon application filed at any time before said period has expired, shall be referred to the City Planning Commission, and the Commission may approve, modify, or deny such proposals. The decision of the Commission is appealable to the City Council.

3. Scope of This Approval; Major and Minor Changes

Ongoing: The applicant shall agree in writing to be bound, for himself or herself and his or her successors in interest, by the conditions prescribed for approval of the Planned Unit Development permit. The approved Final Development Plan shall control the issuance of all building permits and shall restrict the nature, location, and design of all uses. Minor changes to the approved Preliminary or Final Development Plan, conditions of approval, standard conditions of approval, and/or mitigation measures may be approved by the Director of City Planning if such changes are consistent with the purposes and general character of the development plan. All other modifications shall be reviewed by the Director of City Planning or designee to determine whether such changes require submittal and approval of a revision to the approved project by the approving body or a new, completely independent permit.

***4.* Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)**

Ongoing: All mitigation measures identified in the Alta Bates Summit Medical Center, Sutter Campus Seismic Upgrade and Master Plan EIR (ABSMC EIR) are included in the Standard Condition of Approval and Mitigation Monitoring Program (SCAMMRP) which is included in these conditions of approval and are incorporated herein by reference, as **Attachment A** as conditions of approval of the project. The Standard Conditions of Approval identified in the ABSMC EIR are also included in the SCAMMRP, and are therefore, not repeated in these conditions of approval. In the event a standard condition of approval or mitigation measure recommended in the EIR has been inadvertently omitted from the conditions of approval or the SCAMMRP, that standard condition of approval or mitigation measure is adopted and incorporated from the EIR into the SCAMMRP by reference, and adopted as a condition of approval. To the extent that there is any inconsistency between the SCAMMRP and these conditions, the more restrictive conditions shall govern. The project sponsor (also referred to as the Developer or Applicant) shall be responsible for compliance with the recommendation in any submitted and approved technical reports, all applicable mitigation measures adopted and with all conditions of approval set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the City of Oakland. The SCAMMRP identifies the time frame and responsible party for implementation and monitoring for each mitigation measure. Overall monitoring and compliance with the mitigation measures will be the responsibility of the Planning and Zoning Division. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule

4. Conformance with other Requirements

a) *Prior to issuance of a demolition, grading, P-job, or other construction related permit*: The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition of Approval 3.

b) *Prior to issuance of each building permit*: The applicant shall submit building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.

5. Conformance to Approved Plans; Modification of Conditions or Revocation

Ongoing:

a) Site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within 60-90 days of approval, unless an earlier date is specified elsewhere.

b) The City of Oakland reserves the right at any time during construction to require certification by a licensed professional that the as-built project conforms to all applicable zoning requirements, including but not limited to approved maximum heights and minimum setbacks. Failure to construct the project in accordance with approved plans may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension or other corrective action.

c) Violation of any term, Conditions, mitigation measures or project description relating to the Approvals is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approvals or alter these Conditions or mitigation measures if it is found that there is violation of any of the Conditions or mitigation measures or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it limit in any manner whatsoever the ability of the City to take appropriate enforcement actions.

6. Signed Copy of the Conditions and Mitigation Measures

With submittal of a demolition, grading, and each building permit: A copy of the approval letter and conditions and mitigation measures shall be signed by the property owner, notarized, and submitted with each set of permit plans to the appropriate City agency for this project.

7. Indemnification

Ongoing:

a) To the maximum extent permitted by law, the applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the City of Oakland Redevelopment Agency, the Oakland City Planning Commission and its respective agents, officers, and employees (hereafter collectively called City) from any liability, damages, claim, judgment, loss (direct or indirect) action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul, (1) an approval by the City relating to this development-related application or subdivision or (2) implementation of this approved development-related project. The City may elect, in its sole discretion, to participate in the defense of said Action and the applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

b) Within ten (10) calendar days of the filing of any Action as specified in subsection A above, the applicant shall execute a Letter Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Letter of Agreement shall survive termination, extinguishment or invalidation of the approval. Failure to timely execute the Letter Agreement does not relieve the applicant of any of the obligations contained in this condition or other requirements or conditions of approval that may be imposed by the City.

8. Compliance with Conditions of Approval

Ongoing: The project applicant shall be responsible for compliance with the recommendations in any submitted and approved technical report and all the Conditions of Approval and all applicable adopted mitigation measures set forth below at its sole cost and expense, and subject to review and approval of the City of Oakland.

9. Compliance Matrix

Prior to issuance of a demolition, grading, or each building permit: The project applicant shall submit to the Planning and Zoning Division and the Building Services Division a Conditions/ Mitigation compliance matrix that lists each condition of approval and/or mitigation measure, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the conditions and/or mitigations. The applicant will sign the Conditions of Approval attached to the approval letter and submit that with the compliance matrix for review and approval. The compliance matrix shall be organized per step in the plan check/construction process unless another format is acceptable to the Planning and Zoning Division and the Building Services Division. The project applicant shall update the compliance matrix and provide it with each item submittal.

10. Severability

Approvals would not have been granted but for the applicability and validity of each and every one of the specified mitigations and conditions, and if any one or more of such conditions and mitigations is found to be invalid by a court of competent jurisdiction, these Approvals would not have been granted without requiring other valid conditions and/or mitigations consistent with achieving the purpose and intent of such approval.

11. Job Site Plans

Ongoing throughout demolition, grading, and/or construction: At least one (1) copy of the stamped approved plans, along with the Approval Letter and Conditions of Approval and/or mitigations, shall be available for review at the job site at all times

12. Special Inspector/Inspections, Independent Technical Review, Project Coordination and Management

Prior to issuance of a demolition, grading, and/or construction permit: The project applicant may be required to pay for on-call third-party special inspector(s)/inspections as needed during the times of extensive or specialized plan check review or construction. The project applicant may also be required to cover the full costs of independent technical review and other types of peer review, monitoring and inspection, including without limitation, third party plan check fees, including inspections of violations of Conditions of Approval. The project applicant shall establish a deposit with the Building Services Division, as directed by the Building Official, Director of City Planning or designee.

PROJECT SPECIFIC CONDITIONS:

13. Emergency Generator Testing

Ongoing. The applicant shall determine and conduct routine testing of the two proposed new emergency generators proposed by the project on separate days or for a shorter duration rather than "both generators tested for one hour on the same day." The applicant shall prepare and submit to the City of Oakland a Generator Testing and Operations Plan for review and approval and shall implement the approved plan.

14. Summit Street Closure

Pursuant to Future Phase Final Development Plans. The Preliminary Development Plan conceptually indicates the potential for closure of a portion of Summit Street, and the traffic impacts associated with this closure were analyzed in the EIR. However, any future plans for closure of this street as a public thorough-fare shall be required to be accompanied by a thorough analysis of the legal issues associated with a public street closure, a detailed study demonstrating how continued access, including emergency access and potential bus routing, would be maintained, and an analysis of internal campus circulation issues. Approval of the PDP shall not constitute approval of the closure of Summit Street prior to these and other issues being fully considered and approved pursuant to a Final Development Plan and potentially other necessary approvals for future phase development.

