CWS North Gateway Recycling Facility Project

Addendum #2
to the 2002 OARB Reuse Plan EIR (SCH#2001082058)

July 2021

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I. Project Characteristics

1. Project Title:	CWS North Gateway Recycling Facility Project
2. Lead Agency Name and Address:	City of Oakland Bureau of Planning 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612
3. Contact Person and Phone Number:	Corey Alvin, Environmental Coordinator (510) 238-6316 calvin@oaklandca.gov
4. Project Location:	2308 Wake Avenue Oakland, CA Assessor's Parcel Numbers: 018-508-700
5. Project Sponsors' Name and Address:	California Waste Solutions 1820 10th Street Oakland, CA 94607
6. Existing General Plan Designations:	Business Mix
7. Existing Zoning:	Gateway District Industrial Zone (D-GI)
8. Requested City Approvals:	Regular Design Review for new building construction Vesting Tentative Parcel Map (If necessary) Conditional Use Permit Lease/Disposition and Development Agreement between the City and CWS

II. Executive Summary

California Waste Solutions (CWS) proposes to relocate its recycling use from West Oakland into a new facility to be constructed on the former Oakland Army Base. This CWS North Gateway Recycling Facility Project (CWS Project) represents implementation of a recycling facility project in the North Gateway portion of the former army base, as contemplated in the 2002 Oakland Army Base (OARB) Area Reuse Plan and associated 2012 Addendum.

CWS has operated recycling facilities in West Oakland for 28 years, since 1992. However, the neighborhood is rapidly transitioning into residential housing, and the two uses are no longer compatible. The proposed project involves relocation of CWS' recycling operations from 1819/1820 10th Street and 3300 Wood Street to the site at 2308 Wake Avenue, plus expansion of the current recycling capacity. The proposed facility would receive, process, and transfer up to 850 tons per day of recyclable material.

As presented in Section V: Summary of Findings, this document has determined that the CWS Project qualifies for an Addendum pursuant to CEQA Guidelines Section 15164 and that the 2002 EIR, first 2012 Addendum, and this second Addendum comprise the full and complete CEQA evaluation necessary for the proposed project and no further CEQA evaluation for the project is required.

The Section VI: Environmental Checklist provides substantial evidence pursuant to CEQA Guidelines Section 15162 that with implementation of the applicable Mitigation Measures (MMs) and City of Oakland Standard Conditions of Approval and Uniformly Applied Development Standards (SCAs), the proposed project would not result in a substantial increase in the severity of significant impacts previously identified in the 2002 EIR/2012 Addendum or any new significant impacts that were not previously identified in the 2002 EIR/2012 Addendum.

III. Purpose and Organization of this CEQA Document

Purpose

The purpose of this CEQA document is to analyze the CWS North Gateway Recycling Facility Project (CWS Project), proposed at 2308 Wake Avenue (Assessor's Parcel Number: 018-508-700), to determine if it qualifies for an Addendum pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Section 15164 such that no additional environmental review is required.

The project site is within the Gateway Development Area of the OARB Redevelopment Area. The City of Oakland (City) adopted the OARB Reuse Plan and certified the associated environmental impact report (EIR) in 2002 (State Clearinghouse No. 2001082058) for the 1,800-acre redevelopment area with the former OARB at its core (the "2002 EIR"). The 2002 OARB Reuse Plan contains a conceptual vision and broad policy framework for redevelopment including a broad set of activities including warehousing and distribution, retail, office and research and development, truck related activities and other Port related activities.

In 2012, the City revised the OARB Reuse Plan and adopted an Addendum to the 2002 EIR focused on the City's 170-acre Gateway Development Area, including the North Gateway Area in which the current project is located (the "2012 Addendum"). The 2012 Addendum included additional detail and a shift of uses from office/R&D to a greater amount of warehouse/distribution and maritime-related logistics uses. The 2012 Addendum also identified a recycling facility for CWS specifically on the current project site.

The 2002 EIR and its first 2012 Addendum (referred to herein as the "Prior EIR") are hereby incorporated by reference and can be obtained from the City Bureau of Planning at 250 Frank H. Ogawa Plaza, 2nd floor, Suite 2114, Oakland, California, 94612, and on the City Planning and Building Department website at:
http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157.

State CEQA Guidelines Section 15164 states that an Addendum to a certified EIR is allowed when minor changes or additions are necessary and none of the conditions for preparation of a Subsequent EIR pursuant to Section 15162 are satisfied. Section 15162 further specifies that no subsequent EIR shall be prepared unless one or more of the following conditions are met:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Environmental Checklist contained in this document summarizes the impact findings of the Prior EIR, which is the underlying EIR for the proposed project, and assesses whether impacts of the proposed project would fall within those identified in the Prior EIR or whether new or substantially more severe significant environmental impacts than those identified in the Prior EIR are identified which would trigger the need for a subsequent EIR.

Standard Conditions of Approval

The City adopted its SCAs in 2008, and they have since been amended and revised several times. The City's SCAs are incorporated into new and changed projects as conditions of approval regardless of a project's environmental determination. The SCAs incorporate policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection Ordinance, Stormwater Water Management and Discharge Control Ordinance, Oakland Protected Trees Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. The SCAs are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—e.g., SCA-AIR-1, SCA-AIR-2. The SCA title is also provided—e.g., SCA-AIR-1: Construction-Related Air Pollution (Dust and Equipment Emissions). Finally, the current City master-list SCA numbering is included though it should be noted that this numbering can change as SCAs are added or deleted.

Consistent with the requirements of CEQA, a determination of whether the project would have a significant impact assumes implementation of required SCAs. Attachment A includes the complete Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) consisting of updated SCAs and relevant mitigation measures from the Prior EIR.

As noted above, the SCAs are regularly updated and are not all the same as when the Prior EIR was completed. This document considers the current SCAs and determines whether they are functionally equivalent to mitigation or SCA requirements from the Prior EIR.

Organization

This document describes the proposed project in Section IV, Project Description. Section V, Summary of Findings, provides an overview of the environmental analysis conclusions. The potential environmental impacts of the project are detailed in Section VI, Environmental Checklist, which identifies the impact findings of the Prior EIR and relevant mitigation measures and SCAs and explains whether the project would cause new or more significant environmental impacts than those identified in the Prior EIR.

IV. Project Description

This section describes the proposed CWS Project evaluated in this second Addendum and includes the background relevant to the site, a description of the project site, existing site conditions, the proposed development, and the required project approvals.

Background and Prior EIR

In 2000, the City adopted and approved the Redevelopment Plan for the Oakland Base Redevelopment Project, establishing a 1,800-acre redevelopment project area with the former Oakland Army Base at its core. The Oakland Army Base, an approximately 430-acre facility located on the West Oakland waterfront, was first commissioned in 1941 as a port and trans-shipment facility. During World War II, it served as a major cargo port and warehousing facility. Up until 1995, the base was active with warehouse uses and approximately 2,040 employees.

In 1995, the Base Realignment and Closure Commission recommended closure and realignment/ disposal of the Oakland Army Base. As part of the base closure process, the U.S. Army prepared an Environmental Impact Statement, consulted with and received approval of a Coastal Zone Consistency Determination from the San Francisco Bay Conservation and Development Commission, consulted with the State Office of Historic Preservation regarding cultural resources, and consulted with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service regarding biological resources. The base was officially closed for military operations in September 1999. Prior to the official closure of the base in September 1999, the Oakland Base Reuse Authority (OBRA) was established to direct the planning process for the future reuse of the base. The OBRA produced a Reuse Plan for Oakland Army Base (OARB Reuse Plan), which contains a conceptual vision and broad policy framework for the OARB's development and modified the 2000 Redevelopment Plan.

In July 2002, the EIR for the Oakland Army Base Area Redevelopment Plan was certified, a Final Reuse Plan was adopted by OBRA (OARB Reuse Plan) and an amended Redevelopment Plan was adopted by the Redevelopment Agency (OARB Redevelopment Plan). A broad set of activities was contemplated under the OARB Reuse Plan and EIR, consistent with the OARB Redevelopment Plan, including warehousing and distribution, retail, office and research and development, truck related activities and other Port related activities.

In August 2006, approximately 170 acres of the former OARB were conveyed to the Oakland Redevelopment Agency to comprise the Gateway Development Area, and another 200 acres were transferred to the Port. The City subsequently acquired the Redevelopment Agency's interest in the former OARB and drafted the 2012 Oakland Army Base Project for this 170 acre area and it and the associated 2012 Addendum to the 2002 EIR was adopted in June 2012.

The primary difference between the activities evaluated in the 2012 Addendum and the activities proposed and evaluated for the same geographic location in the 2002 EIR, is a shift from office/R&D to a greater amount of warehouse/distribution and maritime-related logistics uses as the predominant use as well as specifically evaluating recycling uses, including for CWS. The 2012 Addendum analyzed up to approximately 2.5 million square feet of warehouse/distribution and maritime-related logistics uses, 175,000 square feet of office/R&D, and 407,160 square feet of recycling uses as compared to 300,000 square feet of warehouse/distribution and approximately 1.5 million square feet of office/R&D identified for the 2002 Project.

As noted above, the 2002 EIR as updated in the 2012 Addendum are together referred to as the "Prior EIR" in this document. The CWS Project site is within the area conveyed to the City and analyzed by the Prior EIR.

CWS Project Overview

CWS has operated recycling facilities in West Oakland for 28 years, since 1992. However, the neighborhood is rapidly transitioning into residential housing, and the two uses have developed conflicts. The proposed project involves relocation of CWS' recycling operations from 1819/ 1820 10th Street and 3300 Wood Street to the site at 2308 Wake Avenue, plus construction of a new, larger facility that allows for expansion of the current recycling capacity. The proposed facility would receive, process, and transfer up to 850 tons per day of recyclable material.

The current CWS Project represents implementation of the 2012 OARB Reuse Plan for this site, as analyzed in the 2012 Addendum.

Project Location

As shown in Figure 1, the project site is located on 14.38 acres, consisting of: 1) 12.02 acres of land owned in fee by the City; and 2) 2.36 acres of land owned by the State of California Department of Transportation (Caltrans) and controlled by the City pursuant by an easement agreement between the City and Caltrans. The site is within the North Gateway portion of the OARB Redevelopment Plan Area. It is located north of West Grand Avenue, south of a BNSF rail spur and the East Bay Municipal Utility District water treatment facilities, west of I-880 and east of the realigned Wake Avenue.

The project site is currently a vacant lot with a dirt and gravel surface. In 2018, the site was used during nearby public improvements construction for staging and it was used as a soil borrow location (approximately 9,000 cubic yards of soil was used on an adjacent parcel for surcharge and returned to the site). The adjacent Wake Avenue was relocated and completed (including curb/gutter) and the project site was subsequently graded to await development.

Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including a number of new warehouses and relocation of a container storage business.

General Plan and Zoning Designations

The Oakland General Plan and OARB Reuse Plan designate the project site as Business Mix. This designation is intended to create, preserve and enhance areas of the City that are appropriate for a wide variety of business and related commercial and industrial establishments.

The project site is zoned as Gateway District Industrial Zone (D-GI), which is intended to facilitate implementation of the OARB Redevelopment Plan.

The proposed recycling facility is allowable under the General Plan designation and zoning as a conditional use.

Proposed Project

As shown in **Figures 2** and **3**, CWS is proposing to construct an approximately 171,000 square-foot recycling facility to accommodate an administrative office, a material receiving area, a material recycling and recovery area with processing equipment, a bale storage area, a material shipping area, staff areas, a truck maintenance area including a compressed natural gas (CNG) fueling compressor, and a dispatch area. The rest of the site would be occupied by parking for personnel and collection trucks, scales and a scale house for receiving material onto the site, and access roads for the efficient movement of trucks and cars.

Administrative staff housed in the office discussed above would support both the collecting and receiving operation and the processing of Acceptable Materials. (See discussion under the next header for more information about Acceptable Materials.)

Specifically, the CWS Project includes the following components:

Recycling Facility Building – The approximately 171,000 square-foot building including the following areas described below:

- Main Office Area. This administrative office area would consist of a lobby and entrance area, staff and management office space, and an education center with an observation area for viewing the facility's recycling operation.
- Receiving Area. This area would provide space for material receiving, tipping, pre-processing and transfer.
- Material Recovery Facility ("MRF") Area. This area would provide space for the temporary storage of material and diversion and recovery processing systems.
- Bale Storage and Loadout Area. This area would be adjacent to the processing systems described above and would be used to store recovered material baled in preparation for loading into containers for shipment to market for beneficial reuse.
- Battery Recycling Area. This area would be used for processing and storage of batteries.
- MRF Staff Area. This area would provide staff areas for the MRF employees including a break room, a few office areas, locker rooms/restrooms, and an electrical system room.
- Bale Storage Office Area. This area would provide staff areas for employees working in the bale storage area, including office areas, restrooms, and an electrical system room.
- Dispatch and Driver/Maintenance Staff Area. This area would provide space for truck dispatch and drivers and maintenance staff, including office, break room, meeting, storage, and restroom areas.
- Truck Maintenance Bays. This area would be used to maintain collection trucks.

Collection Truck Parking Area – The collection truck parking area would be located on the east end of the main building. This area would have sufficient parking for up to 62 trucks. Also installed in this area would be a CNG compressor system to fuel trucks while parked.

Scales and Scale Houses – Two in-bound scales and one scale house would be located on the east end of the facility for the weighing in of trucks and one out-bound scale and one scale house would be located on the northwest end of the facility for weighing trucks before they exit the site.

Employee, Visitor, and Maintenance Vehicle Parking Areas – A total of 203 standard parking stalls are proposed for employees, visitors, and maintenance vehicles, with most located on the Caltrans parcel and some in front of and to the south of the building.

Recycling of Acceptable Materials

The recycling facility would receive, process, and transfer up to 850 tons per day of "Acceptable Materials," consistent with the types of materials that CWS is permitted to process at its existing facilities in West Oakland. Acceptable Materials are defined as recyclable material (paper, cardboard, paperboard, glass, aluminum, tin, steel, rigid plastics, film plastics, and plastic containers) which has been source-separated from other solid waste by residential and commercial generators for the purpose of recycling, as defined in Public Resources Code 40180. Acceptable Material also includes materials collected by CWS under the Residential Recycling Collection Service Contract with the City, including household batteries and used motor oil and filters. Used motor oil received through the recycling collection program would be stored in a waste oil tank located in the vehicle maintenance facility, and emptied and removed from the recycling facility by a certified oil recycling company. Batteries would be stored in a location within the recycling facility which would have a fire-safe barrier separating the battery storage from any bale or fuel storage.

All material management, processing, and storage would be conducted entirely inside the enclosed building. The recycling facility would be expressly prohibited from receiving, processing, or transferring putrescible wastes, as defined in Title 14, Section 17225.52 of the California Code of Regulations, except for the minimal amounts received incidental to source-separated recycling (e.g. remnant food residue in plastic containers).

The recycling facility would not be open for drop-in recycling from the general public and, as such, would process Acceptable Materials collected by CWS under the Residential Recycling Collection Service Contract with the City and additional Acceptable Materials handled by other entities.

Acceptable Materials would be delivered to the recycling facility via high-capacity, heavy-duty collection trucks and tractor trailers. As the trucks enter the facility, they would be weighed in at the in-bound scales. After being weighed, trucks would be directed to the material receiving area where only Acceptable Materials would be unloaded at the designated material receiving area inside the building. Once empty, the trucks would weigh out on the out-bound scales and exit through either the Admiral Toney Way driveway or, if a semi-truck, a driveway on Wake Avenue.

Acceptable Materials delivered to the designated material receiving area would be handled and conveyed to the appropriate location(s) in the facility for separation of mixed recyclable materials into marketable commodities and processing residue. Material recovered from the process would be baled or otherwise processed for shipment and would be transported to international markets via the Port of Oakland, and to domestic markets, in full truckloads.

Any residual material remaining after processing would be transported to an appropriately permitted landfill, within a 60-mile one-way distance of the facility, for disposal.

Operational Details

The overall facility design would allow for receiving up to 850 tons per day of residential recyclable material and commercial recyclable materials as described above. Trucks and vehicles entering and exiting the site would fall into the following categories:

- Collection trucks and tractor trailers delivering material to the facility
- Trucks leaving the site to deliver non-recyclable material to a landfill
- Trucks leaving the site to deliver recyclable material either to the port or another market
- Maintenance and support vehicles servicing the material recovery facility, collection operation, and administration building
- Personal vehicles of facility employees entering and exiting the facility
- Vendors
- Visitors and tour groups

The proposed facility would employ about 165 people in the following roles: 142 of these employees would be relocated from existing facilities (shown in parentheses), and 23 would be new employees:

- 3 new employees (plus 9 relocated): MRF Maintenance and Support
- 1 new employee (plus 3 relocated): Collection Operation Maintenance and Support
- 1 new employee (plus 6 relocated): Administration Support
- 9 employees (plus 66 relocated): MRF
- 9 employees (plus 57 relocated): Collection Operations
- No new employees (1 relocated): Administration

Operations for material recovery would be scheduled to avoid trucks traveling on local highways and streets during peak hours. Operations would have the flexibility to start and stop employee shifts to coincide with the receiving of material at the facility and to avoid peak hours of traffic. This analysis relies on the following proposed operational characteristics (see Section M: Transportation and Circulation for a detailed discussion of transportation):

- Collection trucks would depart the site to service their routes during the early morning hours, typically between 5:30 a.m. and 6:30 a.m. -- before the peak morning traffic hour.
- With an early start and the time it takes to fill trucks with material, collection trucks would return to the site with full capacity loads to off-load in late morning (10:00 a.m. to 11:30 a.m.). The trucks would resume routes and once completed, return to the facility early evening (5 p.m. to 6:30 p.m.).
- Transfer trucks that transport recyclable material to market and non-recyclable material to the landfill would be scheduled intentionally to travel during off-peak hours (5:00 a.m. to 7:00 a.m. and 11:00 a.m. to 3:00 p.m. weekdays) and would depart at full capacity (approximately 19-26 tons/load).
- Processing and maintenance would be staffed in shifts covering 24 hours a day, 7 days a week. Work hours of collection operation employees and drivers would correspond to the hours that the collection trucks begin routes. This would necessitate an early start before the morning peak

hour and would result in most employees and drivers finishing their shifts before the peak evening hour. Some employees in this group would be scheduled to depart the site during the peak evening hours.

- Administrative employees would likely start work during the peak morning hour and would leave the site during the peak evening hour. Visitors would be constrained to business hours (8:30 a.m. to 5 p.m.).

Site Ingress, Egress, and Parking

Curbside recycling trucks, maintenance trucks, and most employees are proposed to enter and exit the site from Admiral Toney Way on the southeast side of the site adjacent to the employee parking lot. Administrative employees, visitors, tour busses and semi-trucks would use the driveways from Wake Avenue directly in front of the office for ingress/egress. Parallel parking stalls (31) along the south property line will be used for company cars that will always be parked on site (i.e. maintenance pick-up trucks and company administrative vehicles).

A total of 203 standard parking stalls are proposed for employees, visitors, and maintenance vehicles, plus 62 truck stalls for recycling truck parking.

Facility Utilities

All necessary water, sewer, natural gas, electrical, and phone service would be brought onto the site from Wake Avenue, or the closest source possible. Electrical power supply would be fed to primary transformers and then distributed throughout the facility for yard and building lighting, for equipment used to process material, and for general power supply. A stand-by generator would be installed to support critical electrical equipment in case of a power outage.

Building and Site Details

While the overall site design is focused on efficient vehicular movement, processing and transfer of material, and public safety, the site is highly visible from nearby highways/high volume roadways. The site plan and building have been designed to be both visually appealing and to highlight the facility's "Green" features to support the project's application for Leadership in Energy and Environmental Design ("LEED") certification at a Gold level, which would include but not be limited to the following:

- Recycled content building materials
- Skylights and translucent building panels for increased natural lighting
- CNG fueling stations for collection vehicles
- Bio retention tree planters
- Rain water collection and storage for landscape irrigation
- Roof-top photovoltaic solar panels
- Environmental education center

The building would reach a height of 53'-6" including rooftop protuberances. Proposed building elevations are shown in **Figure 4**.

Project Construction

Construction of the facility, including site preparation, installation of street access and on-site roads, installation of piles and foundations, installation of the building and equipment, and other site improvements, is expected to take about one year to complete.

Comparison of the CWS Project to the OARB Reuse Plan Analyzed in the 2012 Addendum

The 2012 Addendum included somewhat general information about the anticipated development on the project site and surrounding areas.

The CWS Project site was identified as site "CN1" in the 2012 Addendum, which is part of the "North Gateway" area that also includes sites "CN2" and "CN3". Details included in the 2012 Addendum Project Description regarding CWS operations within the former OARB include the following:

- Table 2-3 of the 2012 Addendum indicates the North Gateway (CN) was anticipated to include three land uses on 24.8 acres, including use CN1: a recycling facility in an approximately 206,000 square-foot building; CN2: a recycling facility within an approximately 173,700 square-foot building; and CN3: a Truck Services Facility in a small, 830 square-foot building.

- Figure 2-5a of the 2012 Addendum identifies the current project site as being site CN1. Further, CWS was explicitly considered as a project. (2012 Addendum, page 29).

- Page 30 of the 2012 Addendum includes the following text description: *"City North Gateway. Approximately 27.3 acres north of West Grand Avenue would be reserved for up to 379,610 square feet of use for indoor recycling facilities. This area is not under negotiations with Prologis/CCIG. In addition, approximately 7 acres would be provided for a truck parking area; this area may include a fueling station, which may be biodiesel. It is anticipated that the operation of this area would be integrated with the 10 acres of ancillary maritime services in the Central Gateway. The recycling buildings would be large-scale simple geometric structures. Flat or slight shed sloped rooflines would be typical, with a 30- to 60-foot height limit. The recycling operations would be industrial operations for the collection and processing of a variety of recyclable materials, including metals. One of the facilities would include a re-melting furnace for the melting of alloys."* (2012 Addendum, page 30).

- The 2012 Addendum identified several specific changes to the original 2002 Redevelopment Plan as analyzed in the 2002 EIR, including, *"Approximately 20 to 24 acres north of Grand Avenue for 379,610 square feet of indoor recycling facilities are proposed to be located in the North Gateway, as compared to 494,000 square feet proposed for light industrial uses in the 2002 Project."* (2012 Addendum page 74).

- The 2012 Addendum utilized a Level of Service (LOS) analysis for traffic impacts, finding 247 AM peak hour and 273 PM peak hour trips for CN1, CN2, and CN3 combined (2012 Addendum page 374, Table 3.16-6). Further breakout is provided in Appendix B-3 of the 2012 Addendum.

- The 2012 Addendum analyzed 165 employees on CN1 (2012 Addendum page 332, Table 3.13-1 (206,000 SF x .08 jobs multiplier = 165)).

As discussed further in this document, the CWS Project is located on CN1, and consists of a smaller envelope than analyzed in the Prior EIR. The building is approximately 171,000 square feet versus 206,000 square feet considered previously - and slightly shorter - 53'-6" feet high vs up to 60 feet high as considered in the Prior EIR. The use is the same – recycling – and the project contemplates the same number of employees (165) and fewer trips. Specifically, the proposed project would include a total of 304 daily truck trips (detailed in Exhibit 6 in Appendix B of this document), which is less than the 363 analyzed for the CN1 site under the Prior EIR (as detailed in Exhibit 9 in Appendix B of this document). Additionally, the CWS Project would generate 38 AM peak hour and 66 PM peak hour combined passenger and truck trips (in Passenger Car Equivalents), which is less than the 170 AM peak hour and 159 PM peak hour trips assumed for the CN1 site in the 2012 Addendum analysis (as detailed in Exhibits 10 and 11 in Appendix B of this document). Appendix B of this document further details that anticipated car and truck trip volumes would be within what was previously studied in the Prior EIR.

While the analysis sections of this document will delve into the details of 2012 Addendum analyses where appropriate to make relevant CEQA conclusions, the basics of the project description for the CWS Project is determined to be consistent with the development assumptions for the project site in the 2012 Addendum.

Project Approvals

The CWS Project requires the following discretionary actions/approvals, including without limitation:

Discretionary Actions by the City of Oakland

City discretionary approvals include, but may not be limited to:

- Regular Design Review for new building construction
- Vesting Tentative Parcel Map (if needed)
- Conditional Use Permit
- Disposition and Development Agreement between the City and CWS

Administrative/ministerial City permits required for the project include, but may not be limited to:

- Non-Disposal Facility Element (NDFE) update
- Building permit and other related on-site and off-site construction work permits

Actions by Other Agencies

The Alameda County Waste Management Authority (ACWMA) is a Responsible Agency for siting of new solid waste facilities. ACWMA, acting through StopWaste, would need make a conformance finding regarding new facility siting requirements and amend the Alameda County Integrated Waste Management Plan (CoIWMP) to reflect the change in operations. The CWS Project will require a solid waste permit (including concurrence from CalRecycle) from the Local Enforcement Agency (which is Alameda County Department of Environmental Health for Alameda County), also a Responsible Agency. Additionally, other administrative approvals would be necessary from other agencies and utility providers such as the Bay Area Air Quality Management District (BAAQMD), East Bay Municipal Utility District (EBMUD), PG&E, and California Regional Water Quality Control Board (RWQCB). The project may require additional approvals related to potential contaminants at the site, as applicable.

