

CHAPTER 1

Introduction

This Draft Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to analyze potential physical environmental impacts of the proposed Oakland Waterfront Ballpark District Project (referred to in this EIR as “Project”).¹ A brief overview of the Project and the environmental review process, and a description of the purpose of this Draft EIR and opportunities for public comment, are provided below, along with an explanation of how this Draft EIR is organized.

1.1 Project Overview

The Oakland Athletics Investment Group, LLC (referred to in this EIR as “Oakland A’s” or “Project sponsor”) is proposing to acquire the rights to develop a site known as the Charles P. Howard Terminal (Howard Terminal) on the Oakland waterfront from the Port of Oakland (Port); acquire the rights to adjacent properties from private owners; and construct a new Major League Baseball (MLB) ballpark, as well as residential, entertainment, office, hotel, and retail (mixed-use) development, creating a new Oakland Waterfront Ballpark District. The proposed Project would be constructed in phases as described below and consistent with the site plan and street grid provided in Chapter 3, *Project Description*, of this Draft EIR.

The Project site proposed for development of the new ballpark district includes the Howard Terminal and certain adjacent properties totaling approximately 55 acres. The Project site is located on the Oakland waterfront, north of and across the Oakland-Alameda Estuary from the City of Alameda. A location map and aerial photographs of the Project site and the surrounding vicinity are provided in Chapter 3.

To develop the proposed multiple-phase development, the proposed Project would demolish all existing buildings and structures on the Howard Terminal site except for the four existing shipping container cranes, which are proposed to remain on-site if feasible. Existing structures on other parcels within the Project site would also be removed, except the fire station at 47 Clay Street (Fire Station 2) and the historic Pacific Gas and Electric Company (PG&E) Station C facility. (The PG&E Station C facility is referred to throughout this Draft EIR as the “Peaker Power Plant,” except where specifically referenced for purposes of historic resources.)

¹ The *California Environmental Quality Act* can be found in the California Public Resources Code, Section 21000 et seq. The State CEQA Guidelines, formally known as the *Guidelines for California Environmental Quality Act*, can be found in the California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.

The proposed Project would construct a new open-air, waterfront, multi-purpose MLB ballpark with a capacity of up to 35,000 persons; mixed-use development with up to 3,000 residential units, up to 1.5 million square feet of commercial uses (which could include a range of commercial uses, including but not limited to, general administrative and professional offices and life sciences/research), and up to approximately 270,000 square feet of retail uses (including dining/restaurant/entertainment); an approximately 50,000-square-foot indoor performance venue with a capacity of up to 3,500 persons; up to approximately 280,000 square feet of hotel space including up to 400 rooms in one or more buildings and supportive conference facilities; a network of up to approximately 18.3 acres of privately and publicly owned, publicly accessible open spaces; and approximately 8,900 total parking spaces at full buildout.

The proposed Project would be developed in multiple phases: Phase 1 followed by development of the remainder of the site, referred to as Buildout. Together, Phase 1 and subsequent development after Phase 1 constitute “Buildout” of the proposed Project. Once the ballpark is constructed in Phase 1, the Project sponsor would relocate existing Oakland A’s baseball operations from the RingCentral Coliseum (also referred to as Oakland Coliseum, and previously the Oakland-Alameda County Coliseum) to the new facility.² “Remaining Development” would include the balance of development and occur generally west of Market Street.

The Project includes a “Maritime Reservation Scenario,” which involves an alternative site plan should the Port of Oakland exercise an option at any point within approximately 10 years from May 13, 2019, to terminate the Project sponsor’s development rights to an approximately 10-acre portion of the Project site located generally in the southwestern corner of the site, if the Port deems that area necessary to accommodate the expansion of the turning basin that is used to turn large vessels within Oakland’s Inner Harbor, in accordance with the Exclusive Negotiation Term Sheet for Howard Terminal between the Port and the Project sponsor dated May 13, 2019. The Port of Oakland has not proposed, designed, or approved, or secured permitting for an expanded turning basin; and the impacts of an expansion, if it were proposed, are not considered in this Draft EIR. The impacts from the construction of an expanded turning basin would be analyzed in a separate CEQA document.