15. Assessment of Future Phase Parking Requirements

Prior to approval of future phase Final Development Plans. As a standard Condition of Approval cited in the EIR, the Project is conditioned on implementation of a Transportation Demand Management (TDM) Plan; and that TDM Plan is included in the Final EIR for the Project and approved as part of the Development Approvals. The goal of the TDM Plan is to reduce single-occupancy vehicle (SOV) trips associated with Phase 1 by 10% from the current baseline mode split and to reduce SOV trips in the long-term by 20% from the current baseline mode split. The Final EIR concludes that if the TDM Plan succeeds in achieving a 20% reduction in the current SOV rate it would fully compensate for the projected campus-wide off-street parking deficit under the Planning Code in future phases. This off-street

parking deficit is due to a lack of any additional off-street parking (beyond the Phase 1 parking garage) being included as part of any currently proposed future phase development. Prior to approval of any Final Development Plans for future phases of the project, ABSMC shall demonstrate, through the established TDM Plan's monitoring procedures, that the TDM Plan has succeeded in achieving the 10% reduction in single-occupancy vehicle trips as compared to the current baseline mode split and that the goal for a 20% reduction in single-occupancy vehicle trips associated with future phases is a reasonable and feasible expectation. If the 10% reduction goal has not been achieved, or if the 20% reduction goal is determined unlikely or infeasible, then Final Development Plans for future phase development within the campus shall be conditioned upon the provision of additional off-street parking capable of offsetting the parking deficit pursuant to Planning Code requirements, if the City so elects. The EIR evaluated a number of project alternatives that would be capable of increasing the total parking supply at buildout by adding more parking to the future phase construction and such alternatives shall be fully explored and developed should the TDM Plan not succeed in achieving its stated goals.

16. Samuel Merritt University Expansion Site – Architectural Design Requirements

Prior to approval of future phase Final Development Plans. Pursuant to Final Development Plans for any future phase that includes the Samuel Merritt University expansion building at the corner of Hawthorne and Elm Street, the architectural design for that building shall include an architectural feature (such as a bell tower or monument tower) to mark this location as a gateway entrance into the campus, street activating uses on the ground floor adjacent to Hawthorne, and bringing the façade of this future building to the street edge. These design conditions are intended to off-set or compliment the wide landscape buffer on the opposite side of Hawthorne along the parking garage.

17. Hawthorne Avenue Right-of-Way Streetscape Improvements

Pursuant to Phase 1 P-Job Approval. The landscape and streetscape improvements proposed within the public right-of-way in front of the new Patient Care Pavilion and the garage, as shown in the Final Development Plan for Phase 1, shall be continued in the same manner and character of design (e.g., trees spacing, tree species and other streetscape improvements) for the full length of the public right-of-way along Hawthorne from Webster Street to Telegraph Avenue, and on both sides of Hawthorne Avenue.

17A: Telegraph Avenue Driveway Entrance

Pursuant to building permit approval for the Phase 1 Parking Garage: The final landscape design for the Phase 1 parking garage shall provide for a further enhancement of the driveway entrance from Telegraph Avenue into the parking garage. The purpose of this enhancement is to provide for a strengthened sense of enclosure and gateway at the driveway's entrance at Telegraph Avenue. This shall be accomplished through the addition of an architectural element such as a steel trellis, posts, or other "gateway"-defining structural element that supplements (is in addition to) the currently proposed landscaping and trees. ABSMC shall submit for City staff review and approval a final landscaping plan addressing this issue, and shall implement the approved plan.

18. Webster Street Signage Improvements

Pursuant to Phase 1 P-Job Approval: ABSMC shall coordinate with City Transportation Services Department and Public Works to assess the potential needs and/or benefits associated with improved signage (speed limit signs, way-finding signs, bike route signs, potential stop signs as warranted by traffic

loads, shuttle stops and transit signage, etc.) along Webster Street from 30th Avenue to MacArthur Boulevard and develop a signage program for City review and approval. If determined necessary and/or desirable and approved by the City, ABSMC shall fund, or implement, at the discretion of the City, the City approved signage program.

19. Parking Management

TDM Plan modifications would occur concurrent with this approval, and implementation would be ongoing: The TDM Plan for the Project shall be modified to include the following additional parking management provisions. ABSMC shall implement the following, subject to review and approval by the City, to ensure that the provision of parking spaces in conjunction with measures to lessen parking demand would result in minimal adverse effects to project occupants and visitors and surrounding neighborhoods (where there are no restrictions on on-street parking and on-street parking is free), and that any secondary effects (such as on air quality due to drivers searching for parking spaces) would be minimized:

a) Provide valet parking in the existing Providence and Merritt Garages, as well as in the new Pahse 1 parking garage for employees.

b) Implement an automated parking space counting system into the overall design and construction of the Phase 1 parking garage. Electronic changeable message signs shall be installed at parking entrances and at the major roadways providing access in the area to inform drivers of the location and number of available parking spaces. This would maximize utilization of all parking facilities and reduce excessive circulation and driver frustration.

c) Designate and clearly sign or delineate parking areas for either employees or patients and visitors within the Phase 1 parking garage. Patients and visitors should be assigned to the lower levels and employees to the upper levels. Since employees generally have lower turn-over rates, assigning them to the upper levels reduces overall vehicle circulation in the garage.

d) Regularly monitor parking occupancy for employees and patients/visitors and modify parking designations if necessary.

e) Provide preferential parking for employee carpools at the parking garage, and regularly monitor carpool parking demand and supply and modify the carpool parking supply if necessary.

20. Signage

Prior to issuance of a certificate of occupancy for Phase 1: ABSMC shall develop for City review and approval a way-finding/signage program for major roadways in the area and within the campus to direct patients/visitors to the appropriate ABSMC parking facilities. ABSMC shall fund or implement, at the discretion of the City, the approved signage program.

21. Green Guidelines for Health Care

Prior to building permit approval and Ongoing: ABSMC shall implement all of the environmentally sustainable practices for the planning, design, construction, operations and maintenance of their facilities as contained in the "Sutter Health's Green Guide for Healthcare and Sustainability Practices" submitted as part of this Planned Unit Development application. Concurrent with submittal of hospital building plans to the State Office of Statewide Health Planning and Development (OSHPD), and prior to each City

building permit approvals, ABSMC shall report in writing to the City of Oakland Planning and Zoning Division of its implementation of these Sustainability Measures.

22. Special Exterior Lighting

Prior to building permit approval and Ongoing For exterior lighting, zone and control lights to allow for limiting night-time lighting to the Emergency Department, a small employee parking area, a small visitor parking area, pedestrian walkways, and circulation routes. Only light areas as required for safety and comfort. Do not exceed 80% of the lighting power densities for exterior areas and 50% for building facades and landscape features as defined in ASHRAE/IESNA Standard 90.1-2004, Exterior Lighting Section. ABSMC shall submit for City review and approval an exterior lighting plan addressing these issues and shall implement the approved plan.

23. Additional Construction Management Plan Requirements

Ongoing: The Construction Traffic Management Plan developed in the context of a larger Construction Management Plan as required by the City's Standard Conditions of Approval as included in the EIR and SCAMMRP address potentially significant impacts. The following project-specific additional measures shall be included:

a) A set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours due to Hawthorne Avenue closure and reconstruction of the Hawthorne Avenue / Webster Street intersection.

b) Coordinate construction staging of the parking structure with the Patient Care Pavilion (or the future phase medical office building if constructed concurrent with Phase 1) to ensure that major construction truck activities do not overlap.

c) Provide a flag person to facilitate truck egress from the site to Telegraph Avenue via Hawthorne Avenue or obtain approval from the residents living on Elm Street to use that street to access Telegraph Avenue via 34th Street.

d) Implement Mitigation Measure TRANS-1 as soon as possible to minimize the amount of time a flag person is required.

24. Pedestrian Crosswalk to Patient Care Pavilion

Pursuant to approval of the FDP for Phase 1: Submit for City review and approval, an enhanced mid-block pedestrian crosswalk plan to facilitate pedestrian flows along the walking desire line between the Patient Care Pavilion and the Providence Pavilion. Enhancements shall include ladder-crossing lines and pedestrian crossing signs on poles with flashing beacons. ABSMC shall implement the approved plan.

25. Truck Loading Space

Pursuant to approval of the FDP for Phase 1: Patient Care Pavilion, Submit for City review and approval a staging plan to accommodate one tractor-trailer delivery truck for trucks waiting to use an occupied lading berth and implement the approved plan.