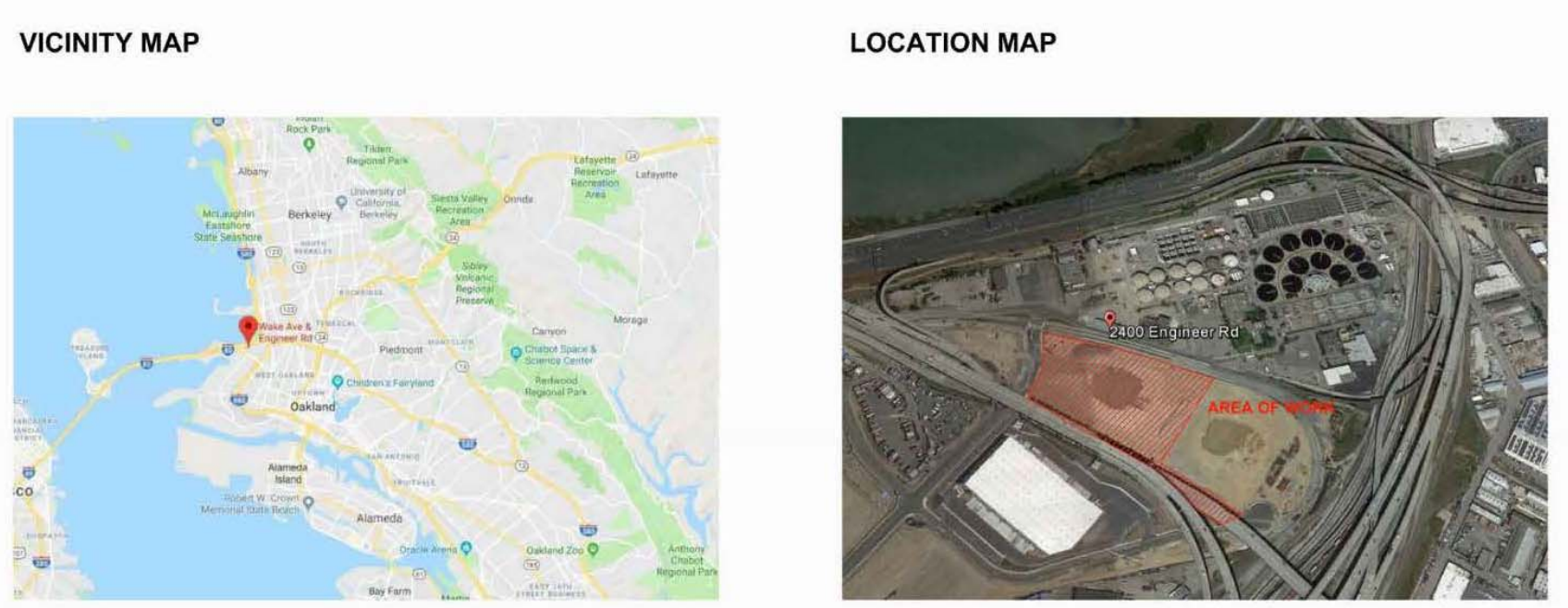

Figure 1. Project Location
Source: JRMA for CWS, dated 2/14/20

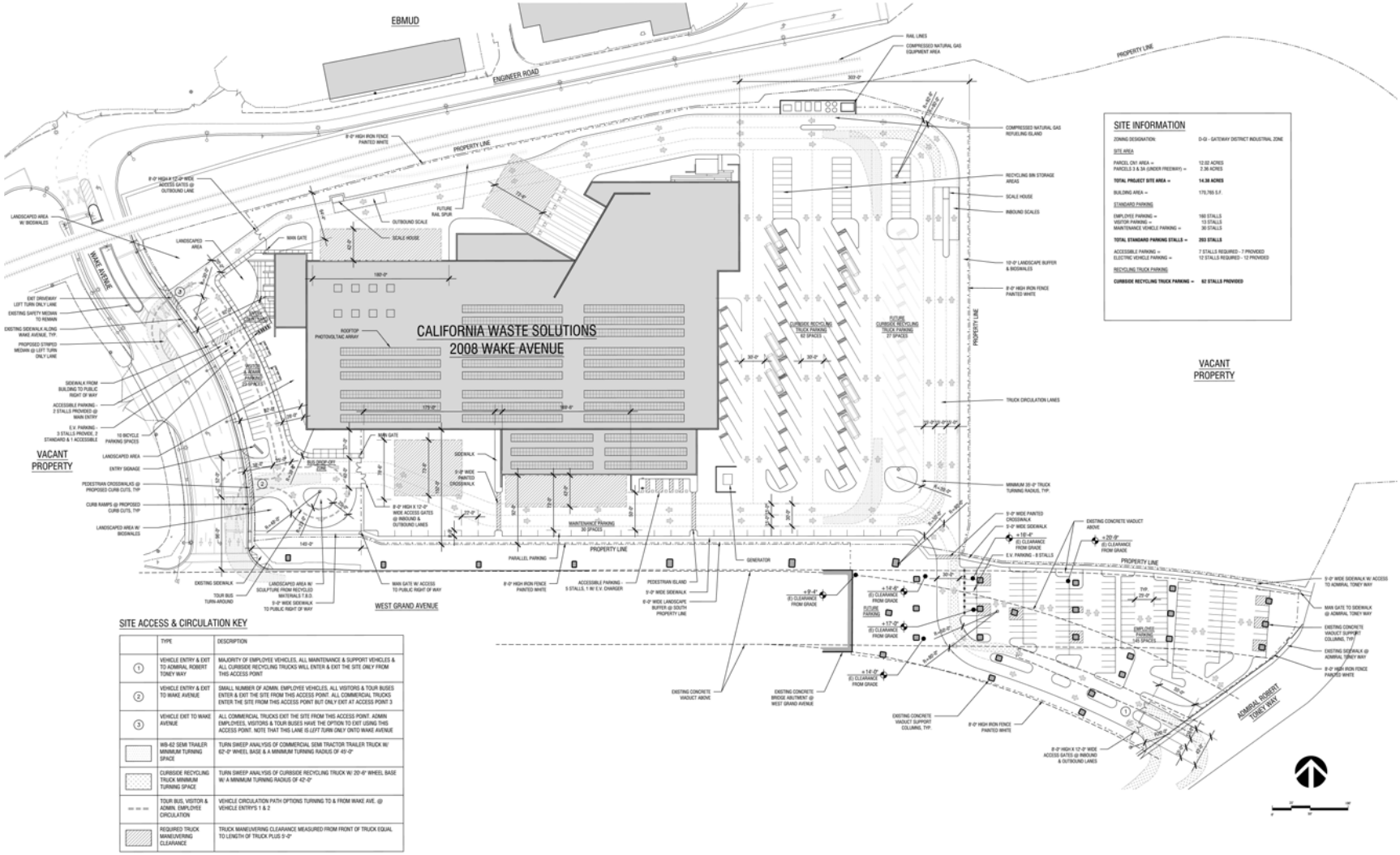

Figure 2. Conceptual Site Plan
Source: JRMA for CWS, dated 2/14/20

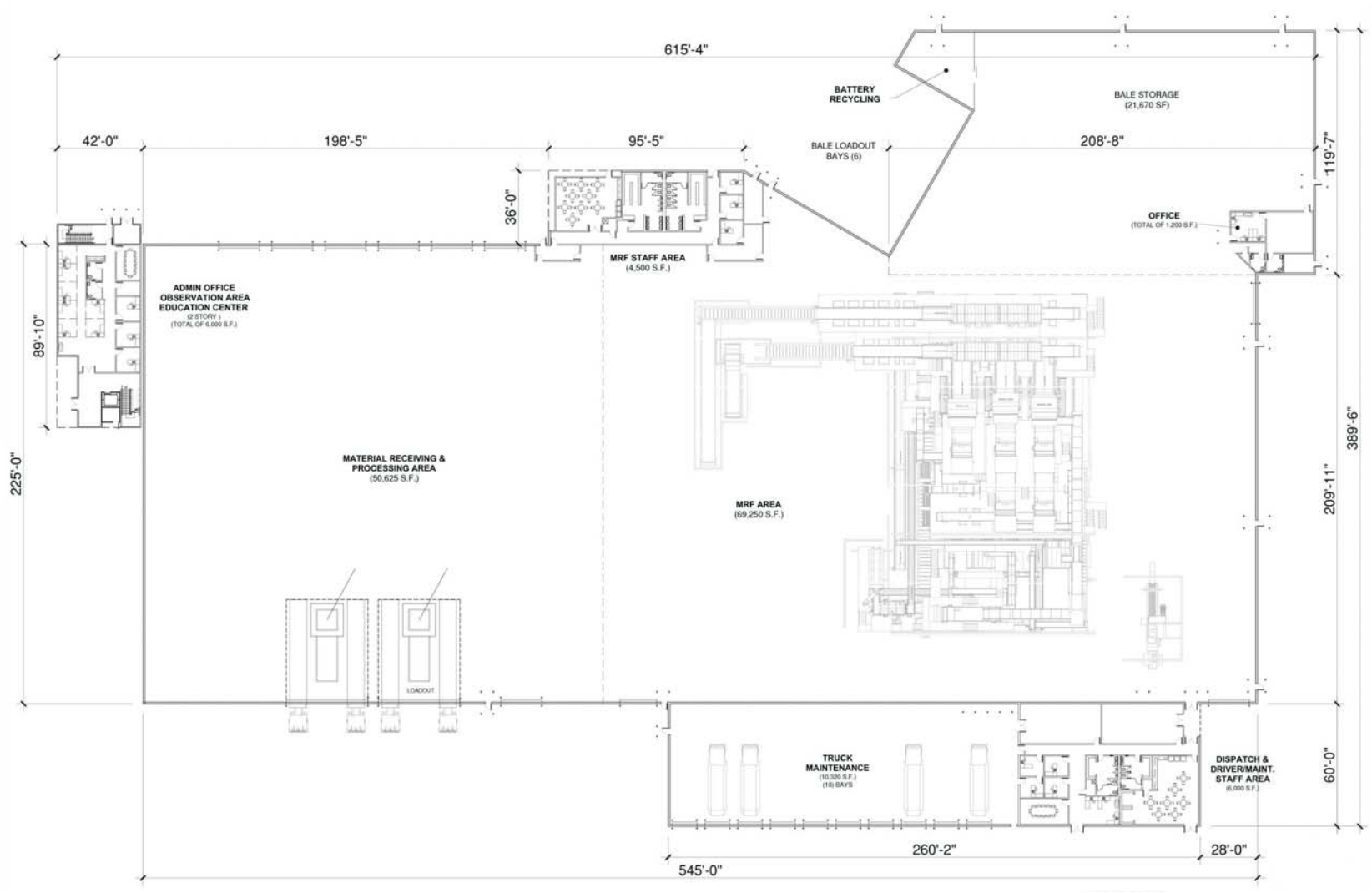

Figure 3. Overall Building Plan
Source: JRMA for CWS, dated 2/14/20

Figure 4. Exterior Elevations
Source: JRMA for CWS, dated 2/14/20

V. Summary of CEQA Findings

California Public Resources Code section 21166 and CEQA Guidelines section 15164 State CEQA Guidelines Section 15164 states that an Addendum to a certified EIR is allowed when minor changes or additions are necessary and none of the conditions for preparation of a Supplemental or Subsequent EIR are met.

Section VII: Environmental Checklist below provides substantial evidence that the project would not require preparation of a Supplemental or Subsequent EIR and that an Addendum is the appropriate CEQA document, per the following conclusions:

(1) Although the proposed project adds project-level details to a site identified in the Prior EIR for such development, these project details would not result in new significant environmental effect or a substantial increase in the severity of impacts identified in the 2002 EIR/2012 Addendum.

(2) Although the Environmental Checklist was completed to take into account current conditions, there would be no new significant environmental effect or a substantial increase in the severity of impacts identified in the 2002 EIR/2012 Addendum due to changes in circumstances.

(3) Although the Environmental Checklist was completed to take into account new information, including updated transportation and emissions assessments per current guidelines and implementation of current SCAs, there would be no new significant environmental effect or a substantial increase in the severity of impacts identified in the 2002 EIR/2012 Addendum due to new information.

Therefore, in accordance with California Public Resources Code section 21166 and CEQA Guidelines section 15164, the 2002 EIR, 2012 first Addendum and this 2021 second Addendum comprise the full and complete CEQA evaluation necessary for the proposed project and no further CEQA evaluation for the project is required.

Ed Manasse, Deputy Director/City Planner,
Environmental Review Officer

7/14/2021
Date

VI. ENVIRONMENTAL CHECKLIST

The Abbreviated Appendix N Checklist below compares potential environmental impacts of the CWS Project to the findings of the Prior EIR, notes whether the CWS Project would result in new significant impacts or impacts substantially greater or more severe than those previously identified in Prior EIR, and includes an explanation substantiating the findings for each topic. It uses the abbreviation "SU" for significant and unavoidable and "LTS" for less-than-significant and "LTS w/ SCAs" or "LTS w/ MMs" for impacts that are reduced to LTS with implementation of identified SCAs and/or prior mitigation measures. Topics for which "No Impact" was identified in the Prior EIR were assessed against the proposed project and determined to remain applicable and therefore are not further discussed in this document.

The checklist also lists mitigation measures and standard conditions of approval applicable to the impacts. A full list of the SCAs and MMs applicable to the CWS Project can be found in Attachment A, Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP). More detail regarding the significance criteria used in this second Addendum and the environmental impacts of implementation of the OARB Reuse Plan is available in the 2002 EIR and 2012 Addendum available at the following link:
http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157.

When a dash (--) appears in the checklist below, it means that the Prior EIR did not identify any MMs or SCAs related to that environmental impact as it relates to the current project site or use. The MMs that appear in the checklist represent those identified in the Prior EIR. The SCAs that appear in the checklist represent the City's latest standards, revised most recently on January 24, 2020. In many cases, newer SCAs from the 2020 update have superseded the SCAs originally listed in the Prior EIR, and functionally equivalent SCAs are substituted without further comment. The numbers used to identify the SCAs are also reflective of the 2020 SCAs, not the numbers used in the Prior EIR.

A. Aesthetics, Shadow, and Wind

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Project Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Scenic Vistas or Resources	LTS	☒	☐	--	--	LTS
b. Visual Character or Quality	LTS	☒	☐	--	--	LTS
c. Light or Glare	LTS w/ SCA	☒	☐	--	SCA-AES-1: Lighting (#19)	LTS w/ SCAs
d. Shadows	LTS w/MM	☒	☐	MM 4.11-3		LTS w/MMs
Note that the CWS Project does not meet Oakland's thresholds of significance that would require an analysis of wind: the Project does not include buildings greater than 100 feet tall. Therefore, wind impacts are not significant and are not further discussed in this analysis.						

Updated Existing Conditions

There have been no substantial changes to the Aesthetics Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR. As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue and subsequent re-leveling of the project site to await development.

Updated Regulatory Setting and Significance Criteria

There have been no substantial changes to the Aesthetics Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed.

Impact 4.11-3: New security lighting and/or lighting for nighttime operations would alter current patterns of light or glare, and could alter nighttime views in the area, resulting in a potentially significant impact.

The CWS Project is part of the development identified in the Prior EIR that increase lighting in the area. This impact and related mitigation are applicable to the CWS Project.

Impact 4.11-4: New construction could introduce building or landscaping elements that would now or in the future cast shadow on existing solar collectors, resulting in a potentially significant impact.

The CWS Project is part of the development identified in the Prior EIR with the potential to result in shadows on solar collectors. This impact and related mitigation are applicable to the CWS Project.

Impact 4.11-1: Short-term mid-ground views of moderately sensitive viewers of the Bay may be blocked by redevelopment of the project site, resulting in a less-than-significant impact.

The CWS Project is part of the development identified in the Prior EIR that could further obscure short-term views toward an industrialized portion of the Bay. This less than significant impact is applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impacts are not applicable to the CWS Project for the reasons discussed.

Impact 4.11-2: Redevelopment of the project site would remove buildings contributing to a historic district, including visually striking warehouse structures visible from I-80, a locally designated scenic route, and a portion of the State scenic highway system.

This impact and related mitigation are not applicable to the CWS project because the CWS Project site would not remove buildings.

Impact 4.11-5: New construction could introduce building or landscaping elements that would now or in the future cast shadow on that substantially impairs the beneficial use of a public park or open space, resulting in a potentially significant impact.

This impact and related mitigation are not applicable to the CWS project because the CWS Project site is not located near a public park or open space.

CWS Project Impact Assessment

Scenic Vistas or Resources

The Prior EIR identified a significant and unavoidable impact related to removal of historic structures that acted as scenic resources. However, there are no structures on the CWS Project site and this impact is not applicable to the CWS Project.

The Prior EIR noted that some short-term views of highway travelers toward the Bay could be intermittently blocked by redevelopment in the area but that the views are toward the industrialized portion of the Bay and do not constitute important views or scenic vistas. Additionally, the proposed CWS Project building envelope footprint would be smaller than that considered in the Prior EIR and would not exceed the height limits.

Prior EIR Impact: As it relates to the CWS Project, Less Than Significant

Prior EIR Mitigation: As it relates to the CWS Project, No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to scenic vistas or resources.

Visual Character or Quality

The Prior EIR noted that redevelopment of the area would alleviate existing visual blight, and would develop currently vacant parcels into modern land uses with associated landscaping appropriate to use to create a visually appealing gateway to the City of Oakland. The CWS Project would redevelop a vacant site with an industrial recycling facility consistent with the uses in the surrounding industrial area and within the level of development evaluated in the prior EIR.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to visual character or quality.

Light or Glare

The Prior EIR noted that redevelopment of the area would add new lighting systems that would alter existing patterns of light or glare and nighttime views across property boundaries but that increased lighting as mitigated would generally blend in with the existing highly industrialized area. The CWS Project lighting would be limited to building and parking areas.

Prior EIR Impact: Potentially Significant

Prior EIR Mitigation: As it relates to the CWS Project, MM 4.11-1 prohibiting "stadium" style lighting and requiring new lighting to be designed to minimize off-site light spillage, superseded by SCA AES-1 requiring an exterior lighting plan.

CWS Project Impact: Potentially Significant

CWS Project Mitigation: SCA AES-1

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant with implementation of SCA AES-1 and consistent with Prior EIR impacts and no further analysis is required with respect to light or glare.

Shadows

The Prior EIR indicated that redevelopment of the area would have the potential to result in shadowing of existing or future solar collectors, an impact reduced by the following mitigation measures:

Mitigation Measure 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet.

The CWS Project proposes future solar panel locations on the building roof, which is at least 25 feet from property lines. This will not impact surrounding businesses. This mitigation measure is applicable to the CWS Project.

Mitigation Measure 4.11-4: New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially impair operation of existing solar systems.

The CWS Project site is adjacent to the raised highway approach to the Bay Bridge, vacant parcels, and a road fronting the waste water treatment plant, none of which have existing solar systems. This mitigation measure is not applicable to the CWS Project because the project would not impact existing solar panel systems.

Mitigation Measure 4.11-5: The City and Port shall coordinate with respect to the design of new, permanent buildings constructed along the Port/Gateway boundary to minimize conflicts over solar access.

The CWS Project site is located within the Gateway area but not at the boundary with the Port area. This mitigation measure is not applicable to the CWS Project.

While the Prior EIR indicated the potential for area development to shadow the proposed Gateway Park area, the CWS Project site is not located in the vicinity of Gateway Park (almost 4,000 feet from the closest portion) and there are no other park, open space, or historic areas with the potential to be impacted by shadows from the CWS Project.

Prior EIR Impact: Potentially Significant related to shadowing solar collectors. (No Impact related to shadowing historic resources or open space, which are not located near the CWS Project)

Prior EIR Mitigation: As it relates to the CWS Project, MM 4.11-3 requiring setbacks for new solar systems.

CWS Project Impact: No Impact (shadowing historic resources or open space, which is not located near the CWS Project) - Potentially Significant (shadowing solar collectors)

CWS Project Mitigation: MM 4.11-3

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would

be Less Than Significant with implementation of MM 4.11-3 and consistent with Prior EIR impacts and no further analysis is required with respect to shadows.

B. Air Quality

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Conflict with Air Quality Plans	SU	☒	☐	MM 4.4-4, MM 4.4-5, MM PO-1	SCA-TRANS-1 Transportation and Parking Demand Management SCA-UTIL-6 Green Building Requirements (#84)	SU*
b Criteria Air Pollutant Emissions (Construction)	LTS w/ SCAs	☒	☐	MM PO-1-	SCA-AIR-1 Dust Controls-Construction Related (#20) SCA-AIR-2 Criteria Air Pollutant Controls - Construction-Related (#21) SCA-AIR-3 Diesel Particulate Matter Controls- Construction Related (#22)	LTS w/ SCAs
c. Criteria Air Pollutant Emissions (Operations)	SU	☒	☐	MM 4.4-4, MM 4.4-5, MM PO-1	SCA-TRANS-1 Transportation and Parking Demand Management	SU*
d. Health Risk	SU	☒	☐	MM 4.4-4, MM PO-1	SCA-AIR-1 Dust Controls-Construction Related (#20) SCA-AIR-2 Criteria Air Pollutant Controls - Construction-Related (#21) SCA-AIR-3 Diesel Particulate Matter Controls- Construction Related (#22) SCA-AIR-4 Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24) SCA-AIR-5 Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#25) SCA-TRANS-1 Transportation and Parking Demand Management	SU*

Impacts Related To:	Prior EIR Findings with Implementation	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
e. Odors	LTS	☒	☐	--	--	LTS
* The CWS Project would be part of the SU impact identified for OARB redevelopment in the Prior EIR even though it would not by itself have a significant impact.						

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including a number of new warehouses and relocation of the container storage business.

Updated Regulatory Setting and Significance Criteria

As noted in the 2012 Addendum, the 2002 EIR evaluated air quality using BAAQMD 1999 CEQA Thresholds and those thresholds were substantially updated in 2010. As previously stated in Chapter 1, Introduction, since information regarding air quality issues was known, or could have been known when the 2002 EIR was being prepared, it is not legally "new information" as specifically defined under CEQA. The 2012 Addendum analyzed the project against both 1999 BAAQMD thresholds and the updated thresholds originally issued in 2010 though significance determinations were made based on the thresholds from the 2002 EIR.

While BAAQMD has since updated their CEQA Guidelines – the latest was issued in May 2017– there have been no changes to the thresholds applicable to this project. As noted above, since air quality issues were known or could have been known when the Prior EIR was being prepared, revised Guidelines are not legally "new information" as specifically defined under CEQA. No changes to the analysis from the 2012 Addendum are required to assess the CWS Project against current emissions thresholds and guidelines.

As noted in the 2012 Addendum, the applicable statewide air quality plan, the Clean Air Plan (CAP), is regularly updated for regional areas to reflect ongoing measures to meet air quality goals. The 2002 EIR considered consistency with the applicable CAP at that time, the 1999 Ozone Attainment Plan. The 2012 Addendum considered consistency with the applicable CAP at the time of its preparation, the 2010 Bay Area CAP. The current CAP is the 2017 Bay Area CAP and the CWS Project will be considered below for consistency with this current CAP.

Since the 2012 Addendum, in October 2019, BAAQMD adopted the West Oakland Community Action Plan (WOCAP) as a local air quality plan to reduce air pollutant exposure for that community consistent with directives of AB 617.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed. The Project's contribution to the impacts and applicable mitigation measures are discussed in more detail in the subsequent "CWS Project Impact Assessment" below.

Impact 4.4-2: Construction equipment exhaust could increase levels of NOx, ROG, CO, and PM10 (the latter primarily as diesel PM) that could exceed 15 tons per year, or result in substantial increase in diesel emissions.

The CWS Project is part of the development identified in the Prior EIR that would contribute to construction exhaust. This impact and related mitigation are applicable to the CWS Project.

Impact 4.4-4: Passenger vehicles and delivery trucks associated with redevelopment would emit NOx, ROG, CO, and PM in excess of 15 tons per year or 80 pounds per day.

The CWS Project is part of the redevelopment identified in the Prior EIR that would contribute to increases in passenger vehicles and delivery trucks. This impact and related mitigation (as revised) are applicable to the CWS Project.

Impact 4.4-1: PM as fugitive dust would be emitted during construction and remediation activities.

The CWS Project is part of the redevelopment identified in the Prior EIR that would contribute to fugitive dust during construction. This impact and related mitigation are applicable to the CWS Project.

Impact 4.4-5: Space and water heating as well as routine maintenance of office buildings, warehouses, retail stores, and live-work space, could emit NOx, ROG, CO, and PM10 in quantities that could exceed thresholds.

The CWS Project is part of the redevelopment identified in the Prior EIR that would contribute to increases in emissions related to space and water heating and building maintenance. This impact and related mitigation are applicable to the CWS Project.

Impact 4.4-6: Proximity of the New Intermodal Facility to West Oakland, and of the EBMUD Main WWTP to the OARB sub-district, could expose individuals to odorous emissions.

The CWS Project is located within the OARB sub-district proximate to the potential odors from the wastewater treatment plant. This impact and related mitigation are applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impacts are not applicable to the CWS Project for the reasons discussed.

Impact 4.4-3: Increased Port maritime and rail operations, as well as trucking activities associated with all redevelopment operations would emit NOx, ROG, and PM10 in excess of 15 tons per year or 80 pounds per day, substantially increase diesel emissions, and potentially expose pollution-sensitive receptors to substantial pollutant concentrations.

This impact and related mitigation are not applicable to the CWS project because they relate solely to the Port operations (MM 4.4-3a) and the West Gateway Maritime and Rail operations (MM 4.4-3b).

CWS Project Impact Assessment

Conflict with Air Quality Plans

As noted in the Prior EIR, while redevelopment would implement applicable control measures from the regional air quality plan, at the time the 2010 Bay Area CAP, because emissions levels for the OARB redevelopment were projected to be above applicable threshold levels (see topics below), this was identified as a significant conflict with 2010 Bay Area CAP goals to attain air quality standards; reduce population exposure to air pollutants and protect public health in the Bay Area; and reduce greenhouse gas emissions and protect the climate. This same logic would apply with the updated 2017 Bay Area CAP. While the CWS Project is only a part of the OARB development and would not by itself have emissions above threshold levels or conflict with the CAP, because it is a part of OARB development and identified impact, this impact would be applicable to the CWS Project.

The WOCAP is area local air quality plan and was adopted by BAAQMD after the Prior EIR. The WOCAP identified relocation of recycling facilities out of West Oakland residential neighborhoods as a method for reducing exposure from both their onsite operations and from trucks traveling and idling on local streets. This plan also identified BAAQMD Rules (6-1, 6-4, and 6-6) that would reduce emissions from recyclers. The CWS Project would be required to comply with all applicable rules and would help implement the WOCAP by moving recycling facilities out of residential neighborhoods. There would be no conflict with this plan.

Prior EIR Impact: Significant and Unavoidable

Prior EIR Mitigation: Relevant to the CWS Project, MMs 4.4-4 and 4.4-5 requiring fair share contribution toward truck diesel emissions reduction and transportation control measures (as implemented through the project-specific air quality plans), supplemented by SCA TRANS-1 requiring transportation demand management; MM 4.4-6 requiring inclusion of energy-conserving fixtures and design; and MM PO-1 requiring stakeholder review of required emissions-related plans.

CWS Project Impact: Significant and Unavoidable (While the CWS Project would have a Less Than Significant impact if considered alone, it is part of the impact identified in the Prior EIR)

CWS Project Mitigation: MMs 4.4-4 and 4.4-5, requiring fair share contribution toward truck diesel emissions reduction (as implemented through the project-specific air quality plans) and transportation control measures, supplemented by SCA TRANS-1, which is functionally equivalent to previous TRANS-1 and requires a transportation demand management plan; SCA UTIL-6, which is functionally equivalent to MM 4.4-6 and requires compliance with the current Green Building Code, including inclusion of energy-conserving fixtures and design; and MM PO-1 requiring stakeholder review of required (emissions-related) plans.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project is a portion of the previously identified Significant and Unavoidable impact and consistent with Prior EIR impacts and no further analysis is required

with respect to conflict with applicable air quality plans. This impact is reduced as feasible through implementation of MMs 4.4-4, 4.4-5 and PO-1 and SCAs TRANS-1 and UTIL-6.

Criteria Air Pollutants

The CWS Project would construct a recycling facility in the North Gateway consistent with the Prior EIR analysis. As detailed for construction-period and operations below, while the project itself would not exceed threshold levels, the project would contribute to the identified emissions and significant impacts identified in the Prior EIR, and the air quality impact analysis and conclusions presented in the Prior EIR remains valid as emissions from anticipated development would be within the forecasted level.

Construction-Period

As noted in the Prior EIR, short-term degradation of air quality may occur due to the release of fugitive dust, criteria pollutants, and toxic air emissions (TACs) such as diesel exhaust particulate matter generated by demolition, grading, hauling, and other construction related activities. Construction emissions from redevelopment were quantified based on overall areas and building square footages and not broken down by specific developments such that construction emissions applicable to the CWS Project can be identified. However, the BAAQMD CEQA Guidelines contain screening criteria to provide a conservative indication of whether a proposed project could result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, quantification of the project's air pollutant emissions is not necessary to make a determination that the impact will be below significance levels. Screening criteria are included on Table 3-1 of the BAAQMD CEQA Guidelines, which provides construction-period screening levels of 259,000 square feet for warehouse/industrial-type buildings. The CWS Project involves construction of an approximately 171,000 square foot building, which is well below the conservative screening thresholds established by the BAAQMD. Therefore, construction-period criteria pollutant emissions from only the CWS Project would be below applicable thresholds. However, since the overall construction emissions from redevelopment were found to exceed identified thresholds levels without applicable controls, the CWS Project would represent a portion of the identified construction emissions from redevelopment activities and would therefore contribute to the identified impact.