The Oakland A’s have also identified two Project “variants,” described below, consisting of project features that have the potential to become part of the Project, but that may not be possible to incorporate within the Project due to cost, feasibility, and other factors.³ These variants are analyzed in Chapter 5, *Project Variants*, of this Draft EIR, whereas the proposed Project,

² The proposed Project does not include redevelopment or reuse of the Oakland Coliseum site, which is owned and operated jointly by the City of Oakland and the Coliseum Way Partners LLC, an affiliate of the Oakland A’s. The Project is not coordinated with or dependent on a project at the Coliseum site. The Project has independent utility and if approved, would proceed whether or not the Coliseum property is redeveloped. The Coliseum site’s redevelopment is subject to its own separate planning and review process.

³ Since publication of the Notice of Preparation (NOP) for this Draft EIR (November 30, 2018), the Maritime Reserve Scenario has been added to the proposed Project and the Project sponsor has removed the following variants from consideration: The *Embarcadero / Clay Street* variant has been incorporated into the proposed Project. The *Crane Removal* variant is no longer considered a variant of the proposed Project. The cranes are proposed to remain on-site if feasible, but the impacts of removal are also analyzed in this document in the event retention is not feasible; crane removal would also occur under the Maritime Reservation Scenario, which would only occur under the Port’s initiative. The *Reconfigured Wharf Edge* variant is no longer being proposed. The *Pedestrian / Bicycle Overcrossing* variant is now recommended as a mitigation measure to address transportation safety in Section 4.15 of this Draft EIR.

including the Maritime Reservation Scenario, is analyzed in Chapter 4, *Environmental Setting, Impacts, and Mitigation Measures*. The two variants, one or both of which could be combined with the proposed Project, are described below.

1. **Peaker Power Plant Variant:** Implementation of the planned conversion of the existing Peaker Power Plant (referred to as such in this Draft EIR because of its role in supplying power to the electric grid to meet peak demands) in the historic PG&E Station C facility. This variant would involve conversion from using jet fuel electric turbines to battery storage, modifications that would remove portions of the wings of the building, and removal of the fuel tank. This variant would also include development of a new mixed-use building at the site of the fuel tank.
2. **Aerial Gondola Variant:** Construction of a new aerial gondola above and along Washington Street, extending from a station located at 10th and Washington Streets in downtown Oakland to a station located at Water and Washington Streets in Jack London Square.

While the Peaker Power Plant Variant would include development of a new mixed-use building, the developer would re-allocate the proposed amount of building square footage and number of residential units for the Project as a whole, rather than increase the amount of development proposed under the Project.

A detailed description of the Project, including the Maritime Reservation Scenario, variants, and required approvals from City of Oakland (City), State, and other agencies, is provided in Chapter 3, *Project Description*.

1.2 Environmental Review Process

1.2.1 Purpose and Use of this EIR

Consistent with CEQA, this Draft EIR is a public information document that assesses the potential physical environmental impacts that could result from construction and use of the Oakland Waterfront Ballpark District Project, recommends mitigation measures to lessen or eliminate adverse impacts, and examines feasible alternatives to the Project. The Draft EIR's key purpose is to inform decision makers at the City of Oakland, the Port of Oakland, and other responsible agencies, as well as the public. The City is the Lead Agency for purposes of CEQA, and will review and consider the information contained in this Draft EIR prior to taking action on the Project. CEQA requires that all State and local government agencies consider the environmental consequences of projects over which they have discretionary authority. This Draft EIR provides information to be used in the planning and decision-making process. It is not the purpose of an EIR to recommend approval or denial of a project. The City has made this Draft EIR available for review and comment, as indicated in the Notice of Availability issued with this document and explained in Section 1.2.5, *Public Review of this Draft EIR*, below.

1.2.2 Scope of the EIR and Level of Analysis

This Draft EIR describes the proposed Project and the existing environmental setting and analyzes and discloses the direct and indirect potentially significant impacts that could result from construction and operation of the proposed Project. The existing environmental setting (baseline) for the purpose of environmental review consists of conditions present on the Project site, its surroundings, and the region in November 2018, when the City published the Notice of Preparation (NOP) and began preparation of this Draft EIR.