26. Subdivision/Parcel Map Requirement

Prior to construction of the Phase 1 parking garage and Patient Care Pavilion, ABSMC shall apply for and receive approval from the City for a tentative subdivision map or parcel map and/or parcel map waiver (as applicable) to consolidate individual parcels where shared access is required (e.g., the existing Providence parking garage and the proposed new parking garage are on separate parcels but are intend to share access across current parcel boundaries, and the alignment of the proposed hospital driveway crosses over two current property boundaries).

UNIFORMLY APPLIED DEVELOPMENT STANDARDS[1]

27. Landscape Requirements for Street Frontages

Prior to issuance of a final inspection of the building permit. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.

28. Landscape Maintenance

Ongoing. All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

29. Underground Utilities and Meter Shielding

Prior to issuance of each building permits: The applicant shall submit plans for review and approval of the Planning and Zoning Division, Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, plans that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground by the developer from the applicant's structures to the point of service. The plans shall show all electric and telephone facilities installed in accordance with standard specifications of the serving utilities.

a) *Prior to Installation:* All electrical and telephone facilities, fire alarm conduits, street light wiring, and similar facilities shall be placed underground. Electric and telephone facilities shall be installed in accordance with standard specifications of the servicing utilities. Street lighting and fire alarm facilities shall be installed in accordance with the standard specifications of the Building Services Division.

b) *Prior to issuance of each building permits:* The applicant shall submit for review and approval by the Planning and Zoning Division, plans showing the location of any and all utility meters,

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[1] These Uniformly Applied Development Standards include only those that are not included in the Standard Conditions of Approval / Mitigation Monitoring Program (SCAMMRP) prepared for the Project pursuant to the EIR.

transformers, and the like located within a box set within the building, located on a non-street facing elevation, or screened from view from any public right of way.

30. Master Improvement Plan and Improvements in the Public Right-of-Way

Prior to Finalization of P-Job: The project sponsor shall submit a detailed improvement plan prepared by a licensed Civil Engineer, with all conditions and requirements as set forth in these Conditions of Approval, for the private property and the public rights of way, including but not limited to curbs, gutters, pedestrian ways, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design, specifications and locations of the water pumping facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking, accessibility and all other required public improvements required to comply with all applicable City standards, including the landscaping plans, the street tree locations, and planting specifications. This plan shall be reviewed and approved by the City Engineer. Encroachment permits shall be obtained as necessary for any applicable improvements.

a) Those off-site transportation improvements specified in the SCAMMRP shall be completed in accordance with the timeframes specified in the SCAMMRP.

b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition and/or mitigations.

c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit.

d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.

31. Public Improvements (Specific)

Prior to issuance of any building permits: Final building and improvement plans submitted to the Building Services Division shall include the following components:

a) Install additional standard City of Oakland streetlights.

b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter.

c) Reconstruct drainage facilities to current City standards.

d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards.

e) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards.

f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage.

g) Provide adequate fire department access and water supply, including but not limited to currently adopted fire codes and standards.

Prior to commencement of construction activity: Concrete sidewalks shall be constructed to connect the existing sidewalk to all internal sidewalks and paths. This sidewalk shall be constructed to the specifications of the Building Services Division and the Public Works Agency, and it shall be the applicant's responsibility to secure all necessary City permits, including but not limited to an encroachment permit.

32. Payment for Public Improvements

Prior to receiving first occupancy permit: The applicant shall pay for and install public improvements made necessary by the project.

33. Construction Management

Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit The project sponsor shall submit a Construction Phasing and Management Plan, incorporating all applicable mitigation measures contained in the MMRP for the Project. This plan shall also include the following additional measures and standards:

a) A site security and safety plan to assure that grading and construction activities are adequately secured during off-work hours.

b) A fire safety management plan for all phases of work, including provisions for access, water and other protection measures during grading and construction activities.

c) A construction litter/debris control plan to ensure the site and surrounding area is kept free of litter and debris.

34. Operational Noise-General

Ongoing. Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.

35. Phase I and/or Phase II Reports

Prior to issuance of a demolition, grading, or building permit. Prior to issuance of demolition, grading, or building permits the project applicant shall submit to the Fire Prevention Bureau, Hazardous Materials Unit, a Phase I environmental site assessment report, and a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.

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

Prior to issuance of any demolition, grading or building permit. The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a

qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.

37. Environmental Site Assessment Reports Remediation

Prior to issuance of a demolition, grading, or building permit. If the environmental site assessment reports recommend remedial action, the project applicant shall:

a) Consult with the appropriate local, State, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.\

b) Obtain and submit written evidence of approval for any remedial action if required by a local, State, or federal environmental regulatory agency.

c) Submit a copy of all applicable documentation required by local, State, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.

38. Health and Safety Plan per Assessment

Prior to issuance of any demolition, grading or building permit. If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.

39. Litter Control

Prior to issuance of the first building permit for each Phase: A litter control plan that ensures that the premises and surrounding area are kept free of litter shall be submitted to and approved by the Zoning Administrator. The Plan shall include, but not be limited to:

a) Distribution of proposed locations of litter receptacles on site and in the public right-of-way;

b) A management schedule for keeping the premises and surrounding area in a one-block radius free from litter originating from the operation of the future medical center activities. The number of times per day litter is to be collected will be based on the results of a baseline study, to be completed by Kaiser within two months of Master Plan approval; and

c) Sweeping and trash collection of the premises, the public sidewalk, and the gutter area of the public street immediately adjacent to the project, as needed to keep the area free of litter.

40. Landscape, Irrigation and Street Tree Permit

Landscape and Irrigation Plan, *Pursuant to Design Review*: The applicant shall submit for review and approval by the Planning and Zoning Division, a detailed landscape and irrigation plan prepared by a licensed landscape architect or other qualified person. Such plan shall show all landscaping on the site maintained by an automatic irrigation system or other comparable system. The landscaping plan shall include a detailed planting schedule showing sizes, quantities, and specific common and botanical names of plant species. Fire and drought-resistant species are encouraged.

a) Street Trees, *Prior to issuance of each building permit:* The number of street trees, their spacing and location and species types shall be subject to review and approval by the Public Works Agency and Building Services.

b) Installation of Landscaping and Bonding, *Prior to issuance of certificate of occupancy:* The applicant shall install all proposed landscaping indicated on the approved landscape plan prior to the issuance of a certificate of occupancy, unless bonded pursuant to the provisions of Section 17.124.50 of the Oakland Planning Code. The amount of such bond or cash deposit shall equal the greater of $2500 or the estimated cost of the required landscaping, based on a licensed contractor's bid.

c) Landscaping Maintenance, *Ongoing:* All landscaping areas and related irrigation shown on the approved plans shall be permanently maintained in neat and safe conditions, and all plants shall be maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with all applicable landscaping requirements. All landscaping shall be served by an automatic irrigation system. All paving or other impervious surfaces shall occur only on approved areas.

41. Parking and Driveways

Parking and Driveway Design, *Prior to issuance of building permit*: All parking and driveways shall be designed according to all City codes and be approved by the Building Services Division.

a) Parking and Circulation Plan, *Prior to issuance of building permit and prior to final inspection:* The applicant shall submit a Parking and Traffic Circulation Plan for review and approval by the Planning and Zoning Division. This plan shall include wheel stops for all parking spaces, and pavement marking and striping that delineate the driveways and traffic paths to be used by the general public and deliveries. All wheel stops, pavement markings and striping, as approved by the Planning and Zoning Division shall be installed prior to final inspection.

b) Parking Lot Lighting, *Ongoing:* The exterior lighting fixtures which serve the parking area shall be equipped with daylight sensors that will automatically turn the lights on at dusk and off at sunrise, and that shall be adequately shielded to a point below the bulb and reflector, and that shall prevent unnecessary glare onto adjacent properties.

c) Designated Carpool Parking, *Ongoing:* The applicant shall designate on-site parking spaces by marking, either with a small sign at the head of the parking stalls or stenciled lettering painted within the parking stalls that reads: "Carpool Parking Only".

d) Recharge Stations for Electric Vehicles, *Prior to issuance of building permits and ongoing*: The applicant shall submit for review and approval of the Planning and Zoning Division, plans that

show parking spaces designed to accommodate and function as recharge stations for electric vehicles. Electrical conduit shall be stubbed in accordingly as part of construction of the project and shall be documented in the final building permit plans approved for the project.