Prior EIR Impact: Less Than Significant with MM/SCAs

Prior EIR Mitigation: Relevant to the CWS Project, Mitigation Measures 4.4-1 and 4.4-2, superseded by SCAs AIR-1 and AIR-2 requiring a construction management plan and construction-related air pollution controls for dust and equipment; and MM PO-1 requiring stakeholder review of required emissions-related plans.

CWS Project Impact: Potentially Significant (While the CWS Project would have a Less Than Significant impact if considered alone, it is part of the impact identified in the Prior EIR)

CWS Project Mitigation: SCAs AIR-1, AIR-2, and AIR-3 and MM PO-1.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. With implementation of SCA-AIR-1 through SCA AIR-3 and MM PO-1, the CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to construction-period air quality.

Operational

As noted in the Prior EIR, full OARB redevelopment would generate operational emissions from vehicles and trucks as well as maritime and rail operations and building/site operation and maintenance. Operational emissions from redevelopment were quantified and found to cumulatively exceed identified thresholds levels without applicable controls. The "recyclers" line item, which includes the CWS Project, would have low levels of emission contribution (net new tons per year of ROG: 0.0, NOx: 0.5, PM_{10}: 0.1, $PM_{2.5}$: 0.1), which is appropriate because emissions from relocated recycling activities would not be considered "new" emissions for purposes of CEQA analysis. The Prior EIR determined that even with mitigation, some criteria air pollutant emissions for OARB redevelopment as a whole would remain above threshold levels. While the emissions from this specific project would be below threshold levels, per the quantification reported earlier in this paragraph, the CWS Project would contribute to a portion of the identified operational emissions related to full redevelopment of the OARB. The Prior EIR concluded this impact was significant, and because the CWS Project would contribute operational emissions as discussed above, this impact would be applicable to the CWS Project.

Prior EIR Impact: Significant and Unavoidable

Prior EIR Mitigation: Relevant to the CWS Project, MMs 4.4-4 and 4.4-5 requiring fair share contribution toward truck diesel emissions reduction (as implemented through the project-specific air quality plans) and transportation control measures, supplemented by SCA TRANS-1 requiring transportation demand management; and MM PO-1 requiring stakeholder review of required emission-related plans.

CWS Project Impact: Significant and Unavoidable (While the CWS Project would have a Less Than Significant impact if considered alone, it is part of the impact identified in the Prior EIR)

CWS Project Mitigation: MMs 4.4-4 and 4.4-5 requiring fair share contribution toward truck diesel emissions reduction (as implemented through the project-specific air quality plans) and transportation control measures, supplemented by SCA TRANS-1, which is functionally equivalent to the previous TRANS-1 and requires transportation demand management; and MM PO-1 requiring stakeholder review of required emissions-related plans.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project is a portion of the previously identified Significant and Unavoidable impact and is consistent with Prior EIR impacts. No further analysis is required with

respect to operational air quality. This impact is reduced through implementation of MMs 4.4-4, 4.4-5, and PO-1, and SCA TRANS-1.

Health Risk

As noted in the Prior EIR, redevelopment would increase TACs, including diesel emissions, and associated health risks during both construction and operational activities. Progressively more stringent on-road and off-road diesel truck and equipment emissions regulations reduced potential diesel emissions and health risks substantially between the 2002 EIR and the 2012 Addendum but remained a significant impact of redevelopment. The Prior EIR did not quantify diesel emissions/health risk for each individual project but based conclusions on overall redevelopment activities. However, the CWS Project is largely a relocation of existing uses, the emissions from which are not considered net new emissions for CEQA purposes. While the small increase in operations at the new facility could marginally increase emissions, these would be below applicable criteria pollutant thresholds (see previous topic above). From a health risk perspective, for which distance to sensitive receptors matters, the CWS Project would have some beneficial effect through relocations of activities from West Oakland neighborhoods near sensitive receptors to the proposed location in the North Gateway, which is removed from sensitive receptors. Therefore, while the CWS Project would not have a significant impact if considered alone, it would contribute to a portion of the identified diesel emissions/health risk from redevelopment activities and is therefore conservatively considered to contribute to the identified impact.

Prior EIR Impact: Significant and Unavoidable

Prior EIR Mitigation: Relevant to the CWS Project, MMs 4.4-1 and 4.4-2, superseded by SCAs AIR-1 and AIR-2 requiring a construction management plan and construction-related air pollution controls for dust and equipment; MMs 4.4-4 and 4.4-5 requiring fair share contribution toward truck diesel emissions reduction (as implemented through the project-specific air quality plans) and transportation control measures, supplemented by SCA TRANS-1 requiring transportation demand management; and MM PO-1 requiring stakeholder review of required emissions-related plans.

CWS Project Impact: Significant and Unavoidable (While the CWS Project would have a Less Than Significant impact if considered alone, it is part of the impact identified in the Prior EIR)

CWS Project Mitigation: SCAs AIR-1 through AIR-5, MMs 4.4-4 and 4.4-5 supplemented by SCA TRANS-1, which is functionally equivalent to the previous TRANS-1 and requires transportation demand management; and MM PO-1 requiring stakeholder review of required emissions-related plans.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project is a portion of the previously identified Significant and Unavoidable impact and consistent with Prior EIR impacts and no further analysis is required with respect to health risk. This impact is reduced as feasible through

implementation of MMs 4.4-4, 4.4-5, and PO-1, and SCAs AIR-1 through AIR-5, and TRANS-1.

Odors

As noted in the Prior EIR, the East Bay Municipal Utility District's Main Waste Water Treatment Plan was identified as a source of potentially significant odor impact for future employees of the project site. However, the impact was determined to be less than significant. The CWS Project is across the street from the waste water treatment plant and handling recycling would also have the potential to generate odors. Consistent with Prior EIR conclusions, because the CWS Project is surrounded by industrial-type uses that are not considered odor sensitive and removed from residential areas, any potential for odors would be considered less than significant.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project would have a Less Than Significant impact consistent with Prior EIR impacts and no further analysis is required with respect to odors.

C. Biological Resources

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Special-Status Species, Wildlife Corridors, Riparian/ Sensitive Habitat, Wetlands	LTS	☒	☐	--	--	LTS
b. Conservation Plan, Tree and Creek Protection	LTS	☒	☐	--	--	LTS

Updated Existing Conditions

There have been no substantial changes to the Biological Resources Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR. As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant and without biological resources though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business.

Updated Regulatory Section and Significance Criteria

There have been no substantial changes to the Biological Resources Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

There are no Prior EIR impacts applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impacts are not applicable to the CWS Project for the reasons discussed.

Impact 4.12-1: Redevelopment could result in the loss of 15 acres of ruderal/beach habitat.

This impact and related mitigation are not applicable to the CWS project because the CWS Project site does not include any ruderal/beach habitat.

Impact 4.12-2: Redevelopment could result in increased raptor predation on least terns that may forage near the Gateway peninsula.

This impact and the related mitigation specify applicability to the vicinity of Gateway Park only, where least terns forage as close as 50 feet from the shoreline. The CWS Project site is not located in the vicinity of Gateway Park (almost 4,000 feet from the closest portion) or within 50 feet of any shoreline, and this impact and related mitigation would not be applicable to the CWS Project.

Impact 4.12-3: Redevelopment would result in net loss of approximately 27 acres of open and covered water at New Berth 21.

This impact and related mitigation are specific to development at New Berth 21, so they are not applicable to the CWS project because the CWS Project is not located at New Berth 21.

Impact 4.12-4: Redevelopment could result in both temporary impacts to herring spawning habitat during construction, and a permanent net loss of Pacific herring spawning habitat associated with the wharf pilings at existing Berths 9, 10, 20 and 21 due to construction of New Berth 21.

This impact and related mitigation are specific to development at New Berth 21, so they are not applicable to the CWS project because the CWS Project is not located at New Berth 21.

Impact 4.12-5: Construction activities would result in a short-term reduction in water quality in the New Berth 21 fill area.

This impact and related mitigation are specific to development at New Berth 21, so they are not applicable to the CWS project because the CWS Project is not located at New Berth 21.

Impact 4.12-6: Redevelopment may result in loss of protected trees measuring 9 inches dbh ["dbh" is tree diameter measured at 4.5 feet above the ground] (or larger) or trees with a dbh of greater than 9 inches.

This impact and related mitigation are not applicable to the CWS Project because there are no trees on the CWS Project site.

Impact 4.12-7: Redevelopment may affect nesting migratory birds.

This impact and related mitigation are not applicable to the CWS Project because there are no trees on the CWS Project site.

Impact 4.12-8: Redevelopment could result in a substantial increase in the risk of establishment of invasive species in the San Francisco Bay.

This impact and related mitigation are not applicable to the CWS Project because they relate specifically to ballast water from ships, which are not a part of the CWS Project.

Impact 4.12-9: Loss of up to approximately 0.5 acre of isolated, urban wetlands.

The identified wetlands were located on the Union Pacific Railroad (UPRR) lands and not on the CWS site, which has been graded, prepared for development, and does not contain any sensitive habitat. This impact and the related mitigation are not applicable to the CWS Project.

CWS Project Impact Assessment

Special Status Species, Wildlife Corridors, Riparian/Sensitive Habitat, Wetlands

The Prior EIR found that impacts to candidate, sensitive, or special-status species may occur through a variety of impact mechanisms including: loss of occupied or suitable habitat (Impacts 4.12-1 and 4.12-3), development of habitat that may harbor predators near special-status species (Impact 4.12-2), impacts to in-water spawning habitat (Impact 4.12-4), temporary in- and near-water construction-related disturbances such as turbidity or noise (Impact 4.12-5), construction-period disturbance of nesting birds (Impact 4.12-7), increased risk of establishment of invasive species in the San Francisco Bay (Impact 4.12-8), and loss of isolated urban wetlands (Impact 4.12-9). As listed above and discussed below, none of these impacts are relevant to the CWS Project.

The CWS Project site is not immediately adjacent to the shoreline so it would not have the potential for direct effects on the shoreline, bay, or aquatic species or habitats. The CWS site is surrounded by other development and covered with dirt/gravel actively maintained as a vacant site with little to no vegetation, no trees, no wildlife corridors, and no wetlands. Consistent with findings of the Prior EIR, ruderal (i.e., disturbed) habitat in the project area is predominately recent fill that is unlikely to provide suitable habitat for special-status plant species. Thus, impacts to special-status plant species, wildlife corridors, and wetlands are considered to be less than significant.

According to the Prior EIR, special-status wildlife species known to occasionally occur in the vicinity of the project area include several bird species such as Western Snowy Plover (Charadrius alexandrinus nivosus) and California Least Tern (Sterna albifrons browni). Special-status fish species such as Central California Coast DPS steelhead and green sturgeon are known to occur in the vicinity of the project area; longfin smelt have been observed in the Outer Harbor. (No special-status invertebrates, amphibians, reptiles or mammals are likely to be adversely affected by development in the vicinity.) However, due to the CWS Project location away from the shoreline on a site actively maintained as a vacant site, with little to no vegetation and no trees, the special-status wildlife and fish species in the vicinity would not be located on or have the potential to be affected by the proposed CWS Project development.

Therefore, none of the impacts or related mitigation identified in the Prior EIR related to special status species, wildlife corridors, riparian/sensitive habitat, and wetlands would be applicable to the CWS Project, which would have a less than significant impact in this regard.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: Relevant to the CWS Project, No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to special-status species, wildlife corridors, riparian/sensitive habitat, and wetlands.

Conservation Plan, Creek and Tree Protection

The Prior EIR found that there are no creeks in or near the project area, and conditions do not exist that could cause a conflict with the City's Creek Protection Ordinance. There are no habitat conservation plans or natural community conservation plans applicable to the CWS Project site.

The Prior EIR found that redevelopment could result in the loss of protected trees under the Oakland Tree Preservation Ordinance (Impact 4.12-6). However, there are no trees on the CWS Project site, so this impact is not applicable to the CWS Project.

Prior EIR 2012 Impact: Less Than Significant

Prior EIR Mitigation: Relevant to the CWS Project, No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to conservation plans and creek and tree protection.

D. Cultural Resources

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Historical Resources	SU	☒	☐	MMs 4.6-2 through 4.6-10	N/A	SU*
b. Archaeological, Paleontological, and Tribal Resources and Human Remains	LTS w/SCAs	☒	☐	--	SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#32) SCA-CUL-2: Human Remains – Discovery During Construction (#34)	LTS w/SCAs

* The CWS Project would be part of the SU impact identified for OARB redevelopment because a portion of the project site is within the historic district even though the CWS Project itself would not involve removal of any historic structures.

Updated Existing Conditions

There have been no substantial changes to the Cultural Resources Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR. Since the 20112 Addendum, the City has completed removal of all historic structures from the Gateway Area of the former base. As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue. During these activities, approximately 9,000 cubic yards of soil was borrowed from and returned to the site, which was subsequent re-leveled to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. The CWS Project site does not contain any structures or known underground cultural resources.

Updated Regulatory Setting and Significance Criteria

Since the 2012 Addendum, additional checklist questions have been added to make it clear that impacts to Native American Tribal Cultural Resources would be considered an environmental impact. The analysis in the Prior EIR had already considered Native American Tribal Cultural Resources under the Cultural Resources topic so it is included here and "cultural resources" is used herein to include "tribal cultural resources". There have been no other substantial changes to the Cultural Resources Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impact is applicable to the CWS Project, as discussed.

Impact 4.6-1: Redevelopment has the potential to encounter previously unknown subsurface cultural resources during ground-disturbing activities. (LTS w/SCAs)

While much of the CWS site has been recently disturbed when soil was borrowed then returned as part of nearby public improvements, and while construction activities do not include substantial excavation, some possibility remains that subsurface cultural resources could be discovered during ground disturbing activities. This impact and related mitigation are applicable to the CWS Project.

The Prior EIR identified mitigation measure 4.6-1 requiring appropriate handling of any discovered cultural resources. As noted in the 2012 Addendum, these measures were replaced by SCAs CUL-1, CUL-2 and CUL-3 (which have since been combined into CUL-1 and CUL-2).

Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District. (SU)

A portion of the CWS project site is within the OARB Historic District and this impact and related mitigation would be applicable to the project.

The Prior EIR identified mitigation measures 4.6-2 through 4.6-10 requiring fair share contributions toward mitigation for loss of the historic structures and district including preservation of items or information and modes for public access to that material. Because the CWS site is within the historic district, this impact applies. The City is responsible for implementing the mitigation measures, but the fair share program applies to the developers in the district.

Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or California Registers of Historic Places or the Local Register. (SU)

A portion of the CWS project site is within the OARB Historic District and this impact and related mitigation would be applicable to the project.

The Prior EIR identified mitigation measures 4.6-2 through 4.6-10 requiring fair share contributions toward mitigation for loss of historic structures and district including preservation of items or information and modes for public access to that material. Measures without a fair share component related to review of structures for reuse in whole or part or timing of removal are not applicable to the CWS Project, which does not contain historic structures on site.

<u>Prior EIR Impacts Not Applicable to the CWS Project</u>

The following Prior EIR impacts are not applicable to the CWS Project for the reasons discussed.

Impact 4.6-4: Redevelopment would result in renovation of the SPRR (Amtrak) Station and 16th Street Tower, which could alter the historic character of the buildings in a manner that could affect their eligibility. (LTS w/MMs)

This impact and related mitigation are specific to development at the SPRR Station and 16th Street Tower, so are not applicable to the CWS project because the CWS Project is not in those locations.

CWS Project Impact Assessment

Historic Resources

A portion of the CWS Project site is located in the OARB Historic District and therefore identified impacts and mitigation measures related to mitigation for the loss of the historic resources are applicable to the CWS Project.

Prior EIR Impact: Significant and Unavoidable

Prior EIR Mitigation: MMs 4.6-2 through 4.6-10 requiring fair share contributions toward mitigation for loss of historic structures and district including preservation of items or information and modes for public access to that material.

CWS Project Impact: Significant and Unavoidable (While the CWS Project itself would not remove any historic structures, a portion of the site is within the historic district so would be considered a part of the identified impact)

CWS Project Mitigation: MMs 4.6-2 through 4.6-10 requiring fair share contributions toward mitigation for loss of historic structures and district including preservation of items or information and modes for public access to that material.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project is a portion of the previously identified Significant and Unavoidable impact and consistent with Prior EIR impacts and no further analysis is required with respect to historic resources. This impact is reduced as feasible through implementation of MMs 4.6-2 through 4.6-10.

Archaeological, Paleontological, and Tribal Resources, and Human Remains

With respect to archaeological, paleontological, and Native American tribal resources, and human remains, the Prior EIR concluded that there are no known resources at the CWS Project site but that while not anticipated, there is a possibility that ground disturbing construction could inadvertently damage such resources and result in a significant impact.

The CWS Project site was previously developed and has subsequently been used for construction staging, soil borrowing, and/or maintained as a vacant site awaiting development and the Prior EIR conclusions remain valid for the CWS Project.

Prior EIR Impact: Less Than Significant with SCAs

Prior EIR Mitigation: Relevant to the CWS Project, Mitigation Measure 4.6-1 requiring appropriate action if cultural resources are discovered, superseded by SCAs CUL-1, CUL-2, and CUL-3 (now combined into two SCAs as indicated below).

CWS Project Impact: Potentially Significant

CWS Project Mitigation: SCAs CUL-1 and CUL-2, which are functionally equivalent to the previously identified SCAs.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. With implementation of SCAs CUL-1 and CUL-2, the CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to archaeological, paleontological, and Native American tribal resources, and human remains.

E. Geology, Soils, and Geohazards

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Seismic Hazards & Unstable Soil	LTS w/MMs and SCAs	☒	☐	--	SCA-GEO-1: Construction-Related Permit[s] (#36) SCA-GEO-2: Soils Report (#37) SCA-GEO-3: Seismic Hazards Zone (Landslide/ Liquefaction) (#39)	LTS w/SCAs
b. Soil Erosion	LTS w/SCAs	☒	☐	--	SCA-GEO-1: Construction-Related Permit[s] (#36) SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48) SCA-HYD-2: State General Construction Permit (#49) SCA HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#53)	LTS w/SCAs

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue. During these activities, approximately 9,000 cubic yards of soil was borrowed from and returned to the site, which was subsequent re-leveled to await development. There have been no other substantial changes to the Geology, Soils, and Geohazards Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR.

Updated Regulatory Setting and Significance Criteria

The CWS Project would be required to meet current rules and regulation, including the updated California Building Code. Updates to these regulatory documents are common procedure and would not change the analysis or conclusions in the Prior EIR. There have been no substantial changes to the Geology, Soils, and Geohazards Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed.

Impact 4.13-1: Redevelopment could expose increased numbers of people and structures to strong seismic ground shaking, resulting in a potentially significant impact.

The San Francisco Bay Area is a seismically active area and this impact and related mitigation remain applicable to the CWS Project.

The Prior EIR identified mitigation measures 4.13-1 and 4.13-2, requiring compliance with applicable building codes and site-specific geotechnical evaluation, supplemented by SCAs GEO-2 and GEO-3.

Impact 4.13-2: Redevelopment could expose increased numbers of people or structures to seismic related ground failure, including liquefaction, lateral spreading, subsidence, or collapse; resulting in a potentially significant impact.

The San Francisco Bay Area is a seismically active area and this impact and related mitigation remain applicable to the CWS Project.

The Prior EIR identified mitigation measures 4.13-1 and 4.13-2, requiring compliance with applicable building codes and site-specific geotechnical evaluation, supplemented by SCAs GEO-2 and GEO-3.

Impact 4.13-4: Under certain conditions, disturbance of soils during construction could result in erosion and a potentially significant impact.

The CWS Project site is a previously-developed but currently vacant site and as noted in the Prior EIR, site soils do not constitute topsoil. Erosion and siltation could occur during construction and operation. This impact and related mitigation remain applicable to the CWS Project.

The Prior EIR identified mitigation measure 4.13-3, requiring compliance with applicable building codes and site-specific geotechnical evaluation. As noted in the 2012 Addendum and further discussed below, these measures were superseded by SCAs GEO-1, and HYD-1 through HYD-4.

Impact 4.13-5: Redevelopment could occur on expansive soils, resulting in a potentially significant impact.

The Prior EIR noted the potential existence of expansive soils in the area and this impact and related mitigation remain applicable to the CWS Project.

The Prior EIR identified mitigation measures 4.13-2, 4.13-4, and 4.13-5, requiring compliance with applicable building codes and site-specific geotechnical evaluation, supplemented by SCAs GEO-2 and GEO-3.

Impact 4.13-6: Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils, resulting in a potentially significant impact.

The Prior EIR noted the potential existence of underground hazards in the area and this impact and related mitigation remain applicable to the CWS Project.

The Prior EIR identified mitigation measures 4.13-1 and 4.13-2, requiring compliance with applicable building codes and site-specific geotechnical evaluation, supplemented by SCAs GEO-2 and GEO-3.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impact is not applicable to the CWS Project for the reasons discussed below.

Impact 4.13-3: Localized landsliding may occur in sloped shoreline area, resulting in a potentially significant impact.

This impact and related mitigation are not applicable to the CWS project because the CWS Project site is not located in the identified slopes shoreline area, but rather is flat to gently sloping and not subject to landslides. The site is in an industrial area that was formerly developed and is now vacant.

CWS Project Impact Assessment

Soil and Seismic Hazards and Unstable Soil

The CWS Project is located within an active seismic area; it is located less than 12 miles from the San Andreas Fault and approximately 5 miles from the Hayward Fault, but not within an Alquist-Priolo Special Study zone. While the site will likely be subject to future strong ground shaking because of its proximity to the Hayward and San Andreas faults, the likelihood of a fault rupture is very low.

As noted in the Prior EIR, soils in the area include artificial fill, expansive soils, and conditions that could result in seismic-related ground failure such as liquefaction, lateral spreading (lurching), and differential settlement that could result in substantial risk of loss, injury, or death if not appropriately addressed. The CWS Project site is flat to gently sloping and not subject to landslides.

As noted in the Prior EIR, the CWS Project site is not located above a former landfill and while there are no known on-site wells, pits, sumps, mounds, tank vaults, or unmarked sewer lines, there is potential for these hazardous subsurface features to exist in the project site.

Prior EIR Impact: Less Than Significant with MMs and SCAs

Prior EIR Mitigation: Relevant to the CWS Project, Mitigation Measure 4.13-1 and 4.13-2, requiring compliance with applicable building codes and site-specific geotechnical evaluation, supplemented with SCAs GEO-2 and GEO-3, which at that time required preparation and compliance with soils and geotechnical reports.

CWS Project Impact: Potentially Significant

CWS Project Mitigation: SCAs GEO-1, GEO-2, and GEO-3, which now require compliance with applicable building codes and site-specific soils and geotechnical reports and thereby fully replace previously-identified mitigation measures.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. With implementation of SCAs GEO-1, GEO-2, and GEO-3, the CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to seismic hazards and unstable soils.

Soil Erosion

The CWS Project would not result in any new or more significant erosion hazard impacts than were described in the Prior EIR. As discussed in the Prior EIR, soils at the site do not constitute topsoil and therefore, redevelopment would not have the potential to impact topsoil. Standard mitigation requires measures to minimize the potential for erosion and siltation during the construction and operational period.

Prior EIR Impact: Less Than Significant with SCAs

Prior EIR Mitigation: Relevant to the CWS Project, Mitigation Measure 4.13-3 requiring implementation of erosion control measures with a Stormwater Pollution Prevention Plan, superseded by SCAs GEO-1, and HYD-1 through HYD-4.

CWS Project Impact: Potentially Significant

CWS Project Mitigation: SCAs GEO-1, HYD-1, HYD-2, and HYD-3, which are functionally equivalent to above identified SCAs.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. With implementation of SCAs GEO-1 and HYD-1 through HYD-3, the CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to erosion and siltation.

F. Greenhouse Gas Emissions and Climate Change

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. GHG Emissions	LTS (further reduced by SCAs)	☒	☐	--	SCA-GCC-1 Greenhouse Gas Reduction Plan (#41) SCA-TRANS-1 Transportation and Parking Demand Management SCA-UTIL-6 Green Building Requirements (#84)	LTS (further reduced by SCAs)
b. Consistency with Applicable GHG Plans	LTS (further reduced by SCAs)	☒	☐	--	SCA-GCC-1 Greenhouse Gas Reduction Plan (#41) SCA-TRANS-1 Transportation and Parking Demand Management SCA-UTIL-6 Green Building Requirements (#84)	LTS (further reduced by SCAs)

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business.

Updated Regulatory Setting and Significance Criteria

As noted in the 2012 Addendum, climate change and greenhouse gas (GHG) emissions were not expressly addressed in the 2002 EIR. However, since information on climate change and GHG emissions was known, or could have been known in 2002, it is not "new information" as specifically defined under CEQA and thus is not legally required to be analyzed as part of an Addendum. The 2012 Addendum included an analysis of the 2012 Project, using the BAAQMD then-current May 2011 CEQA Guidelines to provide more information to the public and decision-makers. While BAAQMD has since updated its CEQA Guidelines – the latest was issued in May 2017 – there have been no changes to the thresholds applicable to this project.

The City Energy and Climate Action Plan (ECAP) was adopted on December 4, 2012, as an environmental policy to address the issues of climate change and energy consumption. While the final document was adopted subsequent to preparation of the 2012 Addendum, the 2012

Addendum analyzed consistency with the draft version, which is functionally equivalent as it related to the CWS Project. The ECAP was again updated to reflect an updated reduction target of 56% under 2005 levels by 2030 and adopted on July 28, 2020. The City's thresholds and SCA language will be revised to be consistent with the updated ECAP, and the SCAs current at the time of building permit approval will be applied.

As noted above, since GHG issues were known or could have been known when the Prior EIR was being prepared, revised thresholds or guidelines are not legally "new information" as specifically defined under CEQA. Therefore, consistent with requirements for analysis of a project in an addendum under CEQA, the impact discussion below is focused on whether the impact to the environment – being the resultant amount of GHG emissions – would be greater than from the project in the Prior EIR.

Prior EIR Impacts and Relevance to the CWS Project

As discussed above, the Prior EIR did not include any impact statements related to greenhouse gas emissions and climate change.