Impacts of the Project identified in Chapter 4 have generally been analyzed by examining these scenarios:

- **Existing Plus Phase 1 of the Project.** This scenario identifies potential impacts associated with Phase 1 of the Project by determining how it would affect or change existing conditions.
- **Existing Plus the Project Buildout.** This scenario identifies potential impacts associated with the entire Project by determining how it would affect or change existing conditions.
- **Maritime Reservation Scenario.** This scenario identifies potential impacts that differ from those of Phase 1 and Project Buildout, under an alternative site plan that omits approximately 10-acres in the southwestern corner of the Project site to accommodate possible future expansion of the turning basin used by large ships.

In addition, the Draft EIR assesses potential cumulative impacts of the proposed Project in combination with other projects anticipated to occur by the year 2040.⁴ The cumulative analysis in this Draft EIR utilizes a combined “list” and “projections” method, pursuant to State CEQA Guidelines Section 15130(b)(1). The list incorporates available information about existing and reasonably foreseeable development in the vicinity of the Project site, including implementation of the draft Downtown Oakland Specific Plan. The projections are regional projections regarding anticipated changes in population and employment. The approach to, information regarding, and implementation of the cumulative analysis are discussed in detail in Section 4.0, *Introduction to the Environmental Analysis*, in Chapter 4.

The geographic scope of the Draft EIR’s analysis varies by topic, depending on the nature of potential impacts and where physical changes would occur. The appropriate projects and cumulative scope of analysis are described in the introduction to Chapter 4 and identified within the discussion of each topic in Chapter 4 and Chapter 5. Impacts have been assessed at a level of specificity based on available information for each of the components of the proposed Project, including full buildout and each variant.

⁴ This EIR uses the 2040 traffic volume forecasts method by using the countywide transportation model of the Alameda County Transportation Commission (ACTC) Travel Demand Model and existing traffic volumes, which reflect past, present, and future developments expected by year 2040. (See more detail described in Section 4.14, *Transportation and Circulation*, in this chapter.) Cumulative land use, population, and employment assumptions rely on the Association of Bay Area Governments’ (ABAG’s) Plan Bay Area projections for year 2040.

Environmental topic areas addressed in this Draft EIR include the following:

- Aesthetics, Shadow and Wind
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology, Soils, and Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use, Plans, and Policies
- Mineral Resources
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation and Circulation
- Utilities and Service Systems
- Wildfire

Pursuant to CEQA Section 21099(d), aesthetics impacts are provided for informational purposes only.⁵

1.2.3 Assembly Bill 734; CEQA Section 21168.6.7

The Project applied for certification by the Governor pursuant to California Assembly Bill (AB) 734, which was enacted in 2018 and codified in the CEQA Statutes at Public Resources Code Section 21168.6.7.⁶ The Project was certified by the Governor on February 11, 2021, and the EIR will be subject to the procedural requirements of AB 734.^{7,8} Generally, AB 734 provides for streamlined review by the courts in the event a lawsuit is filed challenging the certification or adoption of this EIR or the approval of the Project, provided that the Project complies with certain conditions and is certified by the Governor. **Appendix PRC** contains the full text of Section 21168.6.7.

The conditions required by AB 734 include, but are not limited to, the following:

- The Project will create high-wage, highly skilled jobs that pay prevailing wages and living wages, provide construction jobs and permanent jobs for Californians, and help reduce unemployment;

⁵ CEQA Section 21099(d) states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.”

⁶ Oakland Athletics, 2019. AB 734 Application, Oakland Athletics, Oakland Sports and Mixed-Use Project at Howard Terminal, submitted March 15, 2019 and amended August 26, 2019, November 1, 2019, March 10, 2020, and July 9, 2020. Available online at: <http://opr.ca.gov/ceqa/california-jobs.html>.

⁷ California Public Resources Code Section 21168.6.7 et seq.

⁸ See also Governor’s Office of Planning and Research, *Governor’s Guidelines for Streamlining Judicial Review Under the California Environmental Quality Act Pursuant to AB 900 (Chapter 352, Statutes of 2011)*. Note that these guidelines apply to projects requesting certification for streamlined judicial review under AB 734 (Chapter 959, Statutes of 2018) or AB 987 (Chapter 961, Statutes of 2018) to the extent that the guidelines are applicable and do not conflict with the language contained within those statutes.