42. Traffic Safety Signage

Upon completion of the public street improvements and prior to acceptance of such improvements by the City: The applicant shall implement a sign and pavement marking system consistent with City Standards, Fire Department standards, and Traffic Division requirements that clearly delineate the street frontages to be used for on-street parking, and those areas where parking is prohibited. Other directional traffic signs shall also be included in this system for all new and existing public street frontages of the project.

43. On-site Clean-up

Ongoing: The applicant shall clear litter and debris from the premises at least once daily, or as needed to maintain a litter free environment. A portable ashtray, if used, shall remain outside in a location near the entrance and common areas during all times that the building is open for business. The ashtray and litter receptacle shall be emptied as often as needed to prevent overflowing.

44. Right-of-way Clean-up

Ongoing: The applicant shall clear the sidewalk and gutter areas along the campus edge of litter and debris at least once daily or as needed to control litter. The applicant shall sweep or mechanically clean the sidewalk with steam or equivalent measures at least once per month.

Applicant and/or Contractor Statement

I have read and accept responsibility for the Conditions of Approval, as approved by Planning Commission action on May 19, 2010. I agree to abide by and conform to these conditions, as well as to all provisions of the Oakland Zoning Code and Municipal Code pertaining to the project.

Signature of Owner/Applicant: _____(date)

ATTACHMENT "F"

ALTA BATES SUMMIT MEDICAL CENTER SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN

PROJECT APPROVAL FINDINGS

This proposal meets the required findings under Oakland Planning Code 17.140.080 (Planned Unit Development Permit Criteria); the required findings under Oakland Planning Code 17.140.040 (Submission of a Final Development Plan); the required findings under Section 17.136.050 (Regular Design Review); the required findings under Section 17.148.050 (Minor Variance Procedures) for a minor variance to off-street parking requirements; the required findings under Section 17.134.050 (General Conditional Use Permit); and the required findings under Oakland Planning Code Section 17.102.230 (Conditional Use Permit, Demolition of Existing Rooming Units) as set forth below. Required findings are shown in bold type; explanations as to why these findings can be made are in normal type. The project's conformance with the following findings is not limited to the discussion below, but is also included in all discussions in the staff report, the Alta Bates Summit Medical Center Summit Campus Seismic Upgrade and Master Plan Project EIR and elsewhere in the record.

Section 17.140.080: Preliminary Planned Unit Development Permit Criteria

1. That the location, design, size, and uses are consistent with the Oakland General Plan and with any other applicable plan, development control map, or ordinance adopted by the City Council.

The City General Plan Land Use and Transportation Element (LUTE) designates the entire ABSMC campus as Institutional. The Institutional designation is intended to create, maintain and preserve areas appropriate for education facilities, cultural and institutional uses, health services and medical uses. The Project's proposed land uses are consistent with this Institutional land use designation.

As fully analyzed in the EIR, and hereby incorporated by reference, the Project would be consistent with the various LUTE policies that support the continued existence and expansion of the ABSMC Summit campus (see Draft EIR pgs. 4.1-6 and -7). The upgrading and replacement of facilities within the campus would improve visual quality and safety on the campus and they would allow for expansion of medical services to City residents and workers by intensifying existing uses on the site, rather than expanding off-site. The project is consistent with LUTE policies regarding the location, retention and support of institutional land uses. As also analyzed in the EIR, and hereby incorporated by reference, the Project would be consistent with the various policies of the Historic Preservation Element (see DEIR pg. 4.1-8), the Open Space, Conservation and Recreation Element (see DEIR pg. 4.1-10), the Housing Element (see DEIR pg. 4.1-11), the Safety Element (see DEIR pg. 4.1-12), the Noise Element (see DEIR pg. 4.1-12), the Bicycle Master Plan (see DEIR pg. 4.1-14), the Pedestrian Master Plan (see DEIR pg. 4.1-14), the Scenic Highways Element (see DEIR pg. 4.1-15), the Oakland "Transit First" Policy (see DEIR pg. 4.1-15) and the Oakland Sustainable Development Initiative (see DEIR pg. 4.1-15).

2. That the location, design, and size are such that the development can be well integrated with its surroundings, and, in the case of a departure in character from surrounding uses, that the location and design will adequately reduce the impact of the development.

Office/commercial, patient care, retail, and residential activities exist within the ABSMC property boundaries. Office/commercial, retail, residential, and auto care facilities also exist along the Broadway and Telegraph Avenue corridors to the west, east and south of the project site. The ABSMC is surrounded by a number of medical offices and medical-related commercial facilities that are associated with or located conveniently near the Medical Center, but that are not part of ABSMC. There are very few residences located in the immediate vicinity of the campus, but there is a short block of residences (both single family and multi-family) that are located along the westerly side of Elm Street.

The project, primarily the development and on-site intensification of existing institutional space within the ABSMC property would be well integrated with the surrounding mix of uses in the area. The proposed project would add to the institutional and patient care services in the area, as well as open space along the Summit Street corridor. The project would be compatible with and well integrated with existing land uses of the surrounding area, and no environmental impacts on land use, plans and policies are identified.

3. That the location, design, size, and uses are such that traffic generated by the development can be accommodated safely and without congestion on major streets and will avoid traversing other local streets.

Traffic generated by the project can safely be accommodated within the campus and without causing congestion on campus streets. Although traffic congestion would otherwise occur at the intersection of Telegraph/Hawthorne, mitigation measures requiring installation of a traffic signal at this location would accommodate project-generated traffic at an acceptable level of service, without congestion and avoiding traversing other local streets.

Generally, the surrounding street network also has adequate capacity to accommodate the traffic generated by Phase 1 of the Medical Center, without congestion and avoiding traversing other local streets. However, the intersection at West Grand Avenue/Brush Street currently operates at unacceptable levels of service and the project will add traffic to this intersection which will worsen that traffic condition. This intersection is complicated due to its immediate adjacency with the West Grand/San Pablo intersection and other factors. Mitigation measures requiring signalization of the intersection and making other necessary and associated City-approved improvements is required of the project. The project sponsor shall work with the City to perform a detailed intersection/signalization engineering design study to determine the most feasible design to implement, which can improve intersection operations and minimize any potential secondary impacts. However, the intersection is complicated and the specific improvements to be implemented must be finalized after a detailed intersection/signalization engineering design study is performed and a preferred, detailed design selected.

In the longer term (by Project buildout at 2035) there will substantially greater traffic congestion throughout the City on all major streets even without the Project. The majority of this traffic congestion will be caused by cumulative growth and development anticipated to occur within the City by that timeframe, as well as by cumulatively increasing through traffic, unrelated to the Project. As analyzed in the EIR, there are four intersections which are projected to degrade to less

than acceptable levels of service due to this cumulative development to which the Project will also add traffic, but which can be mitigated to a level of less than significant through implementation of measures identified in the EIR. There are also eight additional intersections which are projected to degrade to less than acceptable levels of service due to cumulative development to which the Project will also add traffic, but for which no mitigation measures have been identified that are capable of reducing this cumulative impact to levels of less than significant. This projected increase in traffic congestion is not simply a function of Project-generated traffic, but is due to the overall cumulative traffic growth projected for the region and would occur without the Project. Although the Project's contribution to these cumulative traffic impacts will be relatively small, the Project will add incrementally to this cumulative traffic congestion. The Project will offset its contribution to this cumulative effect through implementation of the TDM Plan and by implementing certain physical improvements at affected intersections to the extent reasonable and feasible, as required under EIR mitigation measures, to mitigate the Project's traffic impacts. Also, any other development in the area would also contribute to these cumulative traffic impacts. Thus, the Project be accommodated safely and without Project-generated congestion on major streets and will avoid Project-generated traffic traversing other local streets.