CWS Project Impact Assessment

Greenhouse Gas Emissions and Conflict with GHG Reduction Plans

As noted in the Prior EIR, construction and operation of the project would result in increases in GHG emissions generated by vehicles, trucks, equipment, and building utilities and maintenance. The 2012 Addendum included the following quantification of both construction GHG emissions and operational GHG emissions, though the emissions were not broken down by specific uses. As quantified in the 2012 Addendum, the 2012 Project would result in total CO2e emissions of a net increase of 17,869 metric tons CO2e per year. The project would employ 2,635 people, resulting in net GHG emissions of 6.8 metric tons CO2e per service population. These quantifications were noted in the 2012 Addendum to be above the applicable thresholds at the time, including both the brightline threshold of 1,100 metric tons CO2e per year and the efficiency threshold of 4.6 metric tons CO2e per service population. However, the 2012 Addendum quantified the GHG emissions under the 2002 EIR at 171,292 metric tons CO2e per year and noted that the GHG emissions would be within and below the project analyzed in the 2002 EIR and therefore would not result in a new or more severe impact, even though the quantification had not previous been included. As discussed in Section IV. Project Description, the CWS Project is consistent with assumptions for development of this parcel in the Prior EIR. Although the Prior EIR did not break out the emissions from the uses separately, the proposed recycling use would have the same (or reduced due to stricter requirements) GHG emissions as the emissions identified in the Prior EIR and would be assumed to continue to be above efficiency thresholds that align with the updated 2030 ECAP.

However, as noted in the 2012 Addendum and above, this analysis is provided for informational purposes only. The Prior EIR did not consider this impact to be significant and the CWS project would not increase the GHG emissions over what would have been emitted by the project in the Prior EIR, therefore this impact would not be considered significant.

As noted in the Prior EIR, the CWS Project would not conflict with the objectives and actions identified in the City's current ECAP or any other applicable GHG reduction plans and projects would implement SCAs to reduce GHG emissions, as applicable. SCA GCC-1 referenced below is currently

being updated to reflect the updated ECAP and the current SCA at the time building permits are issued would be applied to the project.

The 2012 Addendum noted that SCA GCC-1 required GHG Reduction Plans for development projects. The GHG Reduction Plan SCA is regularly updated to reflect current standards and methodologies and would be applicable to the CWS Project. It will be updated to reflect the 2030 reduction targets in the recently adopted ECAP and would be applied when building permits are issued for the Project.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: SCA GCC-1 requiring a GHG reduction plan is required; no further mitigation warranted.

CWS Project Impact: Less Than Significant

CWS Project Mitigation: SCAs GCC-1, TRANS-1, and UTIL-6, requiring a greenhouse gas reduction plan, transportation demend management, and compliance with green building measures would further reduce this impact; no further mitigation warranted.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact with implementation of applicable SCAs. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to greenhouse gas emissions and reduction plans.

G. Hazards and Hazardous Materials

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Hazardous Materials Use, Upset	LTS (further reduced by SCAs)	☒	☐	--	SCA-HAZ-1: Hazardous Materials Related to Construction (#42) SCA-HAZ-2: Hazardous Materials Business Plan (#44)	LTS (further reduced by SCAs)
b. Hazardous Materials within a ¼-mile of a School	NI	☒	☐	--	N/A	NI
c. Hazardous Materials Site	LTS w/ MMs SCAs	☒	☐	MM 4.7-3	SCA-HAZ-1: Hazardous Materials Related to Construction (#42)	LTS w/ MMS and SCAs
d. Emergency Access and Airport Hazards	NI	☒	☐	--	--	NI

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. The CWS Project site does not contain any structures.

Updated Regulatory Setting and Significance Criteria

There have been no substantial changes to the Hazards and Hazardous Materials Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed below.

Impact 4.7-1: Routine use or accidental release of hazardous materials during remediation, construction and operations could expose people or the environment to these materials.

The Prior EIR noted that proposed uses in the area, including the proposed recycling facility, would involve routine transport, use or disposal of hazardous materials but found that compliance with

applicable federal and State regulations would reduce the impact to less than significant levels without the need for additional mitigation. This impact is applicable to the CWS Project.

Impact 4.7-3: Routine generation and management of hazardous waste or accidental release of hazardous waste during remediation, construction and operation could expose people and the environment to these wastes.

The Prior EIR noted that proposed uses in the area, including the proposed recycling facility, would involve the potential for accidental release of hazardous waste but found that compliance with applicable federal and State regulations would reduce the impact to less than significant levels without the need for additional mitigation. This impact is applicable to the CWS Project.

Impact 4.7-4: Site preparation, remediation and development of areas that contain contaminated soil and groundwater could expose remediation and construction workers, and future utility workers, tenants, and visitors to soil and groundwater contamination conditions.

The Prior EIR identified contaminated soil and groundwater as a potential hazard to future construction workers and site users. This impact and related mitigation is applicable to the CWS Project.

Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors.

The Prior EIR identified contaminated soil and groundwater remaining in place after remediation as a potential hazard to future site users. This impact and related mitigation is applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impacts are not applicable to the CWS Project for the reasons discussed.

Impact 4.7-2: Hazardous or acutely hazardous materials (AHMs) may be handled or emitted within ¼ mile of an existing or proposed school.

As noted in the 2012 Addendum, this impact and related mitigation are not applicable to the CWS Project because the CWS Project site is not located within ¼ mile of a school site.

Impact 4.7-6: Workers and others could be exposed to LBP in buildings, ACM or PCBs during demolition, remediation, renovation and site work activities.

As noted in the 2012 Addendum, all Polychlorinated biphenyls (PCB) contaminated transformers have been removed from the former base and there are no other structures or buildings at the CWS Project site so there is no potential for lead based paint (LBP), asbestos-containing materials (ACM), or PCBs. This impact and related mitigation are not applicable to the CWS Project.

Impact 4.7-7: Workers or others could be exposed to hazardous materials and contamination in and around ASTs and USTs during remediation and redevelopment activities.

As noted in the 2012 Addendum, there are no ASTs/USTs at the CWS Project site. This impact and related mitigation are not applicable to the CWS Project.

Impact 4.7-8: Workers or others could experience direct contact exposure to LBP contaminated soil, concrete, and pavement surrounding buildings that have LBP.

This impact and related mitigation are not applicable to the CWS Project because the CWS Project site does not contain structures, buildings with LBP.

Impact 4.7-9: Workers or others, or the environment could be exposed to lead, asbestos or PCBs through off-site transport of soil and building materials from demolition and construction.

As noted in the 2012 Addendum, all PCBs have been removed from the former base and there are no other structures or buildings at the CWS Project site so no potential for lead (LBP), asbestos (ACM), or PCBs. This impact is not applicable to the CWS Project.

Impact 4.7-10: During interim or future use of existing buildings, people could be exposed to ACM or other environmental hazards.

This impact and related mitigation are not applicable to the CWS Project because the CWS Project site does not contain structures or buildings that could be a source of exposure to ACM or other environmental hazards.

Impact 4.7-11: Workers could be exposed to polychlorinated biphenyls (PCB) and PCB-contaminated equipment during remediation, construction and future operations.

As discussed below, this impact and related mitigation are not applicable to the CWS Project because there are no PCB-contaminated equipment at the CWS Project site.

CWS Project Impact Assessment

Hazardous Materials Use, Upset

The Prior EIR noted that development as proposed would involve the potential for transport, use, disposal, storage, or accidental upset of hazardous materials, including specifically as part of construction on a contaminated site and for operation of the recycling facility, as currently proposed. Identified as a Less Than Significant impact with compliance with applicable regulation in the original 2002 EIR, such required compliance with regulations is now also detailed in SCAs.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted; former SCAs applied - relevant to the CWS Project, the 2012 Addendum noted that SCA HAZ-7, which at the time required appropriate notification of regulatory agencies when hazardous waste would be handled, would further reduce this impact.

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted; The following applicable current SCAs would apply: SCAs HAZ-1 and HAZ-2, which now require compliance with applicable best management practices related to hazardous materials during construction activities and implementation of an operational hazardous materials business plan.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact, with implementation of applicable SCAs HAZ-1 and HAZ-2. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to hazardous materials use, upset.

Hazardous Materials Near Schools

While the original 2002 EIR included development of some areas within ¼ mile of a school, the 2012 Addendum area including the CWS Project site is not within ¼ mile of a school and therefore would have no impact under this topic.

Prior EIR Impact: No Impact

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: No Impact

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified impact. The CWS Project would have No Impact and would be consistent with Prior EIR impacts and no further analysis is required with respect to hazardous materials near schools.

Hazardous Materials Site

The former Oakland Army Base area, including the CWS Project site, is covered under a Remedial Action Plan/Risk Management Plan for clean-up of contamination. The CWS Project site is located on a small portion of the former base transferred by the U.S. Army by a Finding of Suitability for Early Transfer (FOSET) and a portion of a U.S. Army Reserve site transferred by a Finding of Suitability for Transfer (FOST). The project site is covered by deed covenants, which include prohibition of groundwater wells and land use controls that prohibit the establishment of sensitive uses such as residential housing, schools, day-care facilities, hospitals and hospices unless approved by the Department of Toxic Substances Control (DTSC) and the U.S. Army. The CWS Project site is listed on the Cortese List (DTSC Site Code 201795) as a site requiring no further action other than the land use restrictions indicated above.[1] The proposed CWS Project is consistent with all required land use restrictions.

Prior EIR Impact: Less Than Significant with MMs and SCAs

Prior EIR Mitigation: Relevant to the CWS Project, MMs 4.7-3, requiring implementation of the RAP/RMP and consistency with identified land uses, supplemented with SCA HAZ-7, which at that time required appropriate notification of regulatory agencies when hazardous waste would be handled.

[1] State Department of Toxic Substances Control, EnviroStor records, available at https://www.envirostor.dtsc.ca.gov/public/, including record ID # 80001227 for the project site.

CWS Project Impact: Potentially Significant

CWS Project Mitigation: MMs 4.7-3, requiring implementation of the RAP/RMP and consistency with identified land uses, supplemented with SCA HAZ-1, , which now require compliance with applicable best management practices related to hazardous materials during construction activities and thereby fully replace previously-identified mitigation measures. Note that City completed the RAP remediation and project proponent will be required to comply with the RMP.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. With implementation of MMs 4.7-3 and SCA HAZ-1, the CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to hazardous materials sites.

Emergency Access and Airport Hazards

As noted in the Prior EIR, roads in the area are designed to accommodate trucks and other large vehicles and would accommodate emergency vehicles. The CWS Project includes adequate emergency access on site as required and would not change area roadways. The CWS Project is not located within 2 miles of an airport so would not represent any hazards in relation to airports.

Prior EIR Impact: No Impact

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: No Impact

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project would have No Impact and would be consistent with Prior EIR impacts and no further analysis is required with respect to emergency access and airport hazards.

H. Hydrology and Water Quality

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Water Quality & Drainage	LTS w/ MMS and SCAs	☒	☐	MM 4.14-1, MM 4.14-2, MM 4.15-5, MM 4.15-6, MM 3.9-1	SCA-HAZ-1: Hazardous Materials Related to Construction (#42) SCA-GEO-1: Construction-Related Permit[s] (#36) SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48) SCA-HYD-2: State Construction General Permit (#49) SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#53)	LTS w/ MMs and SCAs
b. Groundwater Depletion	LTS	☒	☐	--	--	LTS
c. Flooding & Inundation	LTS (further reduced by MMs)	☒	☐	MM 3.9-1	--	LTS (further reduced by MMs)

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. With the realignment of Wake Avenue, new infrastructure was installed, including stormwater treatment. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. There have been no other substantial changes to the Hydrology and Water Quality Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR.

Updated Regulatory Setting and Significance Criteria

Clean Water Program Alameda County issues the C.3 Stormwater Technical Guidance (C.3 Handbook) to assist developers, builders and project sponsors as they include post-construction stormwater controls in their projects in order to meet local municipal requirements. The C.3

Handbook is regularly updated, including updates since the 2012 Addendum, the most recent of which was October 2017. The CWS Project stormwater control plan is required to comply with current applicable C.3 requirements. The Safety Element of the Oakland General Plan was updated in 2012 and includes updated flood hazard mapping not reflected in the 2012 Addendum. There have been no other substantial changes to the Hydrology and Water Quality Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed.

Impact 4.15-2: Under certain circumstances, disturbance of soils during construction could result in erosion, which in turn could increase sediment loads to receiving waters.

The Prior EIR noted that disturbance of soils during construction activities could result in erosion and mobilization of sediment, which could increase sediment loads discharged to receiving waters (i.e., San Francisco Bay). This impact and related mitigation is applicable to the CWS Project.

Impact 4.15-3: During construction or remediation, shallow groundwater may be encountered that could be contaminated with sediment or chemicals, and could enter nearby receiving waters as contaminated stormwater.

While it is not clear at this time whether construction dewatering will be required for the CWS Project, this impact and related mitigation have been conservatively determined to be applicable to the CWS Project (in the event construction dewatering is necessary).

Impact 4.15-4: Net changes in impervious surface could result in higher pollutant loads to receiving waters.

The Prior EIR noted that increases in impervious surfaces have the potential to result in additional stormwater runoff, higher velocities, and larger pollutant loads being conveyed to receiving waters. This impact and related mitigation is applicable to the CWS Project.

Impact 4.15-5: Use of recycled water for non-potable purposes could lead to degradation of surface water quality.

The CWS Project would connect to the recycled water main in Wake Avenue for irrigation of on-site landscaping. This impact and related mitigation are applicable to the CWS Project.

Impact 4.15-6: New construction could result in changes in localized flooding.

The Prior EIR noted that with improvements to stormwater drainage systems as part of development, localized flooding would be reduced and this impact would be less than significant. This impact is applicable to the CWS Project.

Impact 4.15-7: Potential inundation by seiche or tsunami.

The Prior EIR noted that with post-development elevations, sites in the area, including the CWS Project site would be 11 to 13 feet above mean sea level and therefore above all but the most extreme inundation scenarios. This less than significant impact is applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impacts are not applicable to the CWS Project for the reasons discussed.

Impact 4.14-1: Operation of wells could cause saltwater to intrude into shallow groundwater.

This impact and related mitigation are not applicable to the CWS Project because the CWS Project does not include wells.

Impact 4.14-2: Operation of wells could cause contaminants to migrate to uncontaminated groundwater.

This impact and related mitigation are not applicable to the CWS Project because the CWS Project does not include wells.

Impact 4.14-3: Reduction in available groundwater.

This impact and related mitigation are not applicable to the CWS Project because the CWS Project does not propose construction dewatering or the development or use of any wells for groundwater supplies.

Impact 4.15-1: In-water construction or remediation would increase turbidity, and could release contaminants, affecting water quality.

This impact and related mitigation are not applicable to the CWS Project because the CWS Project does not include in-water construction.

CWS Project Impact Assessment

Water Quality and Drainage

The Prior EIR noted that stormwater drainage plans for development would be required to meet current state and local retention and filtration requirements consistent with the San Francisco Bay Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit under which the CWS Project site is covered. The Prior EIR also noted a potentially significant impact with respect to sites not covered by the NPDES Permit, but that does not pertain to the CWS Project site. As a standard requirement, the CWS Project would be required to comply with Provision C.3 of the NPDES Municipal Regional Permit to prevent increases in stormwater runoff flows.

Prior EIR Impact: Less Than Significant with MMs and SCAs

Prior EIR Mitigation: Relevant to the CWS Project, MMs 4.14-1, 4.14-2, 4.15-5, 4.15-6, and 3.9-1, prohibiting groundwater extraction wells, minimizing and controlling construction dewatering, requiring operational stormwater controls, prevention of recycled water runoff, and coordination of storm drain improvements, supplemented with SCAs HYD-1 through HYD-3 and GEO-1, requiring construction-period and ongoing operational

stormwater control and pollution prevention and erosion and sedimentation control, and MMs 4.15-3 and 4.15-4, which were superseded by SCA HYD-1, HAZ-1, and GEO-1 requiring appropriate construction-period stormwater controls and handling of construction dewatering.

CWS Project Impact: Potentially Significant

CWS Project Mitigation: MMs 4.14-1, 4.14-2, 4.15-5, 4.15-6, and 3.9-1 and SCAs HYD-1, HYD-2, HYD-3, HAZ-1, and GEO-1, which now require construction-period and ongoing operational stormwater control and pollution prevention and erosion and sedimentation control, and appropriate handling of construction dewatering, with no warrant for additional MMs or SCAs.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. With implementation of MMs 4.14-1, 4.14-2, 4.1-5, 4.15-6, and 3.9-1, and SCAs HYD-1 through HYD-3, HAZ-1, and GEO-1, the CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to water quality and drainage.

Groundwater Depletion

The Prior EIR noted that development in the area, does not propose any wells for groundwater supplies. While the Prior EIR noted that redevelopment of the area could result in condensed soil conditions that could reduce groundwater flow, resultant lowering of groundwater levels towards the ocean would not result in adverse affects to other groundwater users or the production rate of any pre-existing nearby wells.

Prior EIR Impact: Less Than Significant

CWS Project Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to groundwater use.

Flooding and Inundation

As noted in the Prior EIR, the CWS Project site is not located within a FEMA- designated 100-year flood hazard area or in an area subject to inundation in the event of dam failure, seiche, or mudflows. However, the Prior EIR noted that the area could be subject to slight tsunami inundation in the event of an off-shore earthquake in the most extreme scenario. The Prior EIR determined that due to the rare occurrence of tsunamis and prevention of inundation in all but the most conservative scenarios, the potential impacts related to tsunami inundation would be less than

significant. Consistent with this conclusion, the Oakland General Plan Safety Element (Figure 6.1) shows the CWS Project site is not within the area considered to have a significant risk of tsunami inundation.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted; MM 3.9-1 requiring coordination of stormwater improvements in the North Gateway area would further reduce this impact.

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted; MM 3.9-1 requiring coordination of stormwater improvements in the North Gateway area would further reduce this impact.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified impact. The CWS Project would have a Less Than Significant impact and would be consistent with Prior EIR impacts and no further analysis is required with respect to flooding and inundation. MM 3.9-1 would further reduce this impact.

I. Land Use

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Division of an Established Community	LTS	☒	☐	--	--	LTS
b. Conflict with Land Uses / Land Use Plans	LTS	☒	☐	--	--	LTS

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. There have been no other substantial changes to the Land Use Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR.

Updated Regulatory Setting and Significance Criteria

The Alameda County Integrated Waste Management Plan (CoIWMP) of the Alameda County Waste Management Authority (ACWMA), originally adopted in February 2003 and most recently updated in April 2020, was not specifically mentioned in the Prior EIR though would have been applicable. All new solid waste facilities within Alameda County that require a full Solid Waste Facility Permit (SWFP) must apply for a conformance finding and CoIWMP amendment. The ACWMA, acting through StopWaste, will need to confirm the proposed CWS Project meets the CoIWMP new facility siting requirements and amend the CoIWMP to reflect the change in operations. A comparison of the CWS Project to the ACWMA new facility siting requirements is included in the discussion of the Conflict with Land Uses / Land Use Plans topic below. There have been no other substantial changes to the Land Use Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impact is applicable to the CWS Project, as discussed.

Impact 4.1-3: Loss of all structures contributing to a historic district, and loss of the district itself may conflict with Oakland General Plan Historic Preservation Element goals and policies.

As discussed in more detail in Section D: Cultural Resources, there are no historic structures on the CWS project site, but a portion of the CWS project site is within the OARB Historic District and this less than significant impact would be applicable to the project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impacts are not applicable to the CWS Project for the reasons discussed.

Impact 4.1-1: Fill to create fastland for New Berth 21 plus a nominal portion of the adjacent Gateway development area, and potential minor fill for Gateway Park shoreline stabilization may conflict with Bay Plan objectives and policies.

This impact and related mitigation are specific to development at New Berth 21 or other areas that require shoreline fill or stabilization, so are not applicable to the CWS Project because the CWS Project is not located at New Berth 21 or at the shoreline.

Impact 4.1-2: Proposed land uses in a portion of the 16th/Wood sub-district would be fundamentally inconsistent with Seaport and Bay plan Port Priority Use designations.

This impact and related mitigation are specific to development at the 16th/Wood sub-district, so are not applicable to the CWS Project because the CWS Project is not located in that area.

Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another.

As discussed below, this impact and related mitigation does not apply to the CWS Project because the CWS Project does not result in dissimilar land uses proximate to one another.

CWS Project Impact Assessment

Division of an Established Community

As noted in the Prior EIR, the CWS Project is within an existing industrial area with some limited access routes for the community and redevelopment, including of the CWS Project site, would not result in a significant impact with regard to physical division of an established community.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to division of an existing community.

Conflict with Land Uses / Land Use Plans

The Prior EIR noted that the redevelopment area, including the CWS Project site, is separated from potentially incompatible residential uses and that the proposed recycling facility (including the CWS Project) is compatible with the adjacent wastewater treatment plant. The CWS Project is consistent with identified "recycling facility" use of the site in the 2012 Project and EIR Addendum and consistent with applicable zoning and General Plan designations. There are no adopted habitat conservation plans or natural community conservation plans applicable to the CWS Project site.

The CWS facilities that are to be relocated to the CWS Project site are in close proximity to residential areas and therefore contribute to an existing land use conflict. The CWS Project represents moving recycling activities away from neighborhoods to an area without a land use conflict.

The Prior EIR noted that loss of all the buildings contributing to a historic district (in which a portion of the CWS Project site is located) was inconsistent with some policies in the Oakland General Plan Historic Preservation Element, but that because the policies only encourage and do not mandate preservation, this was not considered a significant impact from the perspective of a land use conflict. (A significant impact is identified under Section D: Cultural Resources related to the loss of a historic district from a cultural perspective.)

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to conflicts with land uses/land use plans.

As noted in the Project Description and the Regulatory Setting of this section, the CWS project requires a conformance finding and CoIWMP amendment and, as such, the ACWMA would need to find the project consistent with its siting requirements. As noted in the ColWMP Chapter 6, the siting criteria "are based on a broad spectrum of environmental public health, safety and land-use factors, and existing federal, state and local regulations, including: hydrogeological, geological, and seismic characteristics (structural stability); water quality; air quality; environmentally sensitive land-uses; and land-use compatibility." The anticipated compliance with the siting criteria (CoIWMP Chapter 6, Table 6-1) is detailed below for informational purposes but does not preclude ACWMA from making its own determinations.

A. Seismic – The CWS project is not located within 200 feet of a known active fault.

B. Floodplains – The CWS project is not located within the 100-year flood plain.

C. Wetlands –The CWS project site is surrounded by other development and covered with dirt/gravel actively maintained as a vacant site and does not contain any wetlands.

D. Endangered Species Habitat – The CWS project site is surrounded by other development and covered with dirt/gravel actively maintained as a vacant site awaiting development and does not contain any endangered species habitat.

E. Unstable Soils – Soils in the area include artificial fill, expansive soils, and conditions that could result in seismic-related ground failure such as liquefaction, lateral spreading (lurching), and differential settlement. The proposed CWS project has been designed in accordance with applicable design standards that ensure the structural integrity of the facility and is required to comply with a site-specific geotechnical report and recommendations.

F. Major Aquifer Recharge Areas – The CWS project site is surrounded by other development and covered with dirt/gravel actively maintained as a vacant site awaiting development and not located in an aquifer recharge area.

G. Depth to Groundwater – Groundwater in the area is shallow (there is a shallow water-bearing zone generally 5 to 7 feet below ground surface then a lower water-bearing zone beginning at approximately 25 feet below ground surface). The proposed CWS project has been engineered in accordance with applicable local and State requirements with regard to shallow groundwater.

H. Permeable Strata and Soils – The CWS project site is currently graded with dirt/gravel actively maintained as a vacant site awaiting redevelopment. Soils in the area are generally gravelly sand fill to a depth of approximately 5 feet below ground surface, a second layer of fill consisting of fine-grained sand that was hydraulically dredged from San Francisco Bay between 5 to 15 feet below ground surface, underlain with Young Bay Mud clay beginning at approximately 15 feet below ground surface that is not very permeable and restricts downward movement of groundwater.

I. Non-attainment Air Areas – CWS shall comply with all requirements of the Bay Area Air Quality Management District in the operation of the facility.

J. PSD Air Areas – CWS shall comply with all requirements of the Bay Area Air Quality Management District in the operation of the facility.

K. Mineral Resources Area – The CWS project site is not located in a Mineral Resources Area of Alameda County.

L. Prime Agricultural Lands/Open Space – The CWS project is located in a fully developed industrial area within City and not on agricultural lands or open space.

M. Military Lands – The CWS project is located on the former Oakland Army Base and the site was identified for industrial use in the 2002 Reuse Plan, and specifically for a recycling facility in the 2012 Addendum to the Reuse Plan.

N. Other Federal, State, and Indian Lands – As noted above, the CWS project site is located on the former Oakland Army Base, and specifically the portion now controlled by the City.

O. Proximity to Major Transportation Routes – The CWS project is located one block from access to I-80 and I-880, which connect to other area highways. Collection vehicles have access to all areas of the City via major roadways, including West Grand Avenue and 7th Street via Maritime Street.

P. Proximity to Development – The CWS project is located near the Oakland Port in an extensive industrial/logistics-type of area designed for industrial uses and heavy truck usage away from sensitive uses. The CWS project site is situated among major transportation routes including nearby access to the highway network via connections to I-880 and I-80 and easy access to Maritime Street, with connections to major routes into City of Oakland neighborhoods via Grand Avenue and 7th Street. Roadway access in the vicinity has been designed for truck traffic and access to the major transportation routes is not by institutional or public facilities (such as hospitals, schools, libraries, etc.) or through residential areas (the closest of which are over 2,000 feet).

Q. Residential Development – The CWS project location is nearly immediately across I-880 from Oakland residential neighborhoods. The proposed location is proximate to the facilities being relocated while allowing for the institution of appropriate buffers to protect residential areas from the impacts of such a facility where they are currently lacking without adding much distance to residential areas for pickup.

R. Institutional Facilities – The CWS project is located in an appropriate industrial/logistics-type of area separated from uses that could be sensitive to noise, litter, disease vector, dust, odors, and aesthetics. The proposed facility is modern with all debris handling occurring in a controlled indoor environment to minimize the potential for impacts that can result from this type of use. As the site is highly visible from nearby highways/high volume roadways, the site plan and building have been designed to be visually appealing.

S. Public Facilities: Schools, Churches, Hospitals, Civic Buildings, Libraries – The CWS project is located in an industrial area and not within a buffer area from these types of public facilities. That being said, as noted above, the site plan and building have been designed to be visually appealing.

T. Proximity to Public Services – The CWS project is located in a fully developed industrial area within City and is connected to public utilities. With the recent realignment of Wake Avenue, all new utility infrastructure was installed and is available in the adjacent roadway. The CWS project is located in a fully developed area that is served by existing public services and facilities, including fire, police, and emergency medical services. The CWS project site is within Oakland Police Area 1, in Police Beat 5. The closest fire station is Fire Station #3, which is approximately 1.3 miles (4 minutes) from the CWS project site. While development of this site could increase demand for public services, it would pay development fees to support services.

U. Proximity to Waste Stream – As noted in the siting criteria, a facility of the proposed size can be located a distance from waste sources because of the need for large sites and buffer

zones to protect the public welfare. The CWS project is located in the western portion of the City and has access to all areas of the City via major roadways and highways.

V. Conformance with Approved Countywide Siting Element of the Integrated Waste Management Plan – The CWS project is generally consistent with the goals and policies of the Countywide Siting Element and represents largely a relocation of existing facilities away from existing land use conflicts. Goals 1-3 under the objectives and policies of the ColWMP will need to be addressed for consistency by the Applicant during their ColWMP amendment process.

W. Recreational, Cultural, or Aesthetic Areas – The CWS Project is located on the former Oakland Army Base, and specifically on a site that is currently maintained as a vacant site for redevelopment. The CWS Project is not located in an area of recreational, cultural, or aesthetic significance.

X. Airport Zones – The facility is not located within 2 miles of an airport, within a Federal Aviation Agency approach zone, installation compatible use zone, or safety zone.