- The Project will receive Leadership in Energy and Environmental Design (LEED) Gold certification for the ballpark and nonresidential construction, and residential construction will achieve LEED Gold or comparable GreenPoint rating;
- The Project will not result in any net additional emissions of greenhouse gases, including greenhouse gas emissions from employee transportation;
- The Project will have a transportation management plan or transportation demand management program, or both, that achieves a 20-percent reduction in the number of vehicle trips collectively by attendees, employees, visitors, and customers as compared to operations absent the transportation management plan or transportation demand management program, or both that plan and program;
- The Project is located within a priority development area identified in the sustainable communities strategy Plan Bay Area 2040 adopted by the Metropolitan Transportation Commission and the Association of Bay Area Governments;
- The Project will be subject to a comprehensive package of community benefits approved by the Port of Oakland or City Council of the City of Oakland, as applicable; and
- Project design and implementation will comply with the City of Oakland's Bird Safety Measures and nighttime programming will apply best management practice strategies to avoid and reduce potential collision hazards for migratory and resident birds, to the extent feasible.

Consistent with the procedural requirements of Section 21168.6.7, the Draft EIR is subject to the following notice:

THIS ENVIRONMENTAL IMPACT REPORT IS SUBJECT TO SECTION 21168.6.7 OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT THE LEAD AGENCY NEED NOT CONSIDER CERTAIN COMMENTS FILED AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD, IF ANY, FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT. ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OR ADOPTION OF THE ENVIRONMENTAL IMPACT REPORT OR THE APPROVAL OF THE PROJECT DESCRIBED IN SECTION 21168.6.7 OF THE PUBLIC RESOURCES CODE IS SUBJECT TO THE PROCEDURES SET FORTH IN THAT SECTION. A COPY OF SECTION 21168.6.7 OF THE PUBLIC RESOURCES CODE IS INCLUDED IN THE APPENDIX TO THIS ENVIRONMENTAL IMPACT REPORT.

Consistent with the procedural requirements of Section 21168.6.7, the City has provided a record of proceedings for the proposed Project that can be accessed and downloaded from the following website: <https://www.waterfrontballparkdistrict.com/>. The record of proceedings includes the Draft EIR and all other documents submitted to or relied upon by the Lead Agency in the preparation of the EIR. In addition, a document prepared by the Lead Agency or submitted by the Project sponsor after the date of the release of the Draft EIR that is a part of the record of proceedings, and comments received on the Draft EIR, will be made available to the public on this same website in a readily accessible electronic format within the time frames specified by this Act.

Also consistent with the procedural requirements of Section 21168.6.7, the City will conduct an informational workshop within 10 days after the release of this Draft EIR to inform the public of the key analyses and conclusions of the Draft EIR, and will hold a public hearing to receive testimony on the Draft EIR within 10 days before the close of the public comment period, as discussed in

Section 1.2.4, *Notice of Preparation and EIR Scoping*, below. The City and the Project sponsor will also participate in nonbinding mediation with commenters per the requirements of Section 21168.6.7. Commenters may submit a written request for nonbinding mediation to the City within 5 days following the close of the public comment period on the Draft EIR. In accordance with the requirements of Section 21168.6.7, the City will adopt, as a condition of approval, any measures agreed upon by the City, the Project sponsor, and any commenter who made a written request for mediation.

1.2.4 Notice of Preparation and EIR Scoping

The City of Oakland published a Notice of Preparation on November 30, 2018, pursuant to State CEQA Guidelines Section 15082, indicating that an EIR would be prepared for the Oakland Waterfront Ballpark District Project and inviting comments on the scope of the Draft EIR's analysis. The public comment period regarding the scope of the Draft EIR began on November 30, 2018. It was initially scheduled to end on January 7, 2019, and was extended to January 14, 2019, resulting in a 45-day comment period. The NOP was sent to property owners within 300 feet of the Project site, responsible and trustee agencies, organizations, and other interested parties. A notice was published in the newspaper, and a copy of the NOP was sent to the State Clearinghouse, to solicit statewide agency participation in determining the scope of the EIR, and to the County Clerk, who posted the NOP for 30 days.