4. That the location, design, size, and uses are such that the residents or establishments to be accommodated will be adequately served by existing or proposed facilities and services.

There are adequate public facilities in the area to serve this development, and there is adequate public service to the proposed project including but not limited to the gas and electric company, water supply and wastewater collection and disposal, solid waste disposal, and police and fire services, as detailed in the EIR and hereby incorporated by reference.

5. That the location, design, size, and uses will result in an attractive, healthful, efficient, and stable environment for living, shopping, or working, the beneficial effects of which environment could not otherwise be achieved under the zoning regulations.

The ABSMC Master Plan will provide a long-term cohesive vision for the ABSMC campus to meet both hospital and community needs well into the future. The needs include a seismically sound hospital designed to meet current state standards, new parking facilities centrally located within the campus, and the potential for new medical office space and the expansion of the on-campus facilities for the Samuel Merritt University. The new Patient Care Pavilion will be the center of the ABSMC campus and will become the focal point and main entrance to the campus, visible from many surrounding areas. The aesthetic of the Patient Care Pavilion is representative of a modern, transparent and technologically advanced healthcare environment. The significant new green spaces created along Hawthorne Avenue leading up to the central plaza and elsewhere on the campus will promote a healing environment for patients and their families and visitors. The new landscape areas will also achieve numerous sustainability goals with native planting, efficient irrigation systems and the overall creation of new gathering spaces throughout the campus.

Although each of the elements of this Master Plan could be developed under current zoning regulations (the campus is appropriately zoned for medical center uses), the Planned Development permit has enabled a more comprehensive planning approach for considering future

development within the campus, together with a phasing plan that could not otherwise have been achieved under current regulations.

6. **That the development will be well integrated into its setting, will not require excessive earth moving or destroy desirable natural features, will not be visually obtrusive and will harmonize with surrounding areas and facilities, will not substantially harm major views for surrounding residents, and will provide sufficient buffering in the form of spatial separation, vegetation, topographic features, or other devices.**

The development and on-site intensification of existing medical center and institutional space within the ABSMC campus will be well integrated with the surrounding mix of uses in the area. Although grading of portions of the campus are proposed in order to achieve precise building elevations and better pedestrian access, such grading is not excessive nor will it affect any natural features. As a tall structure (11 stories) the new Patient Care Pavilion will be visible from surrounding areas, but will not harm major views for surrounding residents. Vegetative buffers, the preservation of existing buildings (418 30th Street), and the concentration of new development primarily within the central portions of the campus will all provide sufficient protection to the adjacent neighborhood and harmonize the development of the campus with its surrounding setting.

17.140.040: Submission of Final Development Plan for Phase 1

1. **The final plan shall conform in all major respects with the approved preliminary development plan.**

The Final Development Plan for Phase 1 improvements, including the new Patient Care pavilion, the new parking garage and all on-site circulation improvements complies in all major respects with the approved Preliminary Development Plan.

2. **The final plan shall include all information included in the preliminary development plan plus the following: the location of water, sewerage, and drainage facilities; detailed building and landscaping plans and elevations; the character and location of signs; plans for street improvements; and grading or earth-moving plans.**

The Final Development Plan for Phase 1 improvements, including the new Patient Care pavilion, the new parking garage and all on-site circulation improvements shows the location of water, sewerage, and drainage facilities as detailed in the Grading and Utility Plan exhibits of the application; detailed building and landscaping plans and elevations as detailed in the Elevations, Landscape Plans and Architectural Rendering exhibits of the application; the character and location of signs as detailed in Sign Plan exhibits of the application; plans for street improvements as detailed in the Grading and Utility Plan exhibits of the application; and grading and earth-moving plans as detailed in the Grading and Utility Plan exhibits of the application.

3. **The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development.**

The Final Development Plan for Phase 1 improvements provides sufficient detailed to indicate fully the ultimate operation and appearance of the development including the new Patient Care pavilion, the new parking garage and all on-site circulation improvements.

4. **Copies of legal documents required for dedication or reservation of group or common spaces, for the creation of nonprofit homes' association, or for performance bonds, shall also be submitted.**

The Final Development Plan for Phase 1 does not include group or common spaces, the creation of non-profit homes' association, or the need for a performance bond. Any public improvements necessitating a performance bond or similar financial mechanism are subject to subsequent approval of a tentative parcel map for the project.

5. **If the final plan, meeting the requirements stated in this section, is not submitted within one (1) year after the date of approval or modified approval of the preliminary development plan, whether approved by operation of law or otherwise, the preliminary development plan shall be considered void.**

The Final Development Plan for Phase 1 improvements meets the requirements stated in this section and has been submitted concurrently with (i.e., within one year after the date of approval or modified approval of) the Preliminary Development Plan.,

6. **Within thirty (30) days after the filing of the final development plan, the City Planning Commission shall forward such development plan and the original application to the City Engineer for review of public improvements, including streets, sewers, and drainage. The Commission shall not act on a final development plan until it has first received a report from the City Engineer or until more than thirty (30) days have elapsed since the plan and application were sent to the City Engineer, whichever is the shorter period.**

The City's Building Services Department and the City Engineer have received copies of the Final Development Plan for Phase 1 as well as the project EIR. Although no report has been received by the City Engineer, these departments have provided comments on both the EIR and the FDP, which have been incorporated. More than 30 days have elapsed since the plan and application were sent to the City Engineer. Moreover, Conditions of Approval for the Project require public improvement plans to be submitted for City review and approval.

Section 17.136.050: Design Review Criteria

Whenever design review approval is required for a proposal also requiring a planned unit development permit, the application for design review shall be included in the application for the PUD permit and shall be processed and considered as part of the same. The reviewing officer or body shall, in considering the design review aspects of the proposal, determine whether it conforms to all the applicable design review criteria. Regular design review approval may be granted only if the proposal conforms to all of the following general design review criteria.

1. **The proposal will help achieve or maintain a group of facilities which are well related to one another and which, when taken together, will result in a well-composed design, with consideration given to site, landscape, bulk, height, arrangement, texture, materials, colors, and appurtenances; the relation of these factors to other facilities in the vicinity; and the relation of the proposal to the total setting as seen from key points in the surrounding area. Only elements of design which have some significant relationship to outside appearance shall be considered, except as otherwise provided in Section 17.136.060.**

The proposed Master Plan provides a long-term cohesive vision for the ABSMC campus to ensure that it continues to meet both hospital and community needs well into the future. These additional needs include a new Patient Care Pavilion connected to the existing Merritt Hospital, additional parking space, the potential for new medical office space, and the expansion of the on-campus facilities for the Samuel Merritt University. These new facilities will be accommodated within those portions of the campus that currently contain older, less functional building space and/or surface parking lots. The result will be a campus containing a group of buildings that are well related to one another and that will result in a cohesive, composed campus design.

The ABSMC campus contains many buildings that have been constructed over a long period of time, resulting in an eclectic mix of architecture and building materials. There is certainly no central architectural theme prevalent throughout the campus that a new building could replicate or emulate. Instead, the proposed Patient care pavilion is a modern building and its design is representative of a modern, transparent, and technologically advanced health care environment. The Hawthorne façade is rounded, with patient care rooms lining the exterior wall. Most of that exterior wall is large window space providing patient rooms with views of downtown, the Bay and/or the Oakland hills, and maximizing internal use of natural daylight. The internal structural elements which protect the building against earthquakes also allow the skin of the building to be relatively light and free. As a result, a major portion of the building shell and main entrance is comprised of a large glass wall with horizontal steel bands that reduce solar gain while defining the building's scale. The selected exterior glazing is very energy efficient, reducing energy consumption and glare as well as providing more than adequate light penetration.