Y. Gas Migration/Emission – The CWS project is a transfer and processing facility and not a landfill or compost facility, so would not involve putting waste into the ground that would have the potential to result in gas migration. However, the site may inadvertently receive small amounts of solid waste or putrescible waste that could result in odors. The site will operate such that all debris will be handled in a controlled indoor environment that would limit any potential for odors. Additionally, the CWS project is surrounded by industrial-type uses that are not considered odor sensitive and removed from residential areas.

Z. Contingency – As part of the siting requirement consistency approvals, the facility's Emergency Contingency Plan to provide for continuity of service in the event of disruptions caused by natural or man-made events will be reviewed.

J. Noise

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Construction Noise and Vibration	LTS (further reduced by SCAs)	☒	☐	--	SCA-NOI-1: Construction Days/Hours (#61) SCA-NOI-2: Construction Noise (#62) SCA-NOI-3: Extreme Construction Noise (#63) SCA-NOI-4: Construction Noise Complaints (#65)	LTS (further reduced by SCAs)
b. Operational Noise and Vibration	LTS (further reduced by SCAs)	☒	☐	--	SCA-NOI-5: Operational Noise (#67)	LTS (further reduced by SCAs)

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. There have been no substantial changes to the Noise Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR.

Updated Regulatory Setting and Significance Criteria

There have been no substantial changes to the Noise Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed.

Impact 4.5-1: Construction could result in short-term noise levels in excess of established standards, or that violate the City Noise Ordinance at and near the redevelopment project area, and along construction haul routes.

The Prior EIR noted that construction activities could result in short-term increases in noise during the construction period. This impact is applicable to the CWS Project.

Impact 4.5-2: Operation of redevelopment facilities could result in a long-term increase in ambient noise levels.

The Prior EIR noted that operational activities could result in long-term increases in ambient noise. This impact is applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The Prior EIR did not identify any noise impacts that would not be applicable to the CWS Project.

CWS Project Impact Assessment

Construction Noise and Vibration

The Prior EIR noted that while construction activities associated with redevelopment would create construction noise and vibration, with compliance with measures to minimize construction noise, the impact would be less than significant.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted; Relevant to the CWS Project, the 2012 Addendum noted that SCAs NOI-1 through NOI-3 and NOI-6 would further reduce this impact, which at the time required compliance with applicable construction hours, implementation of construction noise control measures, noise complaint procedures, and measures to minimize any extreme noise generators during construction.

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted; SCAs NOI-1 through NOI-4 (renumbered but functionally equivalent to those above) would further reduce this impact.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to construction noise. SCAs NOI-1 through NOI-4 further reduce this impact.

Operational Noise and Vibration

The Prior EIR noted that the redevelopment area is urbanized and generally industrial and does not contain noise-sensitive uses nor are new noise-sensitive uses proposed in this area. The CWS Project is not itself a use sensitive to noise or one that generates substantial vibration. The CWS Project site is over 2,000 feet from the closest noise-sensitive residential use and consists of recycling operations within a building (and not outside). As noted in the Prior EIR, while redevelopment could result in increases in ambient noise levels, these increases would be within anticipated levels and would not result in a significant impact.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted; Relevant to the CWS Project, the 2012 Addendum noted that SCA NOI-5 would further reduce this impact, which requires operational compliance with applicable noise standards.

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted; SCA NOI-5 would further reduce this impact.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to operational noise. SCA NOI-5 further reduces this impact.

K. Population & Housing

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Population Growth	LTS	☒	☐	--	--	LTS
b. Displacement of Housing & People	NI	☒	☐	--	--	NI

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. There have been no substantial changes to the Population and Housing Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR. The CWS Project site does not contain any structures.

Updated Regulatory Setting and Significance Criteria

There have been no substantial changes to the Population and Housing Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed.

Impact 4.8-1: Redevelopment could induce population growth in Oakland.

The Prior EIR noted that while no housing was proposed in the redevelopment area, increased employment could indirectly induce population growth but that the potential increase would not be significant. This impact is applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The Prior EIR did not identify any population and housing impacts that would not be applicable to the CWS Project.

CWS Project Impact Assessment

Population Growth

The Prior EIR noted that redevelopment would not directly generate population growth through residential development as none is proposed. However, the Prior EIR also noted that increased

employment could indirectly induce population growth but that the level of potential growth would be less than significant. The CWS Project is a part of that growth though is largely a relocation of workers from other locations, with only 23 new employees anticipated at the site.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to population growth.

Displacement of Housing and People

The Prior EIR noted that there are no residential units within the redevelopment area and redevelopment, including that proposed on the CWS Project site, would not result in displacement of housing or people.

Prior EIR Impact: No Impact

Prior EIR Mitigation: No Mitigation Warranted

CWS Project Impact: No Impact

CWS Project Mitigation: No Mitigation Warranted

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project would have no impact and would be consistent with Prior EIR impacts and no further analysis is required with respect to displacement of housing and people.

L. Public Services, Parks, and Recreation Facilities

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Public Services	LTS (further reduced by SCAs)	☒	☐	--	SCA-GEN-1: Compliance with Other Requirements (#13) SCA-PUB-1: Capital Improvements Impact Fee (#72)	LTS (further reduced by SCAs)
b. Parks & Recreation	LTS	☒	☐	--	--	LTS (further reduced by SCAs)

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. There have been no other substantial changes to the Public Services, Parks, and Recreation Facilities Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR.

Updated Regulatory Setting and Significance Criteria

There have been no substantial changes to the Public Services, Parks, and Recreation Facilities Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed.

Impact 4.9-1: Construction activities and increases in employees and residents as well as increased building density would increase demand for fire, hazmat, and first responder medical emergency services.

The CWS Project is part of the construction activities and increases in employees identified in the Prior EIR that leads to increased demand for fire, hazmat, and first responder medical emergency response. This impact is applicable to the CWS Project.

Impact 4.9-2: Construction activities and increases in employees and residents, as well as increased building density, would increase demand for police protection services, resulting in a less-than-significant impact.

The CWS Project is part of the construction activities and increases in employees identified in the Prior EIR that leads to increased demand for police protection services. This impact is applicable to the CWS Project.

Impact 4.9-3: Increases in residential population could increase school enrollment in the Oakland Unified School District, resulting in a less-than-significant impact.

The CWS Project is part of the indirect increase in residential population identified in the Prior EIR that leads to increased demand for school enrollment. This impact is applicable to the CWS Project.

Impact 4.9-4: Increases in residential population could increase demand for library services, resulting in a less-than-significant impact.

The CWS Project is part of the indirect increase in residential population identified in the Prior EIR that leads to increased demand for library services. This impact is applicable to the CWS Project.

Impact 4.9-5: Increases in employee and residential population could increase demand for hospital services, resulting in a less-than-significant impact.

The CWS Project is part of the increase in employees and indirect increase in residential population identified in the Prior EIR that leads to increased demand for hospital services. This impact is applicable to the CWS Project.

Impact 4.10-1: Raimondi Park or other nearby parks could experience increased use potentially leading to or accelerating their physical deterioration.

The CWS Project is part of the indirect increase in residential population identified in the Prior EIR that leads to increased demand for recreational use. This impact is applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impact is not applicable to the CWS Project for the reasons discussed.

Impact 4.9-6: Redevelopment construction could interfere with operation of the Maritime Street emergency response staging area, or with the West Grand Avenue and 7th Street evacuation routes, resulting in a potentially significant impact.

The CWS Project would not impact these emergency response staging areas or evacuation routes. This impact is not applicable to the CWS Project.

Impact 4.10-2: Construction and/or operation of the Gateway Park could have an adverse physical effect on the environment.

The CWS Project site does not include Gateway Park. This impact is not applicable to the CWS Project.

CWS Project Impact Assessment

Public Services and Recreation

The Prior EIR identified potential impacts associated with changes to roadways and emergency response and potential fire hazards for phased projects but none of these conditions apply to the current CWS Project.

Applicable to the CWS Project, the Prior EIR concluded that while development of the redevelopment area would increase demand for public services and recreation, it would pay development fees to support services and the impacts in this regard would be less than significant and further reduced to that level through implementation of applicable SCAs.

Prior EIR Impact: Less Than Significant

Prior EIR Mitigation: As it relates to the CWS Project, No Mitigation Warranted

CWS Project Impact: Less Than Significant

CWS Project Mitigation: No Mitigation Warranted. The following applicable SCAs would further reduce this impact: SCAs GEN-1 and PUB-1, which require compliance with applicable requirements and fees.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant and consistent with Prior EIR impacts and no further analysis is required with respect to public services and recreation. SCAs GEN-1 and PUB-1 further reduce this impact.

M. Transportation and Circulation

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Conflict with Circulation Plans	LTS w/MMs and SCAs	☒	☐	MM 4.3-7: Truck Management Plan MM 4.3-8/4.9-1: Emergency Services By Vessel MM 3.16-1 to -4; -17: Intersection Improvements	SCA-TRANS-1 Transportation and Parking Demand Management	LTS w/ SCAs
b. Substantial Additional VMT [a]	LTS-SU	☒	☐	MM 4.3-13	SCA-TRANS-1 Transportation and Parking Demand Management SCA-TRANS-2 Transportation Impact Fee (#78) SCA-GEN-1: Construction Management Plan (#13)	SU w/ MMs and SCAs
c. Induce Traffic	--	☒	☐	--	--	NI

[a] As explained in the discussion below, LOS-based impact analysis has been replaced by VMT-based analysis. Prior EIR Findings were for LOS-based analysis.

This section is based on the Transportation Technical Memorandum prepared by Kittelson & Associates, included as Attachment B to this document.

Updated Existing Conditions

Since the 2012 Addendum, the City has completed public improvements in the area consistent with development plans and identified mitigation, including realignment of Wake Avenue on the CWS Project frontage. Burma Road east of Maritime Street has been renamed Admiral Toney Way. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. There have been no other substantial changes to the Transportation and Circulation Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR. The Transportation Technical Memorandum included as Attachment B details traffic volumes in the area since the 2002 EIR to demonstrate there have been no substantial changes.

Updated Regulatory Setting and Significance Criteria

On September 21, 2016, the City's Planning Commission directed staff to update the CEQA Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 to modify local environmental review processes by removing automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA.[2] The Planning Commission direction aligns with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis, with adopted plans and polices related to transportation, which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Consistent with the Planning Commission direction and the Senate Bill 743 requirements, the City published the revised Transportation Impact Review Guidelines on April 14, 2017 to guide the evaluation of the transportation impacts associated with land use development projects. The City's threshold with regard to project transportation impacts is now based upon vehicle miles traveled (VMT).

VMT was not expressly addressed in the Prior EIR as a CEQA transportation threshold, although VMT was discussed in relation to consistency with the Clean Air Plan, which noted that implementation of a Transportation Demand Management (TDM) plan would result in reduced VMT and therefore reduced emission. Since information on VMT was known, or could have been known in the Prior EIR, it is not legally "new information" as specifically defined under CEQA.

There have been no other substantial changes to the Transportation and Circulation Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

CWS Project Impact Assessment

Conflict with Circulation Plans

The project is consistent with applicable plans, ordinances, and policies, and would not cause a significant impact by conflicting with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay).

As noted in the Prior EIR, there are no AC Transit routes servicing the area, though it is possible redevelopment would increase ridership through West Oakland BART station transit hub, the closest major regional transit station. However, the Prior EIR determined that ridership increase was not projected to be substantial such that it would result in a significant capacity or travel time impacts on transit.

The CWS Project is required to be consistent with applicable site design requirement to prevent safety hazards and ensure appropriate emergency access as well as bicycle parking requirements. The Prior EIR identified some mitigation measures related to roadway changes and improvements but these are not applicable to the CWS Project because no roadway changes are proposed. The CWS Project site plan was assessed by Kittelson and Associates and no site hazards were identified.

[2] Steinberg, 2013. (Senate Bill SB 743)

The project is consistent with both the City's 2017 Pedestrian Master Plan and the 2007 Bicycle Master Plan as it would not make major modifications to existing pedestrian or bicycle facilities in the surrounding areas and would not adversely affect installation of future facilities. The nearby Maritime multi-use path has been completed since the 2012 Addendum. The MTC HOV/Bus Lane phase II extension is proposed but not yet constructed and would extend a bike/pedestrian connection from the intersection of Maritime Street and West Grand Avenue, which will connect the Maritime multi-use path and the CWS Project site eastbound towards West Oakland/Downtown Oakland via Grand Avenue.

Overall, the CWS Project would not conflict with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system.

Prior EIR Impact: Less Than Significant with SCAs

Prior EIR Mitigation: The Prior EIR required SCA TRANS-1, which at the time required a transportation demand management plan to reduce peak hour trips. The Prior EIR also included various Mitigation Measures related to roadway changes and LOS-based analysis. While such analysis is not longer required, intersection improvements per MM 3.16-1 to -4; -17 have already been completed and serve the Project and the Truck Management Plan required by MM 4.3-7 is underway. The Prior EIR also required an analysis to determine if emergency access by vessel is required under MM 4.3-8/4.9-1.

CWS Project Impact: Potentially Significant

CWS Project Mitigation: SCA TRANS-1, requires a TDM plan. Fair share contribution to completed and underway MMs 4.3-7, 4.3-8/4.9-1, 3.16-1 to -4 and -17 are also required.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be reduced to Less Than Significant with payment of the Project's fair share contribution to MMs 4.3-7, 4.3-8/4.9-1, 3.16-1 to -4 and -17 and implementation of SCA TRANS-1, is a portion of the previously identified Significant and Unavoidable impact, and is consistent with Prior EIR impacts and no further analysis is required with respect to conflict with circulation plans.

<u>Substantial Additional VMT</u>

As noted in the Updated Significance Criteria section above, the City has moved from an LOS-based analysis to a VMT-based analysis of transportation impacts. As discussed above, this new VMT threshold is not new information under CEQA, however, for information purposes only, the CWS Project has been assessed against the current VMT-based standards. Because the CWS Project proposes the same number of employees (165) as analyzed for this site in the Prior EIR, the VMT impacts are the same as would have been analyzed in the Prior EIR.

Many factors affect travel behavior, including density of development, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development that is located at a great distance from other land uses, in areas with poor access to non-single occupancy vehicle travel modes generate more vehicle travel compared to development located in urban areas, where a higher density of development, a mix of land uses, and non-single occupancy vehicle travel options are available.

Thresholds of Significance for VMT

According to the City Transportation Impact Review Guidelines (TIRG), the following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project would cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent.
- For office projects, a project would cause substantial additional VMT if it exceeds the existing regional VMT per worker minus 15 percent.
- For retail projects, a project would cause substantial additional VMT if it results in a net increase in total VMT.

Project-Specific VMT Analysis

According to the City's guidelines, the regional VMT average is 23.2 and therefore the threshold for impacts at 15% below that would be an average VMT of 19.7.

An analysis of VMT was included in the Transportation Technical Memorandum (included in full as Attachment B to this document). This analysis utilized data on existing employee home zip codes to generate average VMT per employee for existing employees to be relocated to this site. It was assumed new employees would have the same general distribution and average VMT. Based on this project-specific VMT analysis, the average VMT for employees of the CWS Project was calculated to be 25.5, which is higher than the threshold level by 5.8 miles.

However, if the average VMT per employee had been calculated for this project under the Prior EIR, it would be the same 25.5 as calculated in this second Addendum, because it is the same employees of the same use and in the same location as assumed in the Prior EIR. Similarly, with the same number of employees (165) as well as the average VMT per employee, the total VMT for the project would have been calculated the same under the Prior EIR as in this second Addendum, which would be the same level of traffic being added to region, including to freeways. Therefore, there is no new impact or increase in severity of the transportation impacts, including to VMT or freeway congestion. The CWS Project would implement SCA TRANS-1 requiring a TDM Plan, which would serve to reduce trips and therefore reduce VMT, but impacts would remain significant and unavoidable.

Prior EIR Impact: Less Than Significant (intersections) – Significant and Unavoidable (freeway congestion and intersection)

Prior EIR Mitigation: The Prior EIR included various Mitigation Measures related to LOS-based impacts that are no longer applicable; supplemented by SCA TRANS-1 and TRANS-2, which required a transportation demand

management plan to reduce peak hour trips and plans for construction traffic and parking; MM 4.3-13 requires a Traffic Control Plan when transporting hazardous waste. The Prior EIR found that freeway congestion and the LOS at Grand Avenue and I-880 Frontage Road would remain significant and unavoidable.

CWS Project Impact: Potentially Significant (based on VMT thresholds)

CWS Project Mitigation: SCA TRANS-1, which requires a TDM plan for this project and is functionally equivalent to the previous SCA TRANS-1, SCA TRANS-2, which notes required payment of applicable traffic impact fees, and SCA GEN-1 which requires a construction management plan to minimize construction-period roadway disruptions; MM 4.3-13 requires a Traffic Control Plan when transporting hazardous waste.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact, so no further analysis is required. The CWS Project impact would remain Significant and Unavoidable, but consistent with the Prior EIR, the impacts would be reduced with implementation of MM 4.3-13, SCA TRANS-1, TRANS-2, and GEN-1.

Induce Automobile Travel

While induced automobile travel was not addressed specifically in the Prior EIR, it analyzed redevelopment activities including direct and indirect roadway, railway, and maritime transportation improvements and capacity increases. The CWS Project would not modify any roadways or otherwise increase the automobile capacity of the roadway network surrounding the CWS Project site. Therefore, it would not increase the physical roadway capacity and would not add new roadways to the network, and would not induce additional automobile traffic and would have no impact in this regard.

N. Utilities and Service Systems

Impacts Related To:	Prior EIR Findings with Implementation of SCA or MMs (If Required)	PROJECT				
		Relationship to Prior EIR Findings		Applicable MMs	Applicable SCAs	Level of Significance
		Equal or Less Severity	Substantial Increase in Severity			
a. Wastewater & Stormwater Facilities	LTS w/MMs and SCAs	☒	☐	--	SCA-UTIL-1 Sanitary Sewer Requirements (#86) SCA-UTL-2 Storm Drain System (#87)	LTS w/ SCAs
b. Water Supplies	LTS w/MMs and SCAs	☒	☐	--	SCA-UTIL-3 Recycled Water (#88) SCA-UTIL-4 Water Efficient Landscape Ordinance (#89)	LTS w/ SCAs
c. Solid Waste Services	LTS w/MMs and SCAs	☒	☐	--	SCA-UTIL-5 Construction Waste Reduction (#81)	LTS w/ SCAs
d. Energy	LTS w/MMs and SCAs	☒	☐	--	SCA-UTIL-6 Green Building Requirements (#84)	LTS w/ SCAs

Updated Existing Conditions

As discussed in more detail in the Section IV Project Description, the CWS Project site remains vacant though it was used for construction staging for nearby public improvements including the realignment of adjacent Wake Avenue, soil borrow and return to the site, and subsequent re-leveling of the project site to await development. With the realignment of Wake Avenue, all new utility infrastructure was installed. Since the 2012 Addendum, some development has occurred in the City's Gateway Area consistent with plans for the area including three new warehouses and relocation of the container storage business. There have been no other substantial changes to the Utilities and Service Systems Existing Conditions related to the CWS Project site since the 2012 Addendum, which had updated the Existing Conditions from the 2002 EIR.

Updated Regulatory Setting and Significance Criteria

There have been no substantial changes to the Utilities and Service Systems Regulatory Setting and Significance Criteria related to the CWS Project since the 2012 Addendum.

Prior EIR Impacts and Relevance to the CWS Project

Prior EIR Impacts Applicable to the CWS Project

The following Prior EIR impacts are applicable to the CWS Project, as discussed.

Impact 4.9-8: Redevelopment of the project site would increase potable water demand and result in a significant impact.

The CWS Project is part of the redevelopment identified in the Prior EIR that leads to increased demand for potable water. This impact is applicable to the CWS Project.

Impact 4.9-10: Redevelopment of the project site would increase the quantity of solid waste and demand for solid waste services, resulting in a potentially significant impact.

The CWS Project is part of the redevelopment identified in the Prior EIR that leads to increased demand for solid waste services. This impact is applicable to the CWS Project because the employees themselves would generate waste and recycling even though this is a recycling facility.

Impact 4.9-12: Both construction and remediation vehicles and increased operations vehicle activity on the project site would accelerate or advance deterioration of local roadways and the timing and extend of roadway maintenance and repair. This impact would have a significant impact on existing roadways.

The CWS Project is part of the redevelopment identified in the Prior EIR that leads to increased roadway use/deterioration. This impact is applicable to the CWS Project.

Impact 4.9-9: Redevelopment of the project site would increase flows to the EBMUD transport and treatment system, resulting in a less-than-significant impact

The CWS Project is part of the redevelopment identified in the Prior EIR that leads to increased wastewater flows. This impact is applicable to the CWS Project.

Impact 4.9-11: Redevelopment of the project site could increase demand for energy, resulting in a less-than-significant impact.

The CWS Project is part of the redevelopment identified in the Prior EIR that leads to increased demand for energy. This impact is applicable to the CWS Project.

Prior EIR Impacts Not Applicable to the CWS Project

The following Prior EIR impact is not applicable to the CWS Project for the reasons discussed.

Impact 4.9-7: Redevelopment in the 16th/Wood sub-district would expand existing facilities, resulting in a less-than-significant impact.

The CWS Project is not located in the 16th/Wood sub-district. This impact is not applicable to the CWS Project.

CWS Project Impact Assessment

Utilities and Service Systems

The CWS Project represents redevelopment of a previously-developed site consistent with plans for development previously analyzed in the Prior EIR. As Noted in the Prior EIR, projects will connect to existing infrastructure and increased generation/demand has been accounted for in area planning. Impacts would be either less than significant or reduced to that level through SCAs functionally equivalent to previous MMs or SCAs.

Prior EIR Impact: Less Than Significant with MMs and SCAs

Prior EIR Mitigation: As it relates to the CWS Project, MMs 4.9-4 through 4.9-6 related to recycled water use, MMs 4.9-7 through 4.9-9 related to construction and operational reduction of solid waste, SCAs UTIL-1 through UTIL-6 which require compliance with the Green Building Code, waste reduction and recycling, underground utilities, and public improvements.

CWS Project Impact: Less Than Significant with SCAs

CWS Project Mitigation: SCAs UTIL-1 through UTIL-6, which are functionally equivalent to the MMs and SCAs identified previously.

Significance After Implementation: No New Impact, and no substantial increase in severity of a previously identified significant impact. The CWS Project impact would be Less Than Significant with implementation of SCAs UTIL-1 through UTIL-6 and consistent with Prior EIR impacts and no further analysis is required with respect to utilities and service systems.

Acronyms and Terms

AC Transit	Alameda–Contra Costa Transit District
ACWMA	Alameda County Waste Management Authority
BART	Bay Area Rapid Transit
Caltrans	State of California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Oakland
CNG	compressed natural gas
ColWMP	Alameda County Integrated Waste Management Plan
CWS	California Waste Solutions
DTSC	Department of Toxic Substances Control
EBMUD	East Bay Municipal Utility District
ECAP	Energy and Climate Action Plan
EIR	Environmental Impact Report
GHG	greenhouse gas
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LTS	Less Than Significant
MM	Mitigation Measure
MRF	Material Recovery Facility
NDFE	Non-Disposal Facility Element
NI	No Impact
NPDES	National Pollution Discharge Elimination System
OARB	Oakland Army Base
OBRA	Oakland Base Reuse Authority
Prior EIR	2002 OARB Redevelopment Plan EIR as updated and modified by the 2012 Addendum
$PM_{2.5}$	particulate matter, 2.5 micrometers or less
PM_{10}	particulate matter, 10 micrometers or less
SCA	Standard Condition of Approval

SCAMMRP	Standard Conditions of Approval and Mitigation Monitoring and Reporting Program
SU	Significant and Unavoidable
TAC	toxic air contaminant
VMT	vehicle miles traveled
WOCAP	West Oakland Community Action Plan

Attachment A: City of Oakland Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCA/MMRP)

The City of Oakland's Uniformly Applied Development Standards adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs) were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code section 21083.3 and have been incrementally updated over time. The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/Landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects.

These SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project's environmental impacts. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project's environmental effects.

In reviewing project applications, the City determines which SCAs apply based upon the zoning district, community plan, site, surroundings, project proposal, and the type of permits/approvals required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCAs apply to a specific project. Because these SCAs are mandatory City requirements imposed on a city-wide basis, environmental analyses assume that these SCAs will be imposed and implemented by the project sponsor, and are not imposed as mitigation measures under CEQA.

All SCAs identified in this second Addendum—which is consistent with the measures and conditions presented in the City of Oakland General Plan, LUTE EIR—are included herein. To the extent that any SCA identified in this second Addendum was inadvertently omitted, it is automatically incorporated herein by reference.

This SCA/MMRP also lists the mitigation measures (MMs) from the Prior EIR that are applicable to the CWS Project, and includes revisions where necessary to focus applicability to the CWS Project.

- The first column identifies the SCA/MM applicable to that topic in this second Addendum.
- The second column identifies the monitoring schedule or timing applicable to the project.
- The third column names the party responsible for monitoring the required action for the project.

In addition to the SCA/MMs identified and discussed in this second Addendum, other SCAs that are applicable to the project are included herein.

The project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCA/MMs set forth herein at its sole cost and expense, unless otherwise expressly

provided in a specific SCA/MM, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCA/MMs will be the responsibility of the Planning and Zoning Division. 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.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—e.g., **SCA-AIR-1**, **SCA-AIR-2**. The SCA title and the SCA number that corresponds to the City's current master SCA list are also provided—e.g., **SCA-AIR-1: Construction-Related Air Pollution (Dust and Equipment Emissions) (#19)**. MMs from the Prior EIR that are applicable to the CWS Project retain the same numbering as from the Prior EIR.