During the comment period, public scoping sessions were conducted by the Oakland Landmarks Preservation Advisory Board on Monday, December 17, 2018, and the Oakland Planning Commission on Wednesday, December 19, 2018. The scoping sessions provided a forum for public agencies and interested persons or groups to offer comments regarding the scope of the EIR, including topics to be analyzed in the EIR. Oral and written comments received during the comment period addressed a range of topics including historic resources, displacement of existing tenants on the Howard Terminal site, potential conflicts with maritime uses and maritime navigation, the potential for traffic and air quality impacts, and more.

The NOP and copies of all written scoping comments submitted are included in **Appendix NOP**. All of the comments have been taken into consideration in preparation of this Draft EIR.

1.2.5 Public Review of this Draft EIR

This Draft EIR is available for public review and comment during the period identified in the Notice of Availability/Notice of Completion (NOA/NOC) dated February 26, 2021, accompanying this document.

Consistent with Alameda County's Shelter in Place Orders and guidance from the Governor's Office of Planning and Research, the Draft EIR is available in digital form and public meetings will be held remotely, this Draft EIR and all supporting technical documents under Case ER#18-016, and all of the documents submitted to or relied on by the City in preparation of the Draft EIR (i.e., Record of Proceedings), can be found at <https://www.waterfrontballparkdistrict.com>, consistent with the requirements of AB 734. Project-related documents are also available to view

at the City of Oakland’s website: <https://www.oaklandca.gov/topics/oakland-waterfront-ballpark-district> and <https://www.oaklandca.gov/documents/oakland-as-waterfront-ballpark-district-at-howard-terminal-environmental-impact-report-documents-case-file-number-er18-016>.

As indicated above and detailed in the NOA/NOC, during the public review period, the City will conduct an informational workshop pursuant to AB 734 on **Saturday, March 6, 2021**; a public meeting of the **Oakland Landmarks Preservation Advisory Board (LPAB) on Monday, March 22, 2021**; and a public hearing at the **Oakland City Planning Commission on Wednesday, April 7, 2021**. Oral comments on the Draft EIR may be stated in the record at both the LPAB public meeting and the City Planning Commission public hearing.

The City encourages agencies and interested parties to submit written comments on the Draft EIR electronically via the following link: <https://comment-tracker.esassoc.com/oaklandsportseir/index.html>. Written comments may also be submitted to the City of Oakland Planning and Building Department at the address indicated on the notice or by email to PVollmann@oaklandca.gov or by fax to (510) 238-4730. Per Section 21168.6.7, all written comments will be made available to the public at the Project website provided above.

As indicated in the notice accompanying this Draft EIR and in the discussion of AB 734 above, the City need not consider certain comments filed after the close of the public comment period.

1.2.6 Final EIR

Following the public review and comment period on this Draft EIR, the City will prepare responses to comments received on the environmental analysis. The comments, responses, and any necessary revisions to the text of this Draft EIR will be prepared as a Responses to Comments document and provided to all those who provided comments. The Draft EIR and its appendices, together with the Responses to Comments document, will constitute the Final EIR, which shall be considered for certification by the Oakland City Council.

Before approval of the Project, the City, as Lead Agency and the decision-making entity, is required to certify that this EIR has been completed in compliance with CEQA, that the information in the EIR has been considered, and that the EIR reflects the independent judgment of the City. CEQA requires decision makers to balance the benefits of a project against its unavoidable environmental consequences. If environmental impacts are identified as significant and unavoidable, the City may still approve the project if it finds that social, economic, or other benefits outweigh the unavoidable impacts. The City would then be required to state in writing the specific reasons for approving the Project, based on information in the EIR and other information sources in the administrative record. This reasoning is called a “statement of overriding considerations” (PRC Section 21081; State CEQA Guidelines Section 15093).

In addition, the City as Lead Agency must adopt a mitigation monitoring and reporting program (MMRP) describing the measures that were made a condition of Project approval to avoid or mitigate significant effects on the environment (PRC Section 21081.6; State CEQA Guidelines Section 15097). The MMRP is adopted at the time of Project approval and is designed to ensure

compliance with the project description and EIR mitigation measures during and after Project implementation. If the City decides to approve the Project, it would be responsible for verifying that the MMRP for this Project is implemented.