The new parking garage design reflects its fundamental functionality as an open-air concrete structure screened by trellis walls and vines.

The proposed new landscape design for the campus would improve pedestrian accessibility throughout the campus by addressing steep grades that exist within the site and create a new heart to the campus that will assist in way-finding, provide identity, and form a healing environment. The significant new green space created along Hawthorne Avenue leading up to the central plaza was designed to promote a healing environment for patients and to achieve numerous sustainability goals with native planting and efficient irrigation systems. Accessible pedestrian connections, particularly between the new garage and the new Patient Care Pavilion also make numerous other site improvements (such as making the existing elevated garden at Hawthorne Avenue and Summit Street) more accessible, new landscape corridor along Hawthorne and new landscape entry to the proposed garage from Telegraph Avenue.

The Project's design elements are well composed and harmonious with the surrounding campus and neighborhood in terms of landscape, bulk and height of new buildings, texture, materials, colors, and appurtenances. These factors will be a positive addition to the campus as seen from key points in the surrounding area.

2. The proposed design will be of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area.

Office/commercial, patient care, retail, and residential activities exist within the ABSMC property boundaries. Office/commercial, retail, residential, and auto care facilities exist along the Broadway and Telegraph Avenue corridors to the west, east and south of the project site. The ABSMC is surrounded by a number of medical offices and medical-related commercial facilities that are associated with or located conveniently near the Medical Center, but that are not part of

ABSMC. There are very few residences located in the immediate vicinity of the campus, but there is a short block of residences (both single family and multi-family) that are located along the westerly side of Elm Street.

The project, primarily the development and on-site intensification of existing institutional space within the ABSMC property would be in harmony with the quality and character of the surrounding mix of uses in the area. The proposed project would add to the institutional and patient care services in the area, as well as open space along the Summit Street corridor. The project would protect and enhance the value of public and private investments in the area by increasing new and modern development and by adding additional employees who will shop and frequent local retail and commercial establishments.

3. **The proposed design conforms in all significant respects with the Oakland General Plan and with any applicable design review guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.**

As indicated above under Planned Development permit criteria, the Project's proposed land uses are consistent with the current Institutional land use designation of the LUTE. Additionally, the Project would be consistent with the various LUTE policies that support the continued existence and expansion of the ABSMC Summit campus and would be consistent with the various policies of the Historic Preservation Element, the Open Space, Conservation and Recreation Element, the Housing Element, the Safety Element, the Noise Element, the Bicycle Master Plan, the Pedestrian Master Plan, the Scenic Highways Element, the Oakland "Transit First" Policy and the Oakland Sustainable Development Initiative.

17.148.050: Minor Variance - Off-Street Parking

Section 17.142.010 of the Planned Unit Development regulations provide flexibility in the application of certain regulations in a manner consistent with the general purposes of the zoning regulations, thereby promoting a harmonious variety of uses, the economy of shared services and facilities, compatibility with surrounding areas, and the creation of attractive, healthful, efficient, and stable environments for living, shopping, or working.

As applicable to off-street parking requirements, Section 17.142.110 (PUD Regulations) provides that development standards, including off-street parking requirements shall apply to all PUD developments except as otherwise provided as a condition of approval of a Planned Unit Development permit. Further, Section 17.148.100 (Variance Procedures) indicates that whenever a variance is required for a proposal also requiring a planned unit development permit, application for the variance shall be included in the application for the Planned Unit Development permit, and shall be processed and considered as part of same. However, the reviewing officer or body shall, in considering such a variance, determine whether the conditions for a variance as required in Section 17.148.050 are present.

With the exception of variances for adult entertainment activities or sign facilities, a variance may be granted only upon determination that all of the following conditions are present:

1. **That strict compliance with the specified regulation would result in practical difficulty or unnecessary hardship inconsistent with the purposes of the zoning regulations, due to unique physical or topographic circumstances or conditions of**

design; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution improving livability, operational efficiency or appearance.

The EIR evaluated a number of project alternatives that would be capable of increasing the total parking supply at buildout by adding more parking to the future phase construction, however, these would significantly increase the size and mass of the parking garage and would preclude an effective design solution because such a massive/tall structure is not desirable.

Moreover, strict compliance would preclude the proposed design solution at ABSMC which is intended to keep the overall parking supply limited in an effort to reduce driving, but not so limited as to create a parking problem on campus that may spill over into the adjoining neighborhood, consistent with the City's Transit First policies.

2. **That strict compliance with the regulations would deprive the applicant of privileges enjoyed by owners of similarly zoned property; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution fulfilling the basic intent of the applicable regulation.**

For this minor variance application, strict compliance would preclude the proposed design solution to the parking issues at the campus, which are instead focused on a goal of reducing single-occupancy vehicle (SOV) trips in the long-term by 20% from the current baseline mode split through implementation of a TDM Plan. A 20% reduction in the current SOV rate would fully compensate for the campus-wide off-street parking deficit under the Planning Code, and would reduce traffic congestion and allow for more efficient utilization of on-street parking consistent with the basic intent of the off-street parking regulations as indicated in Section 17.116.010.

3. **That the variance, if granted, will not adversely affect the character, livability, or appropriate development of abutting properties or the surrounding area, and will not be detrimental to the public welfare or contrary to adopted plans or development policy.**

A large and easily accessible supply of parking tends to promote single occupancy vehicle driving, whereas expensive or less available parking supply tends to lower driving rates. In keeping with the City's Transit First policies, the proposed variance, together with the required TDM Plan, would serve to keep the overall parking supply limited in an effort to reduce driving, but not so limited as to create a parking problem on campus that may spill over into the adjoining neighborhood so as to be detrimental to the surrounding neighborhood. Thus, the granting of the variance is fully consistent with adopted City policies and will promote public welfare.

4. **That the variance will not constitute a grant of special privilege inconsistent with limitations imposed on similarly zoned properties or inconsistent with the purposes of the zoning regulations.**

The off-street parking variance does not constitute a special privilege for the ABSMC in that it must be accompanied with the required TDM Plan as a means of off-setting the otherwise required parking demands. Consistent with the requirements of the TDM Plan, a 20% reduction in the current SOV rate would fully compensate for the campus-wide off-street parking deficit under the Planning Code, and would reduce traffic congestion and allow for more efficient

utilization of on-street parking consistent with the basic purposes of the off-street parking regulations as indicated in Section 17.116.010. Moreover, similar variances have been granted to other projects.

5. **That the elements of the proposal requiring the variance (e.g., elements such as buildings, walls, fences, driveways, garages and carports, etc.) conform with the regular design review criteria set forth in the design review procedure at Section 17.136.050.**

The development program for Future Phases as proposed under the ABSMC Seismic Upgrade and Master Plan requires a minor variance to be approved as proposed. As indicated above under the PUD permit criteria, the proposed ABSMC Seismic Upgrade and Master Plan PUD permit application conforms to the permit criteria for a PUD.

Section 17.134.050: General Conditional Use Permit Criteria For Demolition of Existing Rooming Units

The demolition of a facility containing or intended to contain rooming units, or the conversion of a living unit from its present or last previous use by a Permanent Residential Activity, a Semi-Transient Residential Activity, or a Transient Habitation Commercial Activity to its use by a nonresidential activity other than Transient Habitation Commercial is only permitted in a non-residential zone upon the granting of a conditional use permit pursuant to the conditional use permit procedure. Such permit may be granted only upon determination that the proposed demolition or conversion conforms to the general use permit criteria as set fort below.

1. **The location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development.**

The project, primarily the development and on-site intensification of existing institutional space within the ABSMC property, would be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. The proposed project would add to the institutional and patient care services in the area, as well as open space along the Summit Street corridor.