City of Oakland Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCA/MMRP) for the CWS North Gateway Recycling Facility Project

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
GENERAL			
SCA-GEN-1: Construction Management Plan (#13) Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department, Department of Transportation, and the Public Works Department as directed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Conditions of Approval (and mitigation measures if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management (see applicable Conditions below). The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, and litter/debris clean-up plan) that specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.	Prior to the issuance of the first construction-related permit	Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department, Department of Transportation, and the Public Works Department as directed	Bureau of Building
AESTHETICS, SHADOW, AND WIND			
Mitigation Measure 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet.	Prior to the issuance of the first construction-related permit	Bureau of Planning, Bureau of Building	Bureau of Planning
SCA-AES-1: Lighting (#19) Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to building permit final	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
SCA-AES-2: Trash and Blight Removal (#16) The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.	Ongoing	N/A	Bureau of Building
SCA-AES-3: Graffiti Control (#17) a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include: i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required).	Ongoing	N/A	Bureau of Building
SCA-AES-4: Landscape Plan (#18) *a. Landscape Plan Required* The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with	Prior to approval of construction-related permit	Bureau of Planning	N/A

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.			
b. Landscape Installation The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.	Prior to building permit final	Bureau of Planning	Bureau of Building
c. Landscape Maintenance 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. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing	N/A	Bureau of Building
SCA-AES-5: Public Art for Private Development (#92) The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs. The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the	*Payment of in-lieu fees and/or plans showing fulfillment of public art requirement*: Prior to Issuance of Building permit. *Installation of art/cultural space*: Prior to Issuance of a Certificate of Occupancy	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
Ordinance prior to issuance of a building permit. Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.			
AIR QUALITY			
Mitigation Measure 4.4-4: The City and the Port shall jointly create, maintain and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to strive to reduce redevelopment related contributions to local West Oakland diesel emissions to less than significant levels, consistent with applicable federal, state and local air quality standards, and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reduction within specific time periods. This program shall be periodically reviewed and updated every one to three years, corresponding to regular updates of the CAP. The review and update shall include, and not be limited to, an assessment of any potential new strategies, a reassessment of funding requirements, technical feasibility, and cost benefit assumptions. Periodic updates shall be submitted to the City/Port Liaison Committee or its equivalent. The diesel emissions reduction program shall include a list of potential emission reduction strategies that shall include on-site Port improvements and/or practices; loan, grant or incentive-based programs; and on-going studies…. NOTE: This Mitigation Measure 4.4-4 is applied to the Project through fair share payment and approval and implementation of Project-Specific Air Quality Plans as defined and described below in Mitigation Measure PO-1, which shall include an air quality plan for operations through which developer will conduct a diesel emission reduction technology review every three years.	Fair Share Payment Due at Issuance of Grading Permit; Air Quality Construction Plan Prior to issuance of Grading Permit; Air Quality Operations Plan Prior to issuance of a Building Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland
Mitigation Measure 4.4-5: Major developers shall fund on a fair share basis BAAQMD – recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	Bureau of Planning

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection

Each major developer of a subsequent redevelopment activity shall fund its fair share toward some or all of the following TCMs:

CAP TCMs	Description
1. Support Voluntary Employer-Based Trip Reduction Programs	The City and Port will explore ways to promote transit use and support employer-based trip reduction programs through development incentives such as density bonuses, reduced parking requirements, incentives for permanent bicycle facilities, etc. The City will encourage development of transit transfer stations near employment concentrations in the Gateway development area and 16th/Wood sub-district.
9. Improve Bicycle Access and Facilities	Redevelopment includes extensive multi-use trails serving as both "spine" thoroughfares and "spurs" connecting main trails to the Oakland waterfront. The City and Port will encourage employers and developers to provide permanent bicycle facilities.
12. Improve Arterial Traffic Management	Maritime Street and other roadways in the project area will include facilities to encourage bicycling and walking. Roadways and intersections will be designed to operate at City-standard LOS, to facilitate traffic flow and avoid unnecessary queuing.
15. Local Clean Air plans, Policies and Programs	Redevelopment as presented in Chapter 2.0 Project Description and Chapters 3.3 Air Quality and 3.16 Transportation and Traffic (in the 2012 OARB Project Initial Study/Addendum), incorporate land uses such as a rail terminal in conjunction with logistics uses, and measures intended to reduce the number and length of truck trips and single-occupant automobile trips.
17. Conduct Demonstration Projects	The City will encourage through development incentives demonstration projects for fleet electrification or alternative fueling. In addition, the Port will not preclude alternative fueling in its design of rail facilities.
19. Pedestrian Travel	OARB and Maritime sub-districts will include multi-use trails to encourage safe pedestrian travel.
20. Promote Traffic Calming Measures	Redevelopment will include traffic calming measures to the extent appropriate, consistent with the General Plan and sound traffic management of the project area.

Source: BAAQMD CEQA Guidelines, revised 1999 Table 5.

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection

Each major developer of a subsequent redevelopment activity shall also fund its fair share of the following CAP TCMs, which the BAAQMD has identified as appropriate for local implementation, with redevelopment-specific modifications:

Control Measure	Measure
1	Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. Improve transit bus service to the area.
2	Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.
3	Provide and make public transit convenient for 16th and Wood sub-district residents and tenants. *(Note: Not applicable to the 2012 OARB Project)*
4	Encourage OARB sub-district tenants to use car pools, vanpools, and public transit by providing incentives.
5	Provide a shuttle to and from the West Oakland BART station
6	Provide on-site shops and services for employees, such as cafeteria, bank, dry cleaners, convenience market, etc.
7	Provide on-site child care, or contribute to off-site child care within walking distance.
8	Establish mid-day shuttle service from worksite to food service establishments/commercial areas.
9	Provide preferential parking for carpool and vanpool vehicles
10	Implement parking fees for single occupancy vehicle commuters.
11	Provide secure, weather-protected bicycle parking for employees.
12	Provide safe, direct access for bicyclists to adjacent bicycle routes.
13	Provide showers and lockers for employees bicycling or walking to work.
14	Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.
15	Provide neighborhood-serving shops and services within or adjacent to the 16th and Wood sub-district. *(Note: Not applicable to the 2012 OARB Project)*

Source: BAAQMD 1996, as amended through 1999. Based on Table 15: "Mitigation Measures for Reducing Motor Vehicle Emissions from Commercial, Institutional, and Industrial Projects."

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
Mitigation PO-1 (Stakeholder Review of Air Quality and Trucking Plans) (Modified to be specific to the CWS Project)**:** The City of Oakland ("City") and California Waste Solutions ("Developer") shall engage the public in the development of Project-specific air quality construction plan, air quality operations plan that implement the following SCA/MMRP requirements related to potential air quality and trucking impacts on the surrounding area during construction and operation of the project (the "Project-Specific Air Quality Plans"): • SCA AIR-1 (Construction Management Plan) • SCA AIR-2 (Construction-Related Air Pollution Controls) • Mitigation 4.4-4 (Truck Diesel Emission Reduction Plan) • Mitigation 4.4-6 (Energy-Conserving Fixtures and Designs) • SCA TRANS-1 (Transportation and Parking Demand Management) • SCA TRANS-2 (Construction Traffic and Parking) • Mitigation 4.3-13 (Traffic Control Plan – Hazardous Materials) a. Stakeholder List. The City shall maintain a list of the names and electronic mail addresses of the stakeholders that have expressed an interest in receiving information on the plans developed by the Developer (the "Stakeholder List"). The Stakeholder List shall include the recipients of the July 3, 2013, letter related to the Construction Management Plan for the Public Improvements (which included SCA AIR-1, SCA AIR-2, SCA TRANS-2, MM 4.3-13 and SCA 4.4-6) and such additional stakeholders that submit a written request to the City to be added to the Stakeholder List. b. Quarterly Meetings. Beginning in the first quarter following final approval of the Project and continuing until such time as the City Administrator has approved the Project-Specific Air Quality Plans, the City and the Developer shall jointly host quarterly meetings to discuss the status of the Project-Specific Air Quality Plans. The City and the Developer shall make a good faith effort to schedule the meetings at a day/time to maximize Stakeholder attendance. The meetings shall be noticed via electronic mail to all parties included in the Stakeholder List providing at least ten (10) calendar days' prior notice of the time and place of the meeting.	Prior to issuance of a Certificate of Occupancy	Bureau of Planning and Building	Bureau of Planning

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
c. Notice of Plan Review. The party responsible for the preparation and implementation of the Project-Specific Air Quality Plans shall provide at least forty five (45) calendar days' prior notice of the date that a draft of the applicable Project-Specific Air Quality Plans shall be available for review pursuant to Item (d) below. Such notice shall be delivered via electronic mail to the parties included in the Stakeholder List. The notice shall include an express reference to the specific SCA/MMRP requiring the applicable Project-Specific Air Quality Plans. d. Public Review and Comment Period. Prior to approving any draft Project-Specific Air Quality Plans, the City shall provide the parties included in the Stakeholder List with seventeen (17) calendar days within which to review and provide written comments to any draft Subject Plan, and such written comments must be received by the City no later than 5:00 p.m. on the seventeenth day; provided, however, if the seventeen (17) day period expires on any day other a business day, the expiration date shall be extended to 5:00 p.m. on the next business day. The seventeen (17) day period shall be initiated by the City's electronic mail to the parties included in the Stakeholder List. During the 17-day public review and comment period the City shall make the draft Project-Specific Air Quality Plans available for public review such as posting the document on the City's website. e. Informational Council Presentation. City staff shall provide the City Council with an informational presentation of the Project-Specific Air Quality Plans within ninety (90) calendar days after the City Administrator's approval of such Project-Specific Air Quality Plans. Such presentation shall include a summary of the public outreach implemented pursuant to this mitigation measure and the requirements and goals of the applicable approved Project-Specific Air Quality Plans.			
SCA-AIR-1: Dust Controls – Construction Related (#20) The project applicant shall implement all of the following applicable air pollution control measures during construction of the project: a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.			
SCA-AIR-2 : Criteria Air Pollutant Controls – Construction Related (#21) The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable: a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.			
The project applicant shall implement all of the following applicable enhanced control measures for criteria air pollutants during construction of the project as applicable: g. Criteria Air Pollutant Reduction Measures The project applicant shall retain a qualified air quality consultant to identify criteria air pollutant reduction measures to reduce the project's average daily emissions below 54 pounds per day of ROG, NOx, or PM2.5 or 82 pounds per day of PM10. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits and the approved criteria air pollutant reduction measures shall be implemented during construction. h. Construction Emissions Minimization Plan The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following: i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.	Prior to issuance of a construction related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.			
SCA-AIR-3: Diesel Particulate Matter Controls-Construction Related (#22) *a. Diesel Particulate Matter Reduction Measures* The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose one of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction. -or- ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.	Prior to issuance of a construction related permit (i), during construction (ii)	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
b. Construction Emissions Minimization Plan (if required by a above) The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following: i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.	Prior to issuance of a construction related permit	Bureau of Planning	Bureau of Building
SCA-AIR-4: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24) The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods: a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
- or - b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible.			
SCA-AIR-5: Truck-Related Risk Reduction Measures (Toxic Air Contaminants) (#25) *a. Truck Loading Docks* The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible. *b. Truck Fleet Emission Standards* The project applicant shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate compliance to the satisfaction of the City. Methods to comply include, but are not limited to, new clean diesel trucks, higher-tier diesel engine trucks with added Particulate Matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB's Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
CULTURAL RESOURCES			
Mitigation Measure 4.6-2: The City, Port and OARB sub-district developers shall fund on a fair share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the actual loss of historic resources. Land shall be set aside for development of a commemoration site at a publicly accessible place located within the Gateway development area (potentially the Gateway Park at the Bay Bridge touchdown peninsula). The commemoration site should include relocated physical elements of the OARB Historic District, along with appropriate monument(s) to	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
memorialize the contributions of civilians and the military in the Bay Area to all wars. • An appropriate location shall be set aside for development of a commemoration site. The commemoration site shall be at a publicly accessible place. It may be located within or adjacent to any historic district contributor buildings that are preserved on a permanent basis. If that is not feasible, another potential location is within or near to the Gateway Park. • A design plan for the commemoration site shall be prepared, and shall include the design of monuments and the selection of appropriate relocated physical elements from the OARB, potentially including relocated structures or portions of structures to be included in the site. The City and the Port shall identify structures and/or portions of structures to be preserved or moved to the commemoration site prior to demolition. • The master planning process should involve the City and the Port, the public and interested historical and veterans groups, historic experts, and other public agencies. • Implementation of the commemoration site master plan may be phased along with the timing of new development. • The master plan shall include an endowment to be funded by the City and the Port, or their designee, for on-going maintenance and replacement and may also include curator costs associated with commemoration site and with trail signage, exhibits, and design elements as described below. • The City and the Port shall develop an ongoing outreach program informing the public of the importance of the OARB to the community and the region, and of the existence of the commemorative site. NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
Mitigation Measure 4.6-3: The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail. Within the Gateway development area, this trail may be located along the shoreline. Beyond the Gateway, the trail would follow the new alignment of Maritime Street, connecting to 7th Street, which connects to the Port's Middle Harbor Shoreline Park and other existing and planned trail segments. • The design and development of this on-site trail shall include a series of interpretive	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	Bureau of Planning

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
panels, exhibits and design elements that communicate the scope and historical significance of Base activities and their impact on the community throughout the life of the Base. • A brochure shall be developed and made available describing the history of the Army Base that could be used as a self-guided tour, related to the interpretive panels and exhibits described above. NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
Mitigation Measure 4.6-5: The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with "military.com" or a similar military history web site. • The parties shall fund development of an interactive web page to be provided to military.com or other web-based organization where former military personnel can be connected to the OARB documentation. • A list of draftees/enlistees processed through the OARB during WWII and the Korean and Vietnam Wars may be an element of such a site NOTE: This Mitigation Measure is applied to the Project through fair share payment.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Building/ Port of Oakland	Bureau of Planning/ Port of Oakland
Mitigation Measure 4.6-7: If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of "A Job Well Done" documentary video published by the Army. The Army has produced a television broadcast–quality video documentary that describes the mission and historical significance of the OARB. This documentary is not widely distributed, and has not been viewed by the Oakland Landmarks Preservation Advisory Board or the Oakland Heritage Alliance. This documentary is currently available to the public, but is not widely distributed. This mitigation measure will ensure that the documentary is widely distributed and made available to a larger audience interested in the history of the Base. It will also offset the modification and/or destruction of many of the historic buildings on the base, preserve their images, and provide a description of their function and role to the interested public. Copies of the video shall be distributed to: the	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Building/ Port of Oakland	Bureau of Planning / Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
Oakland History Room, Oakland Public Library, Bancroft Library, University of California; the Port of Oakland Archives; local public schools and libraries; and local public broadcasting stations. Funding shall also be used to copy this video onto more permanent archive-stable medium such as a CD. NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
Mitigation Measure 4.6-9: The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable. To the extent feasible, these materials shall be used in whole, on site, in the construction of new buildings within the Gateway development area. Special consideration shall be given to the use of these materials at the commemoration site through the site's Master Planning effort. If on-site reuse is found infeasible, opportunities shall be sought for reuse of these materials in other East Bay Area construction, or be sold into the recycled construction materials market. Landfill disposal of salvageable construction material from contributing historic structures shall be prohibited by contract specification. Salvage and reuse requirements shall be enforced via contract specification. Salvage operations shall employ members of local job-training bridge programs (Youth Employment Program, Joint Apprenticeship Training Committee, Homeless Collaborative) or other similar organizations, if feasible, to provide construction-training opportunities to Oakland residents. NOTE: This Mitigation Measure is applied to the Project through fair share payment.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Building/ Port of Oakland	Bureau of Planning/ Port of Oakland
Mitigation Measure 4.6-10: The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB. • The brochure shall be distributed to local libraries and schools, and be made available to	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
the public at select pick-up and drop-off locations along the Bay Trail to be used for self-guided tours. • This brochure shall build upon the previously completed historical documentation produced by the Port of Oakland, the Navy, and the Army for previous projects and on the original research completed for preparation of the Historical Resource Documentation Program and book. • This brochure shall will document the history of the redevelopment area and provide references to where more detailed information about the Base may be found. NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#32) Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify	During construction	N/A	Bureau of Building

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the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.			
SCA-CUL-2: Human Remains – Discovery during Construction (#34) Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.	During Construction	N/A	Bureau of Building

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GEOLOGY AND SOILS			
SCA-GEO-1: Construction-Related Permit(s) (#36) The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-GEO-2: Soils Report (#37) The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-GEO-3: Seismic Hazards Zone (Landslide/Liquefaction) (#39) The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE			
SCA-GCC-1: Greenhouse Gas (GHG) Reduction Plan (#41) a. Greenhouse Gas (GHG) Reduction Plan Required Requirement: The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan. The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG	Prior to the issuance of the first construction-related permit	Bureau of Planning	N/A

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emissions to below at least one of the Bay Area Quality Management District's (BAAQMD's) CEQA Thresholds of Significance (1,100 metric tons of CO2e per year or 4.6 metric tons of CO2e per year per service population) AND to reduce GHG emissions by 36 percent below the project's 2005 "business-as-usual" baseline GHG emissions (as explained below) to help implement the City's Energy and Climate Action Plan (adopted in 2012) which calls for reducing GHG emissions by 36 percent below 2005 levels. The GHG Reduction Plan shall include, at a minimum, (a) a detailed GHG emissions inventory for the project under a "business-as-usual" scenario with no consideration of project design features, or other energy efficiencies, (b) an "adjusted" baseline GHG emissions inventory for the project, taking into consideration energy efficiencies included as part of the project (including the City's Standard Conditions of Approval, proposed mitigation measures, project design features, and other City requirements), and additional GHG reduction measures available to further reduce GHG emissions, and (c) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase. Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council. The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below. The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; (4) off-site within the State of California; then (5) elsewhere in the United States. As with preferred locations for the implementation of all GHG reductions measures, the			

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preference for carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; (3) within the State of California; then (4) elsewhere in the United States. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.			
b. GHG Reduction Plan Implementation During Construction Requirement: The project applicant shall implement the GHG Reduction Plan during construction of the project. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be implemented during construction. For physical GHG reduction measures to be incorporated into off-site projects, the project applicant shall obtain all necessary permits/approvals and the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval. These off-site improvements shall be installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For GHG reduction measures involving the purchase of carbon credits, evidence of the payment/purchase shall be submitted to the City for review and approval prior to completion of the project (or prior to completion of the project phase, for phased projects).	During construction	Bureau of Planning	Bureau of Building
c. GHG Reduction Plan Implementation After Construction Requirement: The project applicant shall implement the GHG Reduction Plan after construction of the project (or at the completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into the project or off-site projects, the measures shall be implemented on an indefinite and ongoing basis. The project applicant shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the project (generally estimated to be at least 40 years) to determine how the Plan is	Ongoing	Bureau of Planning	Bureau of Planning

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan. Annual Report. Implementation of the GHG reduction measures and related requirements shall be ensured through compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report ("Annual Report"), for review and approval by the City Planning Director or his/her designee. The Annual Report shall be submitted to an independent reviewer of the City's choosing, to be paid for by the project applicant. The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Plan. The GHG Reduction Plan shall be considered fully attained when project emissions are less than either applicable numeric BAAQMD CEQA Thresholds AND GHG emissions are 36 percent below the project's 2005 "business-as-usual" baseline GHG emissions, as confirmed by the City through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below. Corrective Procedure. If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures ("Corrective GHG Action Plan"). The project applicant shall then implement the approved Corrective GHG Action Plan. If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City may, in addition to its other remedies, (a) assess the project applicant a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG			

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed. The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved (compared to the applicable numeric significance thresholds) or required percentage reduction from the "adjusted" baseline. In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant has made a good faith effort to comply with the GHG Reduction Plan. The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the GHG Reduction Plan. Timeline Discretion and Summary. The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project. NOTE: This SCA-GCC-1 is in the process of being updated to address consistency with the 2030 Equitable Climate Action Plan, adopted by the City Council on July 28, 2020. The SCA in effect at the time of issuance of the first construction-related permit will apply.			
HAZARDS AND HAZARDOUS MATERIALS			
Mitigation Measure 4.7-3: Implement RAP/RMP as approved by DTSC, and if future use proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP or if future amendments to the remediation requirements are proposed, obtain DTSC and, as required, City approval. NOTE: RAP sites have been remediated by City; CWS to implement RMP	Prior to the issuance of the first construction-related permit	Bureau of Planning	N/A

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SCA-HAZ-1: Hazardous Materials Related to Construction (#42) The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.	During construction	N/A	Bureau of Building
SCA-HAZ-2: Hazardous Materials Business Plan (#44) The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are	Prior to building permit final	Oakland Fire Department	Oakland Fire Department

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following: a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b. The location of such hazardous materials. c. An emergency response plan including employee training information. d. A plan that describes the manner in which these materials are handled, transported, and disposed.			
HYDROLOGY AND WATER QUALITY			
Mitigation Measure 4.14-1: Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited. Implementation of this measure would prevent saltwater from being drawn into the aquifer and potentially causing fresh water to become brackish or saline. Limiting extraction of shallow groundwater and groundwater from the Merritt Sand unit will prevent potential impacts to existing study area groundwater resources.	Prior to issuance of grading permit	Bureau of Building	Bureau of Planning and Building
Mitigation Measure 4.14-2: Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location. Implementation of this measure would prevent unnecessary extraction of groundwater and prohibit its extraction where contaminants of concern could migrate into deeper aquifers; therefore it will help avoid or reduce the potential migration of contaminants. The City and Port shall ensure that groundwater extraction, other than for remediation or construction dewatering, is minimized where practicable in the redevelopment project area.	Prior to issuance of grading permit	Bureau of Building	Bureau of Planning and Building

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Mitigation Measure 4.15-5: Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads. NPDES permitting requires that BMPs to control post-construction stormwater be implemented to the maximum extent practicable. Analysis of anticipated runoff volumes and potential effects to receiving water quality from stormwater shall be made for specific redevelopment elements, and site-specific BMPs shall be incorporated into design. BMPs shall be incorporated such that runoff volume from 85 percent of average annual rainfall at a development site is pre-treated prior to its discharge from that site, or a pre-treated volume in compliance with RWQCB policy in effect at the time of design. Non-structural BMPs may include and are not limited to good housekeeping and other source control measures, such as the following: • Stencil catch basins and inlets to inform the public they are connected to the Bay; • Sweep streets on a regular schedule; • Use and dispose of paints, solvents, pesticides, and other chemicals properly; • Keep debris bins covered; and • Clean storm drain catch basins and properly dispose of sediment. Structural BMPs may include and are not limited to the following: • Minimize impervious areas directly connected to storm sewers; • Include drainage system elements in design as appropriate such as: o infiltration basins o detention/retention basins o vegetated swales (biofilters) o curb/drop inlet protection.	Prior to issuance of building permit	Bureau of Building	Bureau of Planning and Building
Mitigation Measure 4.15-6: Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters. Design of subsequent redevelopment activities shall ensure recycled water does not leave the site and enter receiving waters. Best management practices shall be implemented to prevent runoff of recycled water. These BMPs may be either structural or non-structural in nature and may include but are not limited to the following: • Preventing recycled water from escaping designated use areas through the use of:	Prior to issuance of building permit	Bureau of Building	Bureau of Planning and Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
o berms o detention/retention basins o vegetated swales (biofilters) • Not allowing recycled water to be applied to irrigation areas when soils are saturated. • Plumbing portions of irrigation systems adjacent to receiving waters with potable water.			
Mitigation Measure 3.9-1: Coordinate and consult with EBMUD and if necessary design and build storm drain improvements resulting from increased elevation in the North Gateway area.	Prior to issuance of building permit	Bureau of Building	Bureau of Planning and Building
SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#48) *a. Erosion and Sedimentation Control Plan Required* The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. 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 and/or construction 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 City. 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.	Prior to approval of construction-related permit	Bureau of Building	N/A
b. Erosion and Sedimentation Control During Construction The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.	During construction	N/A	Bureau of Building

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SCA-HYD-2: State Construction General Permit (#49) The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.	Prior to approval of construction-related permit	State Water Resources Control Board; evidence of compliance submitted to Bureau of Building	State Water Resources Control Board
SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#53) *a. Post-Construction Stormwater Management Plan Required* The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.	Prior to approval of construction-related permit	Bureau of Planning; Bureau of Building	Bureau of Building
b. Maintenance Agreement Required The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:	Prior to building permit final	Bureau of Building	Bureau of Building

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i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.			
NOISE			
SCA-NOS-1: Construction Days/Hours (#61) The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive	During Construction	N/A	Bureau of Building

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uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.			
SCA-NOS-2: Construction Noise (#62) The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.	During Construction	N/A	Bureau of Building

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SCA-NOS-3: Extreme Construction Noise (#63) *a. Construction Noise Management Plan Required* Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90 dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. *b. Public Notification Required* The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.	Prior to Approval	Bureau of Building	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
SCA-NOS-4: Construction Noise Complaints (#65) The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include: a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building
SCA-NOS-6: Operational Noise (#67) Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing	N/A	Bureau of Building
PUBLIC SERVICES			
SCA-PUB-1: Capital Improvements Impact Fee (#72) The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
TRANSPORTATION AND TRAFFIC			
Mitigation Measure 4.3-7 The City and the Port shall continue and shall work together to create a truck management plan designed to reduce the effects of transport trucks on local streets. The CWS Project shall contribute on a fair share basis toward implementation of this plan. The truck management plan may include, and is not limited to, the following elements:	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
• Analyze truck traffic in West Oakland; • Traffic calming strategies on streets not designated as truck routes designed to discourage truck through travel; • Truck driver education programs; • Expanded signage, including truck prohibitions on streets not designated as truck routes; • Traffic signal timing improvements; • Explore the feasibility of truck access to Frontage Road; • Roadway and terminal gate design elements to prevent truck queues from impeding the flow of traffic on public streets; and • Continue Port funding of two police officers to enforce truck traffic prohibitions on local streets. NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
Mitigation Measure 4.3-8 Provide an emergency service program and emergency evacuation plan using waterborne vessels. The City shall provide emergency access to the OARB sub-district by vessel. The area is currently served by fire boat out of the Jack London Square Fire Station. The City may elect to equip that fire boat with first response medical emergency personnel as well as limited hazardous materials response personnel and equipment (see also Mitigation Measure 4.9-1). NOTE: This Mitigation Measure is applied to the Project through fair share payment.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	Bureau of Planning
Mitigation Measure 4.9-1 The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis, development and operation of increased firefighting and medical emergency response services via fireboat to serve the OARB sub-district. The CWS Project shall contribute to implementation of this measure on a fair share basis. The City and Port of Oakland will each contribute a fair share toward cooperatively investigating the need for increased firefighting and emergency response services to serve the redevelopment area west of I-880. This investigation shall include consultation with the OES and OFD. Should this investigation conclude, based on detailed redevelopment	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning/ Port of Oakland	Bureau of Planning/ Port of Oakland

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
design, that increased fireboat services are required, the Port and the City shall each fund its fair share to equip and staff fireboat-based services in the OARB sub-district. In addition, as subsequent redevelopment activities occur, the City and Port shall be allowed to develop fee formulae (to recoup initial investment from future development or tenants), as well as a long-term cost-sharing formula (to equitably distribute the cost of continuing operations). The fire facility will be constructed after basic underground infrastructure is constructed, and before any people-attracting subsequent redevelopment activities begin operations. NOTE: This Mitigation Measure is applied to the Project through fair share payment.			
Mitigation Measure 4.3-13: Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment. Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways. The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City, the Port and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions or the Port, as appropriate, for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment. Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and	Prior to issuance of grading permit	Bureau of Planning and Building	Bureau of Planning and Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by City of Port staff, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions. Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City or the Port, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours. The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to transfer workers between the satellite parking areas and remediation or demolition/construction site. The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety driver education, and accident notification.			
Mitigation Measure 3.16-1 7th Street & I-880 Northbound Off-Ramp (Modified to be specific to the CWS Project)**.** The CWS Project shall contribute on a fair share basis toward implementation of the following improvements: • 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.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A
Mitigation Measure 3.16-2: San Pablo Ave & Ashby Avenue (Modified to be specific to the CWS Project)**.** To implement this measure, the CWS Project shall contribute on a fair share basis toward implementation of the following improvements consistent with City of Berkeley and/or Caltrans standards. • Optimize signal timing (i.e., adjust the allocation of green time for each intersection	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
approach) • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.			
Mitigation Measure 3.16-3: 7th Street & Harrison Street (Modified to be specific to the CWS Project)**.** To implement this measure, the CWS Project shall contribute on a fair share basis toward implementation of the following improvements consistent with the City's standards. • 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.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A
Mitigation Measure 3.16-4: 12th Street & Castro Street (Modified to be specific to the CWS Project)**.** To implement this measure, the CWS Project shall contribute on a fair share basis toward implementation of the following improvements consistent with the City's standards. • 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.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A
Mitigation Measure 3.16-17: West Grand Avenue & I-880 Frontage Road (Modified to be specific to the CWS Project)**.** • 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 intersections that are in the same signal coordination group. To implement this measure, the CWS Project sponsor shall contribute on a fair share basis toward implementation of the following improvements consistent with the City's standards.	Fair Share Payment Due at Issuance of Grading Permit	Bureau of Planning	N/A
SCA-TRANS-1: Transportation and Parking Demand Management (#79) *a. Transportation and Parking Demand Management (TDM) Plan Required* The project applicant shall submit a Transportation and Parking Demand Management	Prior to approval of planning application	Bureau of Planning	per TDM Plan

(TDM) Plan for review and approval by the City.

i. The goals of the TDM Plan shall be the following:
   - Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable.
   - Achieve the following project vehicle trip reductions (VTR):
     - Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR
     - Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR
   - Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.
   - Enhance the City's transportation system, consistent with City policies and programs.

ii. The TDM Plan should include the following:
   - Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable.
   - Proposed TDM strategies to achieve VTR goals (see below).

iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program.

iv. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR.