The EIR will be used primarily by the City and other responsible agencies during approval of future discretionary actions and permits.

1.3 Organization of this Draft EIR

This Draft EIR document is organized as follows:

- **Chapter 1, Introduction** – This chapter describes a brief overview of the Project and the environmental review process, and a description of the purpose of this Draft EIR and opportunities for public comment, along with an explanation of how the Draft EIR is organized.
- **Chapter 2, Summary** – This chapter summarizes the Draft EIR, including a brief description of the proposed Project based on the detailed description in Chapter 3 and summaries of the environmental impact findings from the Project and Project variant analyses presented in Chapters 4 and 5, respectively. Pursuant to CEQA Section 15123, the Summary presents: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the City, including issues raised by agencies and the public; and (3) issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.
- **Chapter 3, Project Description** – This chapter describes the whole of the proposed Project, including the Project’s Maritime Reservation Scenario, off-site improvements, infrastructure proposed to support the Project, and brief summaries of Project variants under consideration. The chapter describes the physical location of the site, the site’s boundaries, and the Project Objectives, as well as the proposed uses and the physical design of the Project, its operational characteristics (number and timing of events, employment, etc.), and its phasing and construction processes. Consistent with State CEQA Guidelines Section 15124, this chapter also describes (A) a list of the agencies that are expected to use the EIR in their decision making, (B) a list of permits and other approvals required to implement the project, and (C) a list of related environmental review and consultation requirements required by federal, State, or local laws, regulations, or policies.
- **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures** – This chapter starts with an introduction that describes key environmental analysis terms used in this document and the analysis, including the impact classifications; applicability of significance criteria; the organization of each technical section of Chapter 4; and the cumulative analysis approach and setting.

Following the introduction of the chapter, the analysis of each environmental topic is presented in a separate section. Each topical section describes the existing environmental setting of the proposed Project site area, as well as the regulatory framework, and the significance criteria and methodology used to analyze each environmental topic. The chapter then presents results of the environmental analysis, including potential environmental impacts of the proposed Project and the level of significance associated with each impact. Mitigation measures are recommended to reduce the significance of potentially significant impacts to the extent feasible. The chapter then identifies the level of significance of each impact following mitigation. This chapter also

includes a cumulative analysis to evaluate whether the Project's incremental effect is cumulatively considerable when combined with other projects causing related impacts. A summary of significant and unavoidable impacts identified in each of the topical sections in Chapter 4 is provided in Chapter 2, *Summary*, and Chapter 7, *Impact Overview and Growth Inducement*, described below. This chapter also includes an analysis of the Maritime Reservation Scenario of the Project, and identifies any impacts that may differ from that of the proposed Project.

- **Chapter 5, Project Variants** – This chapter describes variants that the Project sponsor is considering incorporating into the Project and evaluates each variant in sufficient level of detail to identify where the variants may result in new or substantially more severe significant impacts, or where mitigation requirements would be different from the proposed Project. For each variant, this chapter also identifies the environmental setting to the extent it differs from the setting described in Chapter 4 and agency approvals required for implementation.
- **Chapter 6, Alternatives** – This chapter describes and evaluates alternatives that could feasibly attain most of the Project objectives and reduce or avoid significant environmental impacts associated with the proposed Project and variants. This chapter also describes alternatives that were considered but were rejected as infeasible and briefly explains the reasons underlying this determination.
- **Chapter 7, Impact Overview and Growth Inducement** – This chapter lists all Significant and Unavoidable Impacts and discusses Significant Irreversible Environmental Changes, Growth-Inducing Impacts, and Urban Decay.
- **Chapter 8, Report Preparers** – This chapter identifies the preparers of this Draft EIR. Persons and documents consulted during preparation of the analysis are listed at the end of each section in Chapters 4 and 5 and the Appendices.
- **Appendices** – A series of appendices includes supporting background information relevant to the impact analyses contained in this Draft EIR. Additionally, as described above in Section 1.2.3, *Assembly Bill 734; CEQA Section 21168.6.7*, a record of proceedings for the proposed Project can be accessed and downloaded online and includes the Draft EIR, appendices, and all other documents submitted to or relied upon by the Lead Agency in the preparation of the Draft EIR.