The proposed new facilities will be accommodated within those portions of the campus that currently contain older, less functional building space and/or surface parking lots, resulting in a campus containing a group of buildings that are well related to one another and that will result in a cohesive, composed campus design.

The project would be compatible with and would have no harmful effects on the neighborhood character of the surrounding area, and no environmental impacts on the surrounding neighborhood are identified in the EIR.

2. **The location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping, or civic environment, and will be as attractive as the nature of the use and its location and setting warrant.**

The Project will result in an improved campus environment that will provide a convenient and functional working environment and will provide a full range of essential health care services on centrally located and easily accessible Pill Hill.

The proposed Patient care pavilion is an attractive modern building and its design is representative of a modern, transparent, and technologically advanced health care environment. A major portion of the building shell and main entrance is comprised of a large glass wall with horizontal steel bands that reduce solar gain while defining the building's scale. The selected exterior glazing is very energy efficient, reducing energy consumption and glare as well as providing more than adequate light penetration. The new parking garage design reflects its fundamental functionality as an open-air concrete structure screened by trellis walls and vines. The proposed new landscape design for the campus would improve pedestrian accessibility throughout the campus by addressing steep grades that exist within the site and create a new heart to the campus that will assist in way-finding, provide identity, and form a healing environment. The significant new green space created along Hawthorne Avenue leading up to the central plaza was designed to promote a healing environment for patients and to achieve numerous sustainability goals with native planting and efficient irrigation systems. Accessible pedestrian connections, particularly between the new garage and the new Patient Care Pavilion also make numerous other site improvements (such as making the existing elevated garden at Hawthorne Avenue and Summit Street) more accessible, new landscape corridor along Hawthorne and new landscape entry to the proposed garage from Telegraph Avenue.

3. The proposed development will enhance the successful operation of the surrounding area in its basic community functions, or will provide an essential service to the community or region.

The proposed development plan provides a long-term cohesive vision for the ABSMC campus to ensure that it continues to meet both hospital and community needs well into the future. The Project will replace the acute care patient facilities at the Merritt Pavilion so as to meet and exceed the seismic safety requirements of SB 1953, and create new seismically safe acute care facilities for the community at the earliest practicable date and within mandated state deadlines. The Project will enable ABSMC to continue to provide a full range of essential health care services on centrally located and easily accessible Pill Hill, one of Northern California's largest concentrations of acute care and other medical facilities, both during and after project completion.

4. The proposal conforms to all applicable regular design review criteria set forth in the regular design review procedure at Section 17.136.050.

The proposed development plan conforms to all applicable design review criteria set forth in Section 17.136.050 as described in the Findings above.

5. The proposal conforms in all significant respects with the Oakland General Plan and with any other applicable guidelines or criteria, district plan or development control map which has been adopted by the Planning Commission or City Council.

As indicated above under Planned Development permit criteria, the Project's proposed land uses are consistent with the current Institutional land use designation of the LUTE. Additionally, the Project would be consistent with the various LUTE policies that support the continued existence and expansion of the ABSMC Summit campus and would be consistent with the various policies of the Historic Preservation Element, the Open Space, Conservation and Recreation Element, the

Housing Element, the Safety Element, the Noise Element, the Bicycle Master Plan, the Pedestrian Master Plan, the Scenic Highways Element, the Oakland "Transit First" Policy and the Oakland Sustainable Development Initiative.

Section 17.102.230: Additional Conditional Use Permit Criteria For Demolition of Existing Rooming Units

The demolition of a facility containing or intended to contain rooming units must also conform to **at least one** of the following additional use permit criteria:

1. **The facility proposed for demolition or the living unit proposed for conversion is unoccupied and is, or is situated in, a residential building that has been found, determined, and declared to be substandard or unsafe pursuant to Section 15.08.350(B) of the Oakland Housing Code; or**

Although Bechtel Hall is no longer being used by Samuel Merritt University for student housing, the building is not unsafe or substandard under any code requirements. This criterion cannot be met.

2. **A replacement rental unit, comparable in affordability and type to each unit proposed for demolition or conversion, will be added to the city's housing supply prior to the proposed demolition or conversion taking place; or**

ABSMC does not propose to provide any replacement housing units to the City's housing stock. Students at Samuel Merritt University will need to find adequate and affordable housing elsewhere in the City or vicinity. This criterion cannot be met.

3. **The conversion will be an integral part of a rehabilitation project involving both residential and nonresidential activities, and that the rehabilitation project would not be economically feasible unless some nonresidential activity were permitted within it.**

The conversion of the student dormitory site at Bechtel Hall for a development of new hospital will not provide for a mixed use residential and non-residential use. This criterion cannot be met.

4. **That the benefits to the city resulting from the proposed demolition or conversion will outweigh the loss of a unit from the city's housing supply.**

Demolition of Bechtel Hall and its student dormitory rooms will enable development of a new acute care hospital that will play a significant role in planning for a major earthquake by ensuring that the ABSMC facilities are the safest available to serve the needs of Oakland and the greater Oakland community. California State Senate Bill 1953 requires that all acute care hospitals in the state retrofit, rebuild, or close their general acute care inpatient hospital buildings by specific dates if they do not meet strict new seismic safety requirements. The Project is designed to comply with these requirements, resulting in a new, seismically safe, inpatient medical facility capable of functioning in a seismic emergency to provide high quality medical care to Oakland's citizens and the greater Oakland community.

As medical treatment has advanced and hospitalized patients suffer from more acute conditions, modern medical equipment is needed for their care. Hospital rooms are now expected to

accommodate larger patient beds, heart monitors, automatic dosage machines, breathing apparatus and other equipment. The new hospital will include private rooms that can comfortably accommodate patients, visiting family and efficient treatment.

The Project will enable ABSMC to keep accessible, up-to-date medical facilities in the heart of Oakland. The ABSMC campus is well situated near BART and other public transit, and is centrally located to serve the community of Oakland and the greater Oakland Service Area. Maintaining the Summit Medical Center at this location will allow ABSMC to continue to provide its members with easily accessible and convenient services. The new facility will provide members, patients, physicians and staff with a state-of-the-art facility in the heart of Oakland.

The new Patient Care Pavilion is logically and cohesively planned. Although designed as a separate structure, it is connected to the existing Merritt Pavilion with corridors and bridges that integrate with the facilities and clinical services that are to remain. A centralized elevator lobby connects to all of the departments, and the taller tower design minimizes horizontal circulation through the hospital. The ground floor of the new tower is designed as the main lobby to the entire Merritt Pavilion hospital, with a new entry off of Hawthorne Avenue just north of Webster Street. Without demolition of Bechtel Hall, these efficiencies could not be achieved.

These benefits to the City of Oakland, plus others listed in the CEQA Findings Statement of Overriding Considerations, outweigh the loss of approximately 80 student dormitory housing units that will be lost with the demolition of Bechtel Hall, and this criterion is met.

APPROVED AS TO FORM AND LEGALITY
Mark P. Wald
DEPUTY CITY ATTORNEY

OAKLAND CITY COUNCIL

RESOLUTION NO. _____C.M.S.