Improvement	Required by code or when…
Bus boarding bulbs or islands	• A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb
Bus shelter	• A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag

Standard Conditions of Approval/Mitigation Measures Applicable to the Project		When Required	Initial Approval	Monitoring/ Inspection
	stop with 25 or more boardings per day			
Concrete bus pad	• A bus stop is located along the project frontage and a concrete bus pad does not already exist			
Curb extensions or bulb-outs	• Identified as an improvement within site analysis			
Implementation of a corridor-level bikeway improvement	• A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips			
Implementation of a corridor-level transit capital improvement	• A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips			
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	• Always required			
Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	• When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection			
In-street bicycle corral	• A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.			
Intersection improvements[3]	• Identified as an improvement within site analysis			
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	• Always required			
No monthly permits and establish	• If proposed parking ratio exceeds 1:1000 sf.			

[3] Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

Standard Conditions of Approval/Mitigation Measures Applicable to the Project		When Required	Initial Approval	Monitoring/ Inspection
minimum price floor for public parking[4]	(commercial)			
Parking garage is designed with retrofit capability	• Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial)			
Parking space reserved for car share	• If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.			
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	• Typically required			
Pedestrian crossing improvements	• Identified as an improvement within site analysis			
Pedestrian-supportive signal changes[5]	• Identified as an improvement within operations analysis			
Real-time transit information system	• A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better			
Relocating bus stops to far side	• A project is located within 0.10 mile of any active bus stop that is currently near-side			
Signal upgrades[6]	• Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage abuts an intersection with signal infrastructure older than 15 years			
Transit queue jumps	• Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better			
Transit Operations	• The project applicant shall, if feasible, contribute its fair share to AC Transit service enhancements to meet access goals outlined in the City of			

[4] May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

[5] Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a "scramble" signal phase where appropriate.

[6] Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

	Oakland West Oakland Specific Plan and AC Transit's ACgo expanded service plan and improve connections to local goods and services. Alternatively, the project applicant may explore and propose other TDM measure(s), including those already set forth in the TDM plan, in lieu of this fair share contribution. The City may approve the substitute TDM measure(s) if the City, in its discretion, deems the measure(s) more feasible and reasonably related and roughly proportional to the impacts of the development.
Trenching and placement of conduit for providing traffic signal interconnect	• Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and • A major transit improvement is identified within operations analysis requiring traffic signal interconnect
Unbundled parking	• If proposed parking ratio exceeds 1:1.25 (residential)

v. Other TDM strategies to consider include, but are not limited to, the following:
   - Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.
   - Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping.
   - Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.
   - Installation of amenities such as lighting, street trees, and trash receptacles

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively) and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). • Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site.			

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
• Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.			
b. TDM Implementation – Physical Improvements For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.	Prior to building permit final	Bureau of Building	Bureau of Building
c. TDM Implementation – Operational Strategies For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.	Ongoing	Department of Transportation	Department of Transportation

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
SCA-TRANS-2: Transportation Impact Fee (#78) The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
SCA-TRANS-3: Construction Activity in the Public Right-of-Way (#74) *a. Obstruction Permit Required* The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.	Prior to approval of construction-related permit	Department of Transportation	Department of Transportation
b. Traffic Control Plan Required In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.		Department of Transportation	Department of Transportation
c. Repair of City Streets The project applicant shall repair any damage to the public right-of way, including streets and sidewalks, caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.	Prior to building permit final	N/A	Department of Transportation
SCA-TRANS-4: Bicycle Parking (#75) The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
SCA-TRANS-5: Transportation Improvements (#76) The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below: a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum	Prior to building permit final or as otherwise specified	Bureau of Building; Department of Transportation	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group q. Bi-directional curb ramps (where feasible, and if project is on a street corner) r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner) NOTE: According to the City's Transportation Impact Review Guidelines, the project passes the CEQA screening criteria because the project generates less than 50 new vehicle trips during peak hour (Exhibit 4 of the transportation analysis by Kittelson (September 28, 2020, revised April 26, 2021), included as Appendix B of this document). Transportation Impact Review, as referenced in SCA-Trans-5 Traffic Improvements above, is therefore not required.			
SCA-TRANS-6: Plug-In Electric Vehicle (PEV) Charging Infrastructure (#80) *a. PEV-Capable Parking Spaces* The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.	Prior to Issuance of Building Permit	Bureau of Building	Bureau of Building
b. ADA-Accessible Spaces The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).	Prior to Issuance of Building Permit	Bureau of Building	Bureau of Building
UTILITIES AND SERVICE SYSTEMS			
SCA-UTIL-1: Sanitary Sewer System (#86) The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design	Prior to Approval of Construction-Related Permit	Public Works Department, Department of	N/A

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.		Engineering and Construction	
SCA-UTIL-2: Storm Drain System (#87) The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building
SCA-UTIL-3: Recycled Water (#88) Pursuant to section 16.08.030 of the Oakland Municipal Code, the project applicant shall provide for the use of recycled water in the project for feasible recycled water uses unless the City determines that there is a higher and better use for the recycled water, the use of recycled water is not economically justified for the project, or the use of recycled water is not financially or technically feasible for the project. Feasible recycled water uses may include, but are not limited to, landscape irrigation, commercial and industrial process use, and toilet and urinal flushing in non-residential buildings. The project applicant shall contact the New Business Office of the East Bay Municipal Utility District (EBMUD) for a recycled water feasibility assessment by the Office of Water Recycling. If recycled water is to be provided in the project, the project drawings submitted for construction-related permits shall include the proposed recycled water system and the project applicant shall install the recycled water system during construction.	Prior to approval of construction-related permit	Bureau of Planning; Bureau of Building	Bureau of Building
SCA-UTIL-4: Water Efficient Landscape Ordinance (WELO) (#89) The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link below: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf For any landscape project with an aggregate (total noncontiguous) landscape area equal to	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. Prescriptive Measures: Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see 38.14(g) in the link above). Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following a. Project Information: i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, viii. Project contacts, and ix. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." b. Water Efficient Landscape Worksheet i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and			

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
f. Grading Plan Upon installation of the landscaping and irrigation systems, and prior to the final of a construction- related permit, the Project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee.			
SCA-UTIL-5: Construction and Demolition Waste Reduction and Recycling (#81) The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.	Prior to Approval of Construction-Related Permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
SCA-UTIL-6: Green Building Requirements (#84) *a. Compliance with Green Building Requirements During Plan-Check* The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code). The following information shall be submitted to the City for review and approval with the application for a building permit: • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.	Prior to approval of construction-related permit	Bureau of Building	N/A

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
• Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. The set of plans in subsection (i) shall demonstrate compliance with the following: • CALGreen mandatory measures. • Green building point level/certification requirement per the appropriate checklist approved during the Planning entitlement process. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories.			
b. Compliance with Green Building Requirements During Construction The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures Applicable to the Project	When Required	Initial Approval	Monitoring/ Inspection
iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.			
c. Compliance with Green Building Requirements After Construction Prior to the final Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.	Prior to Final Approval	Bureau of Planning	Bureau of Building
SCA-UTIL-7: Underground Utilities (#82) The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.	During Construction	N/A	Bureau of Building
SCA-UTIL-8: Recycled Water (#87) The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building

Attachment B: Transportation Technical Memorandum

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TECHNICAL MEMORANDUM

California Waste Solutions North Gateway Recycling Facility

Transportation Analysis

Date: September 28, 2020, revised April 26, 2021 Project #: 17609
To: Rebecca Auld, Lamphier-Gregory
From: Aaron Elias & Damian Stefanakis, Kittelson & Associates, Inc.
cc:

California Waste Solutions (CWS) is proposing to construct an approximately 171,000 square-foot recycling facility (Project) to process up to 850 tons of material per day and accommodate an administrative office, a material receiving area, a material recycling and recovery area with processing equipment, a bale storage area, a material shipping area, staff areas, a truck maintenance area, and a dispatch area. The Project would be located on approximately 14.38-acre site, including approximately 12.02 acres of land currently owned by the City of Oakland and an additional easement on approximately 2.36 acres of land currently owned by Caltrans. The site is located north of West Grand Avenue, south of a BNSF rail spur and the East Bay Municipal Utility District water treatment facilities, west of I-880 and east of the realigned Wake Avenue.

The site is within the North Gateway portion of the Oakland Army Base (OARB) Reuse Plan Area which was the subject of a 2002 Environmental Impact Report (EIR) and a 2012 Addendum. The primary difference between the 2012 Project and what was proposed for the same geographic location in the 2002 Project was a shift from office/R&D to a greater amount of warehouse/distribution and maritime-related logistics uses as the predominant use. The 2012 Project and associated Addendum added additional locational details, including that a recycling facility was proposed at the CWS Project location, which had previously been identified generally for light industrial development. The 2012 Addendum concluded that the 2012 Project, including specifically a recycling facility at this location, would have overall lower traffic generation and related traffic impacts than the 2002 EIR. Because the 2012 Project had lesser impacts than the 2002 Project, any impacts equal to or less than those identified in the 2012 Addendum are necessarily less than those from the 2002 EIR. The 2002 OARB Reuse Plan EIR (2002 EIR) as updated in the 2012 Addendum are together referred to as the "Prior EIR" in this document when not detailed separately.

The Project is described in the 2012 Addendum as location CN1. This technical memorandum presents a transportation analysis to determine if the Project fits within the envelope of what was analyzed and approved for the prior development plan in the Prior EIR. To determine whether the

Project fits within the scope of what was previously studied and not result in significant impacts that were not previously disclosed, the following was analyzed:

- Trip generation comparison with OARB assumptions for the same location.
- Review of traffic counts in the area to determine if there has been a significant change in the background conditions.

In addition to these comparisons, per Senate Bill 743, Kittelson also performed a site plan review and an analysis of the Project's impact on Vehicle Miles Traveled (VMT) based on the City's current traffic study guidelines.

TRIP GENERATION COMPARISON

To determine the trip generation for the Project, an estimate of the number of employees and how the facility generates truck trips was needed. Therefore, Kittelson estimated both vehicle trips generated by the employees and truck trips generated by processing 850 tons of material per day.

Project Vehicle Trip Generation

Based on the Project description, the recycling facility is anticipated to employ 165 employees as shown in Exhibit 1. The employees would be a mix of existing employees being relocated from nearby facilities (142) and the hiring of up to 23 new employees.

Exhibit 1: Number of Employees by Type for the Project

Employee Type	Existing	Future Hire	Total
Material Recovery & Collection Operations	135	22	157
Administration	7	1	8
Total	142	23	165
Source: CWS - Project Applicant, 2019			

Work hours for the material recovery and collection operations employees would correspond to the hours that the collection trucks begin routes. This would necessitate an early start before the morning peak hour and would result in most employees finishing their shifts before the peak evening hour. Some employees in this group would be scheduled to depart the site during the peak evening hours. Administrative employees would likely start work during the peak morning hour and would leave the site during the peak evening hour. Based on information supplied by the Project applicant, Exhibit 2 presents the anticipated passenger vehicle trip generation in both the AM and PM peak hours for all 165 employees. The Project applicant did not distinguish between new employee trips and relocated employees.

Exhibit 2: Estimated Passenger Car Trip Generation Based on Project Applicant Estimates

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Material Recovery	0	0	0	0	0	0
Collection Operations	2	2	4	0	30	30
Administration	17	1	18	0	16	16
Total	19	3	22	0	46	46
Source: CWS - Project Applicant, 2019						

In addition to the trip generation based on the Project applicant's estimates, Kittelson used the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) to estimate trip generation. The closest land use type for a recycling facility in the ITE Manual is general light industrial (ITE 110) which can estimate Daily, AM peak hour, and PM peak hour trips based on the number of employees. The estimated trip generation from the ITE Manual is shown in Exhibit 3. This exhibit shows a trip generation breakdown between the 142 employees being relocated from a nearby building and the 23 employees that represent growth.

Exhibit 3: Estimated Project Trip Generation for Passenger Cars

Description	ITE	Amount	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Transferred Employees	110	142	433	61	13	74	15	55	70
New Employees	110	23	70	10	2	12	3	8	11
Total Employees	110	165	503	71	15	86	18	63	81
Source: ITE Trip Generation Manual 10th Edition, using average rates									

2012 Addendum Passenger Car Trip Generation and Comparison

The 2012 Addendum detailed passenger car trip generation for the CN1 site (Appendix B-3 of 2012 Addendum). A trip generation comparison between the Prior EIR, the Project applicant estimated trip generation, and the ITE Manual estimated trip generation is shown in Exhibit 4. As shown in this exhibit, the Project vehicle trip generation for the AM and PM peak hours is less than what was assumed in the Prior EIR for both the ITE Manual and Project applicant estimates. Therefore, the Project would not cause a significant impact not previously disclosed in the Prior EIR due to an increase to the number of passenger car trips.

Exhibit 4: Passenger Car Trip Generation Comparison on CN1 (CWS Site)

Source	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Prior EIR	80	16	97	27	102	129
Project Applicant Estimate	19	3	22	0	46	46
ITE Manual Estimate	71	15	86	18	63	81
OARB 2012 Addendum Source: Trip End Tables located in Appendix B-3 of 2012 OARB Addendum						

Daily trip generation is not used in determining significant impacts related to transportation when applying level of service (LOS) standards. However, daily trip generation is often used in other technical analyses such as air quality and noise. Exhibit 5 shows a comparison between the net new daily trip generation associated with the Project site (CN1) between the ITE Manual estimate and the Prior EIR[1]. The ITE Manual estimate is based on the 23 new employees being added to the site and does not include the 142 existing employees which are being relocated. Since the 142 employee trips already exist in the area, they were part of the background traffic in the Prior EIR (both the 2002 EIR and the 2012 Addendum) and should not be compared with the net new trips reported in the Prior EIR. With the net new daily trip generation being less than what was studied in the Prior EIR, there is not an increase in daily passenger car trips which might change the findings of the EIR sections that rely on daily trip generation estimates.

Exhibit 5: Net New Daily Trip Generation for the Project site (CN1)

Source	Daily
ITE Manual	70
Prior EIR	284
Source: 2012 Addendum and ITE Trip Generation Manual.	

Project Truck Trip Generation

The Project is anticipated to process 850 tons of material per day. Truck trips would be generated by both collection trucks and transfer trucks. Collection trucks would depart the site to service their routes during the early morning hours, typically between 5:30 and 6:30 AM. Collection trucks would

[1] The Project applicant did not have a reliable estimate of daily trip passenger vehicle trip generation

return to the site with full capacity loads to off-load in late morning. The trucks would resume routes and once completed, return to the facility before, during, and after the peak evening traffic as they complete their routes.

Transfer trucks would either transport non-recyclable material to the landfill or transport recyclable material to market. Whether going to the landfill or to market, the transfer trucks would be scheduled intentionally to travel during off-peak hours.

Daily trip generation is not used in determining significant impacts related to transportation when applying level of service (LOS) standards. However, daily trip generation is often used in other technical analyses such as air quality and noise. Exhibit 6 details the daily truck generation estimate for the project based on the Project description provided by the applicant. As shown, the Project is estimated to generate about 304 truck trips per day. The Project applicant did not distinguish between new trips and those existing at facilities to be relocated to this site, so this exhibit and those following contain all (new and relocated) anticipated daily truck trips at the proposed facility.

Exhibit 6: Project Daily Truck Generation Estimate

Material Type	Tons Per Day	Tons Per Load[1]	Truck Trips[2]
Materials Brought into the Facility			
Residential Collections	375	4.25	176
Commercial Collections	475	23	42
Total for Materials In	**850**		**218**
Materials Transferred out of the Facility			
Transfer to Landfill	340	20	34
Transfer to Market	510	20	52
Total for Materials Out	**850**		**86**
Total Daily Truck Trips (Materials In and Out):			**304**

1 Note that tons per load for residential recyclables was taken from the average load for CWS collection vehicles in 2018 per the March 2019 CWS report to the City. The truck capacity of 7 tons was not used as that is not the average load. The remaining tons per load for other material types were received from the applicant as part of the project description.

2 Truck trips shown here are one-way daily trips and include two one-way trips for each material transfer to reflect a round trip including the empty tuck leaving/returning and the full truck returning/leaving.

While most of the trucks for the Project are not anticipated to arrive or depart during the AM or PM peak hours, the Project applicant estimates there is the potential for a few of the commercial collection trucks to arrive and depart during the peak hours. Exhibit 7 shows the estimated truck trip generation during the peak hours.

Exhibit 7: Estimated Peak Hour Truck Trip Generation Based on Project Applicant Estimates

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Residential Collections	0	0	0	0	0	0
Commercial Collections	4	4	8	7	3	10
Transfer to Landfill	0	0	0	0	0	0
Transfer to Market	0	0	0	0	0	0
Total	**4**	**4**	**8**	**7**	**3**	**10**

Source: CWS - Project Applicant, 2019

2012 Addendum Truck Trip Generation and Comparison

The truck trips for the CN1 site were not explicitly broken out in the 2012 Addendum but can be calculated using information from various places in the 2012 Addendum. As detailed in Exhibit 8 below, the 2012 Addendum analyzed 363 total truck trips for the CN1 site.

Exhibit 8: 2012 Addendum Truck Trip Assumptions for CWS Facility at CN1

Truck Trip Components	Daily One-Way Truck Trips
New Truck Trips in North Gateway (sites CN1, CN2 and CN3)[1]	260
CN1 portion of New North Gateway Truck Trips[2]	148
Existing CWS North Truck Trips[3]	86
Existing CWS South Truck Trips[3]	129
Total CN1 Truck Trips (CN1 portion of new trips, plus trips from existing CWS facilities)	363

Sources:
[1] 2012 Addendum Appendix A Table 5. Per explanatory text in the appendix, the row in this table labeled Function 13 Heavy Industrial Buildings refers to the "new recycling facility in the City's Gateway Development area", and has therefore been assumed to include the CN1, CN2 and CN3 properties in the Gateway Development area.
[2] The portion of trips that would be assigned to CN1 specifically was calculated from the 2012 Addendum Appendix B-3 (pages 38 through 42), which contains matrices of Daily, AM, and PM trip ends for trucks, and AM and PM trip ends for passenger cars attributed to each land use.
[3] From 2012 Addendum Appendix A, page 21. "Emissions from truck visits to the existing CASS, CWS North and CWS South recycling facilities, which are planned as part of the Proposed Project to relocate to the northeastern portion of the OAB, were also estimated and subtracted from emissions associated with truck trips generated by the new facility. Activity data for the existing facilities were based on current average daily one-way trips of 150 for CASS, 86 for CWS North, and 129 for CWS South based on data obtained from the facility operators provided to ENVIRON via the City of Oakland." Note that these were the existing truck trips at the time of the 2012 Addendum and do not necessarily reflect currently existing conditions. These are adequate to determine what was analyzed in the 2012 Addendum, which likely included more trips at the current CWS facilities than they currently generate given reduced capacity since that time.

Exhibit 9 provides a comparison between the estimated truck trip generation for the Prior EIR and the Project. As shown, the Project is anticipated to have fewer trucks than what was studied in the Prior EIR. With fewer truck trips in the AM and PM peak hours than what was previously studied, The Project will not cause significant transportation impacts due to truck trip generation that have not been previously disclosed in the Prior EIR.

Exhibit 9: Truck Trip Generation Comparison between Project and Prior EIR for the Project site (CN1)

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Prior EIR*	363	20	17	37	10	5	15
Project	304	4	4	8	7	3	10
Difference	-59	-16	-13	-29	-3	-2	-5

* Prior EIR truck trips based on the summation of net new trip and relocated existing truck trips. New truck trips were derived from the 2012 Addendum Appendix B-3 (pages 38 through 42), which contains matrices of Daily, AM, and PM trip ends for trucks, and AM and PM trip ends for passenger cars attributed to each land use. Daily existing trips are from 2012 Addendum Appendix A, page 21. The same rates for AM and PM peak hour distribution were applied as for the new truck trips from Appendix B.

Trip Generation for Gateway Development Area

The final comparison was to determine how the trip generation for the Project compares with the trip generation estimated for the Gateway Development Area and subareas in the Prior EIR. The Gateway Development Area was the City of Oakland's portion of the Oakland Army Base. The total estimated trip generation for this area as assumed in the Prior EIR is shown in Exhibit 10 while Exhibit 11 compares the Project's trip generation versus those assumed in the Prior EIR for various areas including the Project site (CN1), the CN1-CN3 combined site area, and the Gateway Development Area. The Project would generate less than 100 trips during the AM or PM peak hours (38 and 66 in passenger car equivalents respectively) and is estimated to represent 2.9% of the AM peak hour, and 5.0% of the PM peak hour trip generation reported in the Prior EIR for the Gateway Development Area. The Project is estimated to represent only 22.4% of the AM peak hour, and 41.5% of the PM peak hour trip generation assumed for the Project Site (CN1) under the Prior EIR.

Exhibit 10: Estimated Trip Generation for Prior EIR Gateway Development Area and Subareas (in Passenger Car Equivalents)

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Prior EIR CE1-CE3	1,646	140	45	185	43	113	156
Prior EIR CC1-CC9, CW2-CW3	4,767	581	287	868	313	587	900
Prior EIR CN1-CN3	994	183	64	247	64	209	273
Prior EIR Gateway Development Area	7,407	904	396	1,300	420	909	1,329
Prior EIR Project Site (CN1) Only *	580	120	50	170	47	112	159

Source: OARB 2012 Addendum Table 3.16-6

* Trips for the Project Site (CN1) were not reported separately in the source table from the OARB 2012 Addendum, but have been determined per Exhibits 4, 5, 8 and 9 previously in this report.

Truck trips are calculated as the equivalent number of passenger cars (1 truck = 2 cars)
CE1-CE3 = Transload Warehouses
CC1-CC9 and CW2-CW3 = Truck Services, Transload Warehouses, General Warehouses, R&D
CN1-CN3 = Recycling Facilities and Truck Services

Exhibit 11: Trip Generation Comparison for Project vs. Prior EIR Gateway Development Area and Subareas (in Passenger Car Equivalents)

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
2019 Proposed Project	27	11	38	14	52	66
Prior EIR Gateway Development Area	904	396	1,300	420	909	1,329
Percent of Gateway Development Area Approved Trip Generation	3.0%	2.8%	2.9%	3.3%	5.7%	5.0%
Prior EIR Sites CN1-CN3	183	64	247	64	209	273
Percent of Sites CN1-CN3 Approved Trip Generation	14.8%	17.2%	15.4%	21.9%	24.2%	24.2%
Prior EIR Project Site (CN1)	120	50	170	47	112	159
Percent of Project Site (CN1) Approved Trip Generation	22.5%	22.0%	22.4%	29.8%	46.4%	41.5%

Source: Prior EIR trips from Exhibits 10. Project trip generation based on applicant trip generation estimates (see passenger vehicle generation in Exhibit 4 and truck trips in Exhibit 9). Trucks were assumed to be equivalent to two passenger car vehicles consistent with the 2012 Addendum methodology to generate the trips in Passenger Car Equivalents (PCE) shown in this table.

BACKGROUND TRAFFIC

On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the CEQA Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 to modify local environmental review processes by removing automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. The Planning Commission direction aligns with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis, with adopted plans and polices related to transportation, which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Consistent with the Planning Commission direction and the Senate Bill 743 requirements, the City of Oakland published the revised Transportation Impact Review Guidelines on April 14, 2017 to guide the evaluation of the transportation impacts associated with land use development projects.

In keeping with the above decisions, CEQA analysis in Oakland is focused now on analyzing and mitigating VMT rather than using LOS from previous CEQA documents including the Prior EIR. If appropriate, intersection improvements previously identified as mitigations are included under the citywide Transportation Impact Fee (TIF) program.

The following discussion of background traffic and comparison to levels previously analyzed is provided for informational purposes.

Kittelson evaluated whether there has been a substantial change in the traffic volumes for the study intersections from the Prior EIR, including separately both the 2002 EIR and the 2012 Addendum. A substantial increase could indicate that the addition of vehicle trips from the Project might result in a new significant environmental effect or a substantial increase in the severity of a significant effect previously identified in the CEQA documents. Peak hour intersection traffic counts from the fall of 2016 (the most recent available) were compared with the 2002 EIR and the 2012 Addendum traffic counts for the following intersections (intersection # in the Prior EIR included in parentheses): W. Grand Ave. & Maritime St. (intersection #1), Middle Harbor Rd. & 7th St. (intersection #10 in the Prior EIR though sometimes called 7th St & Maritime St. instead due to planned extension of Middle Harbor Rd. and renaming of that section of Maritime St.), I-880 NB Off-Ramp & 7th St. (intersection #12), and Adeline St. & 3rd St. (intersection #25). These intersections were chosen because they are major intersections into/out of the redevelopment area and would therefore show any area-wide traffic volume changes.

Exhibit 12 and Exhibit 13 show the comparison of total entering volume for these four intersections in tabular form. Exhibit 14 and Exhibit 15 show the same information graphically.

Exhibit 12: AM Peak Hour Total Entering Volume Tabular Comparison

AM Peak Hour					
Location	**2002**	**2012**	**2016**	**2002 vs. 2016**	**2012 vs. 2016**
W. Grand Ave. & Maritime St.	1,366	1,266	1,168	-14%	-8%
Middle Harbor Rd. & 7th St.*	1,092	922	630	-42%	-32%
I-880 NB Off-Ramp & 7th St.	1,347	1,171	1,023	-24%	-13%
Adeline St. & 3rd St.	828	790	795	-4%	1%

* Due to planned extension of Middle Harbor Rd. and renaming of a portion of Maritime St., this intersection is sometimes referred to as 7th Street & Maritime Street in the Prior EIR (but always identified as intersection #10)
Source: Kittelson & Associates, Inc.

Exhibit 13: PM Peak Hour Total Entering Volume Tabular Comparison

PM Peak Hour					
Location	**2002**	**2012**	**2016**	**2002 vs. 2016**	**2012 vs. 2016**
W. Grand Ave. & Maritime St.	1,750	1,497	2,090	19%	40%
Middle Harbor Rd. & 7th St.*	1,070	1,074	612	-43%	-43%
I-880 NB Off-Ramp & 7th St.	1,461	1,054	1,127	-23%	7%
Adeline St. & 3rd St.	923	979	1185	28%	21%

* Due to planned extension of Middle Harbor Rd. and renaming of a portion of Maritime St., this intersection is sometimes referred to as 7th Street & Maritime Street in the Prior EIR (but always identified as intersection #10)
Source: Kittelson & Associates, Inc.