A RESOLUTION DENYING THE APPEAL (A10-139), THEREBY UPHOLDING THE PLANNING COMMISSION DECISION TO ADOPT CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS AND APPROVE A PLANNED UNIT DEVELOPMENT (INCLUDING A PRELIMINARY DEVELOPMENT PLAN FOR THE MASTER PLAN AND A FINAL DEVELOPMENT PLAN FOR PHASE 1); DESIGN REVIEW FOR PHASE 1; A CONDITIONAL USE PERMIT FOR DEMOLITION OF EXISTING ROOMING UNITS; AND A MINOR VARIANCE FOR OFF-STREET PARKING FOR THE ALTA BATES SUMMIT MEDICAL CENTER, SUMMIT CAMPUS SEISMIC UPGRADE AND MASTER PLAN PROJECT (Planning Case File Nos. ER09-0001, PUD09-104, DR09-105)

WHEREAS, on January 16, 2009 the Applicant Alta Bates Summit Medical Center, an affiliate of Sutter Health, applied for a Planned Unit Development (including a Preliminary Development Plan for the Master Plan and a Final Development Plan for Phase 1), and Design Review for Phase 1 of the Alta Bates Summit Medical Center, Summit Campus Seismic Upgrade and Master Plan Project and environmental review thereof; and this application was subsequently supplemented with an application for a Conditional Use Permit for demolition of existing rooming units and an application for a minor variance for off-street parking (collectively called "Project"); and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Notice of Preparation (NOP) of a Draft EIR for the Project was published on January 26, 2009 and re-issued on March 13, 2009 and the public comment period on the NOP ended on April 15, 2009; and

WHEREAS, on February 18, 2009 the Planning Commission conducted an EIR scoping session concerning the scope of the EIR; and

WHEREAS, a Draft EIR was prepared for the Project to analyze its environmental impacts and the Draft EIR was properly circulated for a 45-day public review period starting on December 21, 2009; and

WHEREAS, public hearings on the Draft EIR were held at the January 20, 2010 meeting of the Planning Commission and at the February 8, 2010 meeting of the Landmarks Preservation Advisory Board; and

WHEREAS, the City received written and oral comments on the Draft EIR and the City prepared written responses to comments on environmental issues and made changes to the Draft EIR, and the responses to comments, changes to the Draft EIR, and additional information were made available to all commenting agencies in a Final EIR published on May 7, 2010 - twelve days prior to the May 19, 2010 Planning Commission hearing; and

WHEREAS, a Notice of Availability/Notice of Release of the Final EIR was distributed to those state and local agencies who commented on the Draft EIR, posted on the Project page on the City's website, and mailed and e-mailed to numerous individuals who had requested specifically to be notified of official City actions on the Project and/or who commented on the Draft EIR (including the Appellant), and copies of the Draft and Final EIR were distributed to those state and local agencies who commented on the Draft EIR, and to City officials including the Planning Commission, and were made available for public review at the Oakland Main Library (124 14th Street), at the office of the Community and Economic Development Agency (250 Frank H. Ogawa Plaza, Suite 3315), and on the City's website; and

WHEREAS, on May 19, 2010 a duly noticed public hearing was held before the City Planning Commission for the Project, accompanied by a Planning staff recommendation for adoption of CEQA Findings (including Certification of the EIR as having been completed and reviewed in compliance with CEQA, rejection of alternatives, and adoption of a Statement of Overriding Considerations) and approval of the Project; and

WHEREAS, on May 19, 2010, in accordance with CEQA, the Planning Commission independently reviewed the record and the EIR, and adopted (by a 4-0 vote) the above-referenced CEQA Findings, including certification of the EIR, prior to taking any action on the Project; and

WHEREAS, on May 19, 2010 the Project was approved by the City Planning Commission (by a 4-0 vote), subject to specified conditions of approval (including the Standard Conditions of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP)) contained in and attached to the May 19, 2010 City Planning Commission Report; and

WHEREAS, on June 1, 2010 an appeal of the Planning Commission's May 19, 2010 decision was filed by Ms. Gloria D. Smith, representing the California Nurses Association/ National Nurses Organizing Committee ("Appellant"), challenging only the certification of the EIR on certain limited grounds and not the approval of the Project itself ("Appeal"); and

WHEREAS, Appellant failed to exhaust its administrative remedies because it did **not** (nor did anyone else) present to the Planning Commission during the May 19, 2010 public hearing on the Project the specific objections they now raise in the Appeal, even though the Notice of such hearing (which was sent to Appellant) expressly required that "[i]f you challenge a Commission decision in court, you will be limited to issues raised at th[is] public hearing or in

correspondence delivered . . . at, or prior to, the public hearing." Moreover, similar language was included in the Notice of Availability/Notice of Release of the Final EIR which was also sent to Appellant. Thus, the Appeal raised for the first time the specific objections to the EIR when such objections are required to have been raised before the Planning Commission in order to be considered as part of an appeal; and

WHEREAS, after giving due notice to Appellant, Applicant, all interested parties and the public, the Appeal came before the City Council in a duly noticed public hearing on July 6, 2010; and

WHEREAS, Appellant, Applicant and all other interested parties were given the opportunity to participate in the public hearing by submittal of oral and written comments; and

WHEREAS, the public hearing on the Appeal was closed by the City Council on July 6, 2010; now, therefore, be it

RESOLVED: That the City Council, having independently heard, considered, reviewed and weighed all the evidence in the record presented on behalf of all parties and being fully informed of the Project and the applications therefor, the Planning Commission's decision, the EIR and the Appeal, finds that the Appellant has **not** shown, by reliance on evidence in the record, that the Planning Commission's decision was made in error, that there was an abuse of discretion by the Commission, and/or that the Commission's decision was not supported by sufficient, substantial evidence in the record. This decision is based, in part, on the July 6, 2010 City Council Agenda Report and the May 19, 2010 approved Planning Commission Report, which are hereby incorporated by reference as if fully set forth herein. Accordingly, the Appeal is denied, the Planning Commission's decision to adopt the above-referenced CEQA Findings and approve the Project is upheld, and the Project and the applications therefor are approved; and be it

FURTHER RESOLVED: That, in further support of the City Council's decision to deny the Appeal and approve the Project, the City Council affirms and adopts as its own findings and determinations (i) the July 6, 2010 City Council Agenda Report including without limitation the discussion, findings, conclusions, specified conditions of approval (including the Standard Conditions of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP)) (each of which is hereby separately and independently adopted by this Council in full), and (ii) the May 19, 2010 approved City Planning Commission Report, including without limitation the discussion, findings, conclusions, conditions of approval and SCAMMRP (each of which is hereby separately and independently adopted by this Council in full), except where otherwise expressly stated in this Resolution; and be it

FURTHER RESOLVED: That the City Council, separately and independently, denies the Appeal because the Appellant failed to exhaust its administrative remedies; and be it

FURTHER RESOLVED: That the record before this Council relating to this Project and Appeal includes, without limitation, the following:

1. the Project applications, including all accompanying maps and papers;

2. all plans submitted by the Applicant and its representatives;

3. all final staff reports, decision letters and other documentation and information produced by or on behalf of the City, including the Draft and Final EIR;

4. all oral and written evidence received by the City staff, Planning Commission and City Council before and during the public hearings on the Project and Appeal; and

5. all matters of common knowledge and all official enactments and acts of the City, such as (a) the General Plan and the General Plan Conformity Guidelines; (b) Oakland Municipal Code, including, without limitation, the Oakland real estate regulations, (c) Oakland Fire Code; (d) Oakland Planning Code; (e) other applicable City policies and regulations; and, (f) all applicable state and federal laws, rules and regulations; and be it

FURTHER RESOLVED: That the custodians and locations of the documents or other materials which constitute the record of proceedings upon which the City Council's decision is based are respectively: (a) Community & Economic Development Agency, Planning & Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA.; and (b) Office of the City Clerk, 1 Frank H. Ogawa Plaza, 1st floor, Oakland, CA; and be it

FURTHER RESOLVED: That the recitals contained in this resolution are true and correct and are an integral part of the City Council's decision.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2010

PASSED BY THE FOLLOWING VOTE:

AYES-

NOES-

ABSENT-

ABSTENTION-

ATTEST:_____
LATONDA SIMMONS
City Clerk and Clerk of the Council
of the City of Oakland, California

LEGAL NOTICE:
ANY PARTY SEEKING TO CHALLENGE THIS FINAL DECISION IN COURT MUST DO SO WITHIN NINETY (90) DAYS OF THE DATE OF THE ANNOUNCEMENT OF THIS DECISION, UNLESS A SHORTER PERIOD APPLIES.