Exhibit 14: AM Peak Hour Total Entering Volume Graphical Comparison

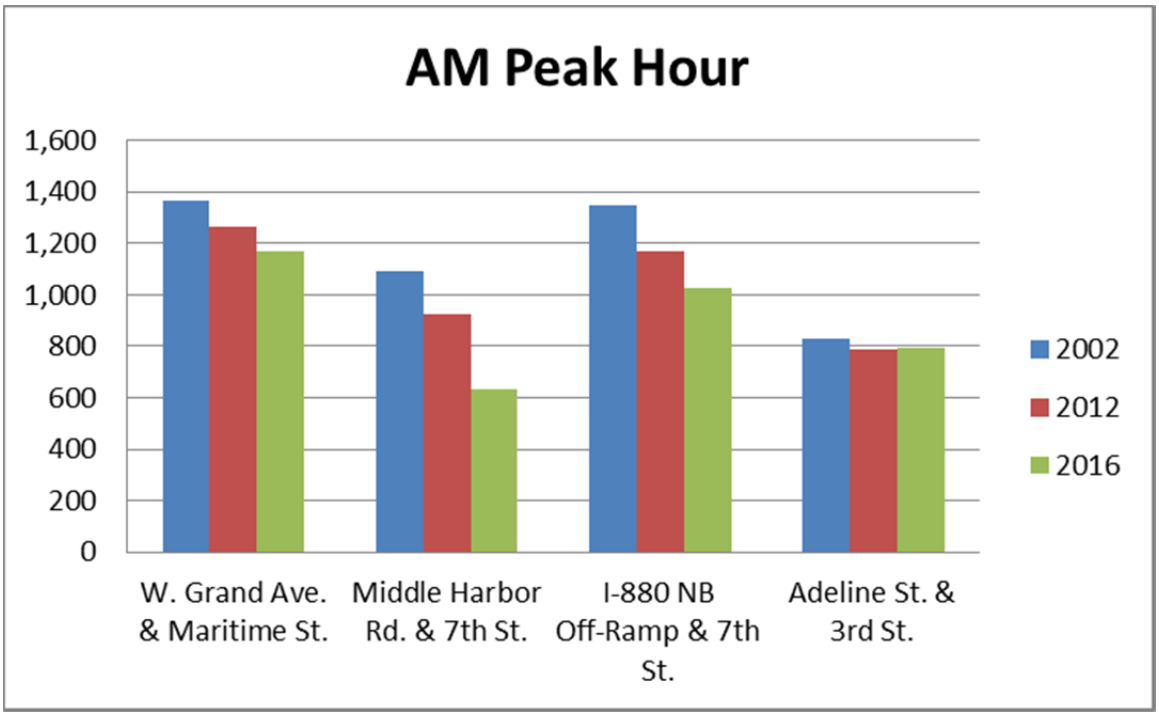
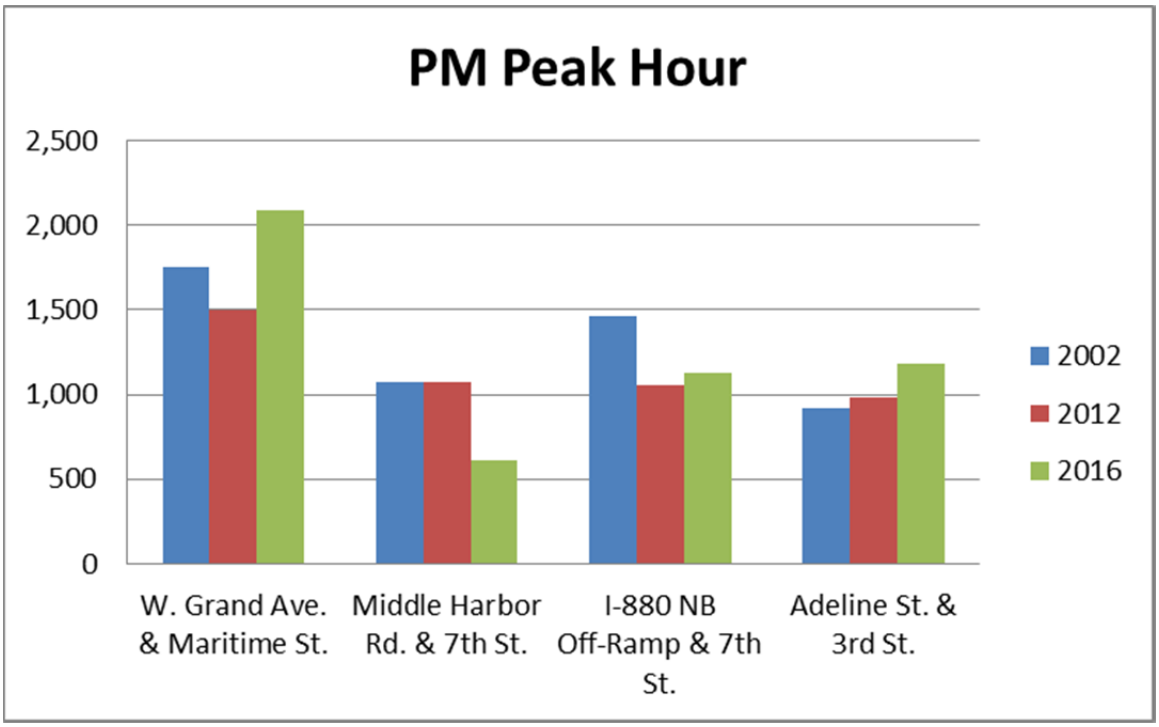


Exhibit 15: PM Peak Hour Total Entering Volume Graphical Comparison



During the AM peak hour, all four of the intersections had volumes that were lower in 2016 than in 2002 or 2012. Three of the four intersections were found to have some growth between 2002 and 2016, and/or 2012 and 2016, in the PM peak hour:

- **West Grand Avenue & Maritime Street** – PM peak hour traffic volumes in 2016 were 600 vehicles higher (40%) than the count from 2012. The primary cause was a large increase in the off-ramp volume from I-880. The 2012 Addendum determined that the level of service at this intersection would degrade to LOS E during both AM and PM peak hours under the 2035 cumulative scenario.

  To determine if the increased background traffic would change the findings of the Addendum, Kittelson used the latest 2016 traffic counts to update the projected 2035 traffic volumes using the same growth rates used in the Addendum. The revised estimate for the 2035 traffic volumes shows that the 2035 cumulative PM scenario would operate at LOS E with the project. Therefore, the addition of Project traffic to the revised estimate of 2035 traffic volumes is not anticipated to result in a new significant impact not previously identified.

- **I-880 NB Off-Ramp & 7th Street** – The traffic count for the PM peak hour in 2016 was 75 vehicles (7%) higher than the comparable 2012 Addendum traffic count. The 2012 Addendum determined that implementation of OARB redevelopment would cause the LOS at this intersection to degrade to LOS F during the PM peak hour. Given the small increase that has occurred in existing traffic volume since 2012, no changes in conclusions would be anticipated from the 2016 volumes; therefore, no new or substantially more severe significant impacts than the 2012 Addendum were identified that would result from the Project.

- **Adeline Street & 3rd Street** – The PM peak hour traffic count from 2016 is 262 vehicles (28%) more than the comparable count for the 2002 EIR, and 206 vehicles (21%) more than the comparable count for the 2012 Addendum. The 2002 EIR determined that a potentially significant impact at this intersection would occur in the cumulative scenario in the AM peak hour.

  Similar to the intersection of Grand Avenue and Maritime Street, Kittelson updated the estimated traffic volumes for 2035 using the 2016 traffic counts and the same growth rates as used in the 2012 Addendum and the signal warrant could be met in both the AM and PM peak hours under 2035 conditions. Prior EIR conclusions that implementation of a signal at this location when warranted would mitigate potential impacts is applicable to the updated assessment as well. Therefore, the addition of Project traffic to the revised estimate of 2035 traffic volumes is not anticipated to result in a new significant impact not previously identified.

The above analysis utilized major intersections into/out of the redevelopment area to demonstrate that there have been no area-wide traffic volume changes that would substantially change traffic impact conclusions from the Prior EIR. Additionally, Project trips are within what was analyzed in the Prior EIR (see the Trip Generation Comparison section earlier in this document). Therefore, there would be no new impact or increase in severity of the transportation impacts, including to local intersections, due to changes in background traffic levels.

As noted above, consistent with City and state directives, Analysis of VMT has replaced LOS analysis as the appropriate methodology to address traffic impacts. The above comparison has been provided for informational purposes. The VMT analysis is provided below.

VEHICLE MILES TRAVELED ANALYSIS

With the passing of Senate Bill 743, The City of Oakland updated their traffic impact study guidelines in April 2017 to eliminate level of service and use Vehicle Miles Traveled (VMT) as the metric for assessing significant transportation impacts. Based on these updated traffic impact study guidelines, the City of Oakland would consider the Project to have a significant transportation impact if the VMT per employee does not fall 15% below the existing regional VMT per employee. The current regional VMT per employee and the 15% threshold that will not cause an impact are shown in Exhibit 16.

Exhibit 16: Regional VMT Per Employee & 15% Threshold

	VMT
Regional Average	23.2
15% Threshold	19.7
VMT based on City of Oakland Transportation Impact Review Guidelines (April 2017)	

To determine if the Project would cause a significant impact related to VMT, Kittelson performed a detailed VMT analysis for the existing employees that would be moving to the new Project location. Details of this VMT analysis include:

- The Project applicant provided zip codes for the existing 142 employees who are anticipated to move from the existing location to the Project. Based on these zip codes (Appendix B), Kittelson determined that the average one-way trip length was 17.08 miles.
- It was assumed any new employees added at the Project site would keep the same distribution of average trip length from their home to the Project.
- Of the 142 existing employees, the Project applicant reported about 113 (79.6%) are on-site on any given day. The other 29 are either out on vacation, sick, or on disability. Additionally, the Project applicant reports about 8 employees carpool and 3 employees take transit. Therefore, the total number of employees typically driving to the Project (creating VMT) is about 106. This is calculated by taking the 113 typically on-site and removing the 3 transit riders and half of the 8 carpoolers since they are sharing one vehicle. Therefore, 74.6% (106/142) of the employees are creating VMT on a typical day.
- Using the average one-way trip length of 17.08 miles, multiplying by 2 to get VMT for the round trip, and then multiplying the proportion of employees expected to drive daily (74.6%) results in 25.5 VMT per employee.

Exhibit 17 provides a comparison between the Project estimated VMT per employee, the regional average, and the 15% threshold for triggering a significant transportation impact. As shown in the exhibit, the Project is estimated to have a VMT per employee that is about 2.3 miles higher than the regional average, and 5.8 miles higher than the threshold.

Exhibit 17: VMT per Employee Comparison with Regional Average

	VMT	Project VMT	Difference
Regional Average	23.2	25.5	2.3
15% Threshold	19.7	25.5	5.8
Source: Kittelson & Associates, Inc., 2019			

The project is the same use with the same number of employees (165) as analyzed under the Prior EIR, and had VMT been calculated under the Prior EIR, it would have been the same 25.5 miles per employee as presented in this assessment. Therefore, there is no new impact or increase in severity of the transportation impacts, including to VMT. Because there would be the same number of employees as under the Prior EIR (165) with the same average VMT, there would be the same total VMT for the project (4,207.5 total vehicle miles per day from all employees). With employees traveling the same total amount as under the Prior EIR, it can therefore also be concluded that this project would not have new impacts or worsened severity of previously-identified impacts related to freeway congestion. The CWS Project would implement SCA TRANS-1 requiring a TDM Plan, which would serve to reduce trips and therefore reduce VMT, but impacts would remain significant and unavoidable.

SCA-TRANS-1: Transportation and Parking Demand Management (#79)

a. Transportation and Parking Demand Management (TDM) Plan Required
   The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.
   i. The goals of the TDM Plan shall be the following:
      - Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable.
      - Achieve the following project vehicle trip reductions (VTR):
        - Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR
        - Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR
      - Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.
      - Enhance the City's transportation system, consistent with City policies and programs.
   ii. The TDM Plan should include the following:

- Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable.
- Proposed TDM strategies to achieve VTR goals (see below).

iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program.

iv. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR.

Improvement	**Required by code or when…**
Bus boarding bulbs or islands	• A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb
Bus shelter	• A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day
Concrete bus pad	• A bus stop is located along the project frontage and a concrete bus pad does not already exist
Curb extensions or bulb-outs	• Identified as an improvement within site analysis
Implementation of a corridor-level bikeway improvement	• A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips
Implementation of a corridor-level transit capital improvement	• A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	• Always required
Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	• When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection
In-street bicycle corral	• A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1

Improvement	Required by code or when…
	bikeway, and on-street vehicle parking is provided along the project frontages.
Intersection improvements[2]	• Identified as an improvement within site analysis
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	• Always required
No monthly permits and establish minimum price floor for public parking[3]	• If proposed parking ratio exceeds 1:1000 sf. (commercial)
Parking garage is designed with retrofit capability	• Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial)
Parking space reserved for car share	• If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	• Typically required
Pedestrian crossing improvements	• Identified as an improvement within site analysis
Pedestrian-supportive signal changes[4]	• Identified as an improvement within operations analysis
Real-time transit information system	• A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
Relocating bus stops to far side	• A project is located within 0.10 mile of any active bus stop that is currently near-side
Signal upgrades[5]	• Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage abuts an intersection with signal infrastructure older than 15 years
Transit queue jumps	• Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
Transit Operations	• The project applicant shall, if feasible, contribute its fair share to AC Transit service enhancements to meet access goals outlined in the City of Oakland West Oakland Specific Plan and AC Transit's ACgo expanded service plan and improve connections to local goods and services.

[2] Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

[3] May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

[4] Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a "scramble" signal phase where appropriate.

[5] Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

Improvement	Required by code or when…
	Alternatively, the project applicant may explore and propose other TDM measure(s), including those already set forth in the TDM plan, in lieu of this fair share contribution. The City may approve the substitute TDM measure(s) if the City, in its discretion, deems the measure(s) more feasible and reasonably related and roughly proportional to the impacts of the development.
Trenching and placement of conduit for providing traffic signal interconnect	• Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and • A major transit improvement is identified within operations analysis requiring traffic signal interconnect
Unbundled parking	• If proposed parking ratio exceeds 1:1.25 (residential)

v. Other TDM strategies to consider include, but are not limited to, the following:
   - Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.
   - Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping.
   - Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.
   - Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively) and any applicable streetscape plan.
   - Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.

- Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).
- Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes.
- Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3).
- Guaranteed ride home program for employees, either through 511.org or through separate program.
- Pre-tax commuter benefits (commuter checks) for employees.
- Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.
- On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools.
- Distribution of information concerning alternative transportation options.
- Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.
- Parking management strategies including attendant/valet parking and shared parking spaces.
- Requiring tenants to provide opportunities and the ability to work off-site.
- Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).
- Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.

The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.

b. TDM Implementation – Physical Improvements

For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.

c. TDM Implementation – Operational Strategies
For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.

SITE PLAN REVIEW

Kittelson reviewed the site plan for the Project dated February 14, 2020 (Appendix A). There are two main entrances to the project. Curbside recycling trucks, maintenance trucks, and most employees are proposed to enter and exit the site from Admiral Toney Way on the southeast side of the site adjacent to the employee parking lot. Administrative employees, visitors, tour busses and semi-trucks would use the driveways from Wake Avenue directly in front of the office for ingress/egress. Based on our review of the site plan, the following observations/recommendations related to site circulation, parking, and site access are recommended.

- The project's northern access is located about 85' south of the railroad tracks across Wake Avenue. This driveway is proposed to be a left turn out only and appears to have sufficient sight distance and a proper turning radius to allow large trucks to exit the site.
- There is an existing sidewalk along the east side of Wake Avenue that is not well shown in the plan. Since the Project appears to be reconfiguring the driveways in the area, Kittelson recommends the applicant be required to put directional curb ramps across all their driveways to improve pedestrian access along Wake Avenue.
- The Grand Avenue underpass parking area has parking aisles that can only be accessed from one side. Therefore, at least one parking space on each aisle should be stripped out in order to facilitate vehicles being able to turn around if all the parking spaces are full. Additionally, the sidewalk along the northern property line in this area connects to Admiral Toney Way north of where the existing sidewalk ends. The existing sidewalk along Admiral Toney Way should be extended to connect to the internal sidewalk along the northern property line.

- The entrance roadway into the project from Admiral Toney Way is the primary access point for curbside recycling trucks, maintenance trucks, and most employees according to the applicant. This roadway has quite a few turns in it to navigate around the support columns for the elevated portion of Grand Avenue. A truck turning template analysis for the curbside recycling trucks should be performed in this area to ensure trucks can make these turns without tracking into the opposing lanes of travel and to ensure adequate clearance with the support columns.
- The site is proposing a total of 62 parking spaces for collection trucks, 31 parking spaces for maintenance trucks, and 203 parking spaces for employees and visitors. Recycling facilities are not directly discussed in the City of Oakland's off-street parking requirements. The most similar use is light fleet-based service which requires one space per 1,000 square feet of floor area plus one space for each vehicle in connection with the activities (Oakland Municipal Code 17.116.080). Based on a building that is 170,765 square feet, this would result in 171 parking spaces to service 165 employees and visitors plus the parking spaces for collection trucks (62) and maintenance trucks (31). The Project currently provides 173 parking spaces for employees and visitors which is 2 more spaces than what is required. Therefore, the project meets Oakland's parking requirements.
- The site plan does not show provisions for where long-term bicycle parking will be provided. Based on Oakland Municipal Code 17.117.120, recycling and waste related facilities are required to have 1 long-term bicycle parking space per 15,000 square feet of floor area with a minimum of two spaces. Based on 170,765 square feet, the Project should provide about 12 long-term bicycle parking spaces. Kittelson recommends the City verify these 12 long-term bicycle parking spaces are provided in the next set of design plans.

CONCLUSION

This technical memorandum analyzed the potential transportation impacts of the proposed California Waste Solutions North Gateway Recycling Facility (Project). The primary findings of this analysis included:

- The Project is anticipated to generate about 22 AM peak hour passenger car trips, and 46 PM peak hour passenger car trips based on data provided by the Project applicant. The ITE Trip Generation Manual estimated 86 AM peak hour trips and 81 PM peak hour trips. Compared to the 2012 Addendum, both the Project applicant and ITE estimated trip generation would produce less peak hour trips than what was previously studied. Therefore, the Project would not have more passenger car trips that could cause a significant impact not previously disclosed in the Prior EIR.
- Truck trip generation for Project was estimated to be 8 trucks in the AM peak hour and 6 trucks in the PM peak hour. These are both less than what was studied in the 2012 Addendum. Therefore, the Project would not have more truck trips than previously studied and not cause a significant impact not previously disclosed in the Prior EIR.

- An evaluation of whether there was a substantial change in background traffic volumes since the Prior EIR which might result in new significant impacts not previously disclosed was also assessed. Based on our analysis at four intersections, the change in background traffic volumes since the 2012 Addendum do not create a significant transportation impact not previously disclosed.
- A Vehicle Miles Traveled (VMT) analysis had not been performed in the Prior EIR. Based on this assessment, the Project was found to have an estimated VMT per employee of 25.5 miles. This is 5.8 miles more than the threshold for causing a significant impact. However, the Project is the same use with the same number of employees (165) and had VMT been calculated under the Prior EIR, it would have been the same 25.5 miles per employee as presented in this assessment. Therefore, there is no new impact or increase in severity of the transportation impacts, including to VMT or freeway congestion. The CWS Project would implement SCA TRANS-1 requiring a TDM Plan, which would serve to reduce trips and therefore reduce VMT, but impacts would remain significant and unavoidable.

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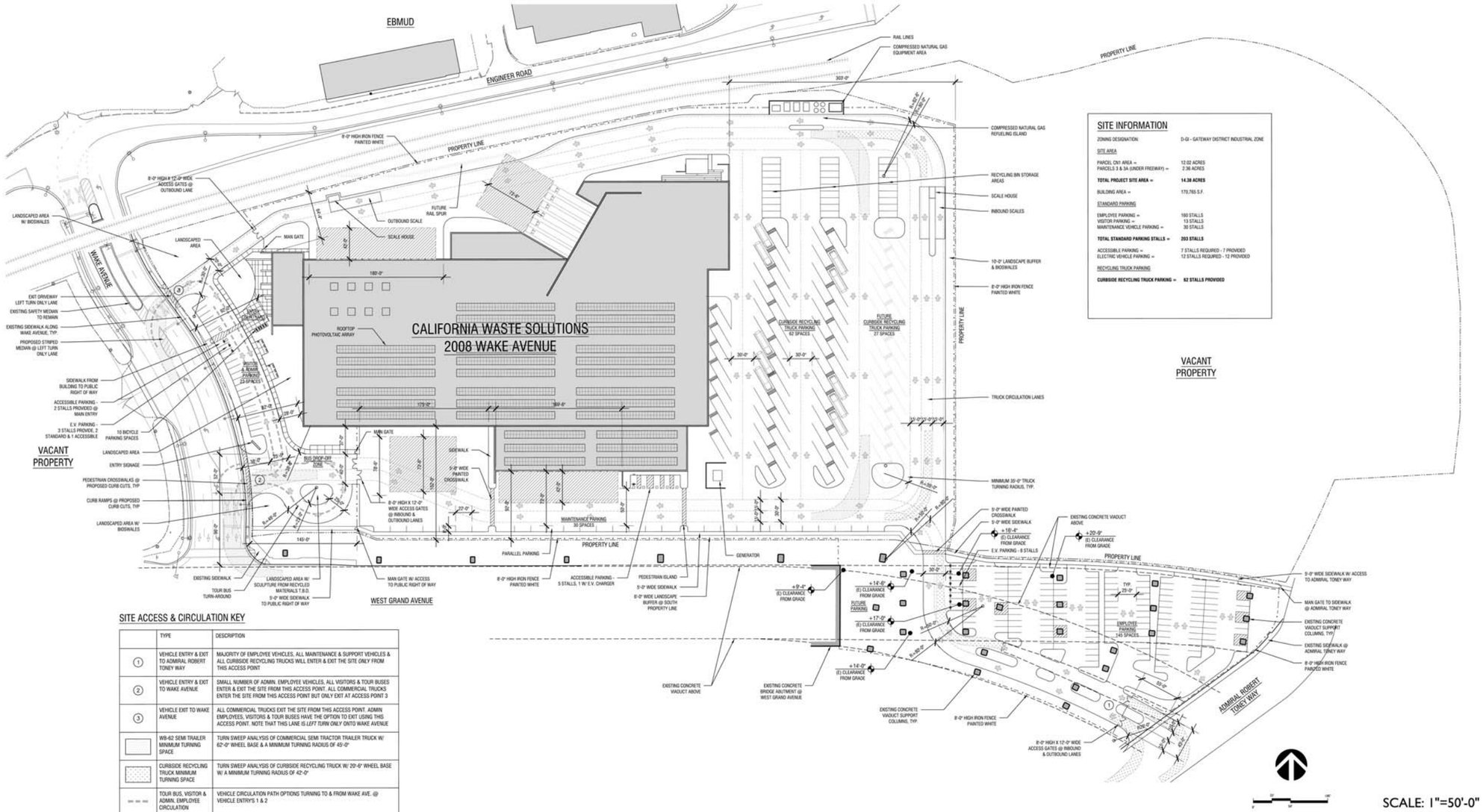
APPENDIX A: PROJECT SITE PLAN



SITE ACCESS & CIRCULATION KEY

	TYPE	DESCRIPTION
①	VEHICLE ENTRY & EXIT TO ADMIRAL ROBERT TONEY WAY	MAJORITY OF EMPLOYEE VEHICLES, ALL MAINTENANCE & SUPPORT VEHICLES & ALL CURBSIDE RECYCLING TRUCKS WILL ENTER & EXIT THE SITE *ONLY* FROM THIS ACCESS POINT
②	VEHICLE ENTRY & EXIT TO WAKE AVENUE	SMALL NUMBER OF ADMIN. EMPLOYEE VEHICLES, ALL VISITORS & TOUR BUSES ENTER & EXIT THE SITE FROM THIS ACCESS POINT; ALL COMMERCIAL TRUCKS ENTER THE SITE FROM THIS ACCESS POINT BUT ONLY EXIT AT ACCESS POINT 3
③	VEHICLE EXIT TO WAKE AVENUE	ALL COMMERCIAL TRUCKS EXIT THE SITE FROM THIS ACCESS POINT. ADMIN EMPLOYEES, VISITORS & TOUR BUSES HAVE THE OPTION TO EXIT USING THIS ACCESS POINT. NOTE THAT THIS LANE IS *LEFT TURN ONLY* ONTO WAKE AVENUE
	WB-62 SEMI TRAILER MINIMUM TURNING SPACE	TURN SWEEP ANALYSIS OF COMMERCIAL SEMI TRACTOR TRAILER TRUCK W/ 62'-0" WHEEL BASE & A MINIMUM TURNING RADIUS OF 45'-0"
	CURBSIDE RECYCLING TRUCK MINIMUM TURNING SPACE	TURN SWEEP ANALYSIS OF CURBSIDE RECYCLING TRUCK W/ 29'-6" WHEEL BASE W/ A MINIMUM TURNING RADIUS OF 42'-0"
	TOUR BUS, VISITOR & ADMIN. EMPLOYEE CIRCULATION	VEHICLE CIRCULATION PATH OPTIONS TURNING TO & FROM WAKE AVE. @ VEHICLE ENTRYS 1 & 2
	REQUIRED TRUCK MANEUVERING CLEARANCE	TRUCK MANEUVERING CLEARANCE MEASURED FROM FRONT OF TRUCK EQUAL TO LENGTH OF TRUCK PLUS 5'-0"

JRMA · DEI D. Edwards, Incorporated · RPR ARCHITECTS · CALIFORNIA WASTE SOLUTIONS Recycling Specialists

REFERENCE NORTH

CONCEPTUAL SITE PLAN

California Waste Solutions
North Gateway Recycling Facility
Oakland, California

Job No. 5490-0
02.14.2020

A1.1

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APPENDIX B: EMPLOYEE ZIP CODES

Zip Code	Employees	Miles to Office
94607	6	1.5
94608	6	2.5
94606	8	4.4
94702	1	4.7
94501	2	4.9
94602	2	6.0
94601	24	6.8
94611	1	7.0
94619	2	8.0
94805	1	9.6
94603	7	10.2
94621	11	10.6
94605	3	10.8
94577	6	11.7
94801	5	12.6
94806	1	12.7
94549	2	13.5
94803	1	13.7
94579	4	14.1
94578	3	14.3
94547	3	17.1
94541	4	17.1
94545	1	18.7
94523	3	19.2
94544	3	20.2
94542	1	21.2
94552	1	21.3
94546	1	21.7
94587	2	22.2
94590	2	23.8
94565	2	31.0
94539	1	31.7
94503	1	31.8
94509	2	34.7
94531	2	39.4
95127	1	47.0

Zip Code	Employees	Miles to Office
94585	5	47.1
95130	1	49.0
94561	1	49.9
95376	2	53.7
95377	2	57.6
95304	1	57.9
95330	1	64.1
95336	2	70.6
95212	1	82.6

Source: CWS Applicant, 2019