

Environmental Assessment

3050 International

3050 International Boulevard

Oakland, CA 94601

ALAMEDA COUNTY • CALIFORNIA



Determinations and Compliance Findings

for HUD-assisted Projects

24 CFR Part 58

October 2022



U.S. Department of Housing and Urban Development

451 Seventh Street, SW

Washington, DC 20410

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Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects

24 CFR Part 58

Project Identification:	3050 International 3050 International Boulevard Oakland, Alameda County, California 94601
Responsible Entity:	City of Oakland
Preparer:	Bay Desert, Inc.
Month/Year:	October 2022

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24 CFR Part 58

Project Information

Project Name: 3050 International

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

Grant Recipient (if different than Responsible Entity):

State/Local Identifier:

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

Certifying Officer Name and Title: William Gilchrist, Director of Planning and Building
Bay Desert, Inc.
422 Larkfield Center #104
Santa Rosa, CA 95403
(707) 523-3710
contact@baydesert.com

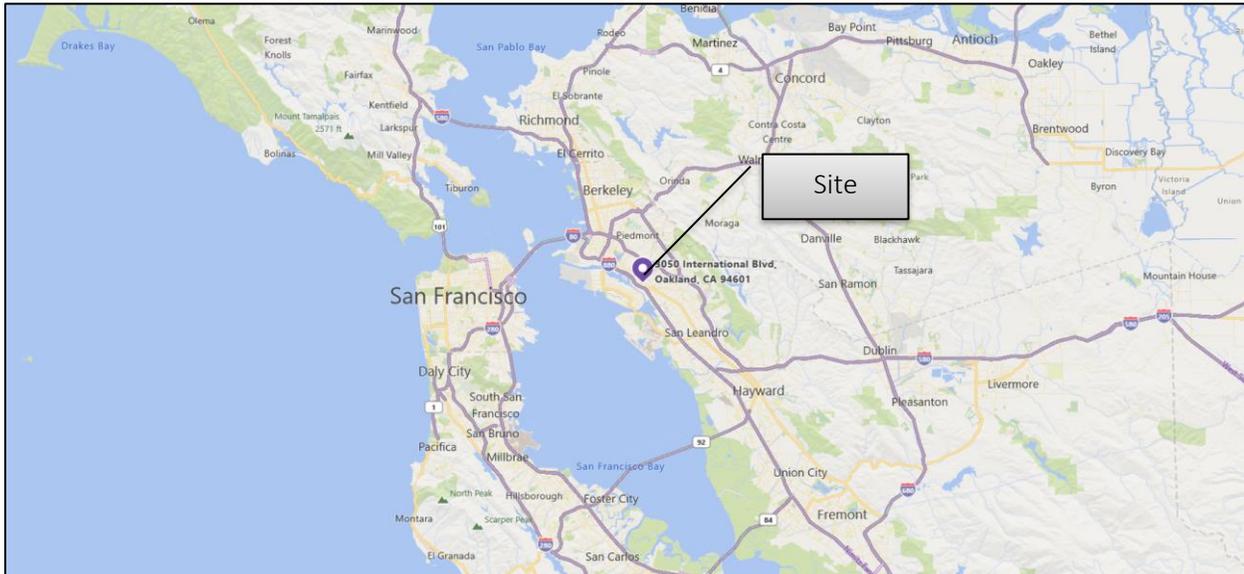
Consultant (if applicable): Heather Klein, Planner IV
250 Frank Ogawa Plaza, Suite 2114
Oakland, CA 94612
(510) 238-3659
hklein@oaklandca.gov

Direct Comments to:

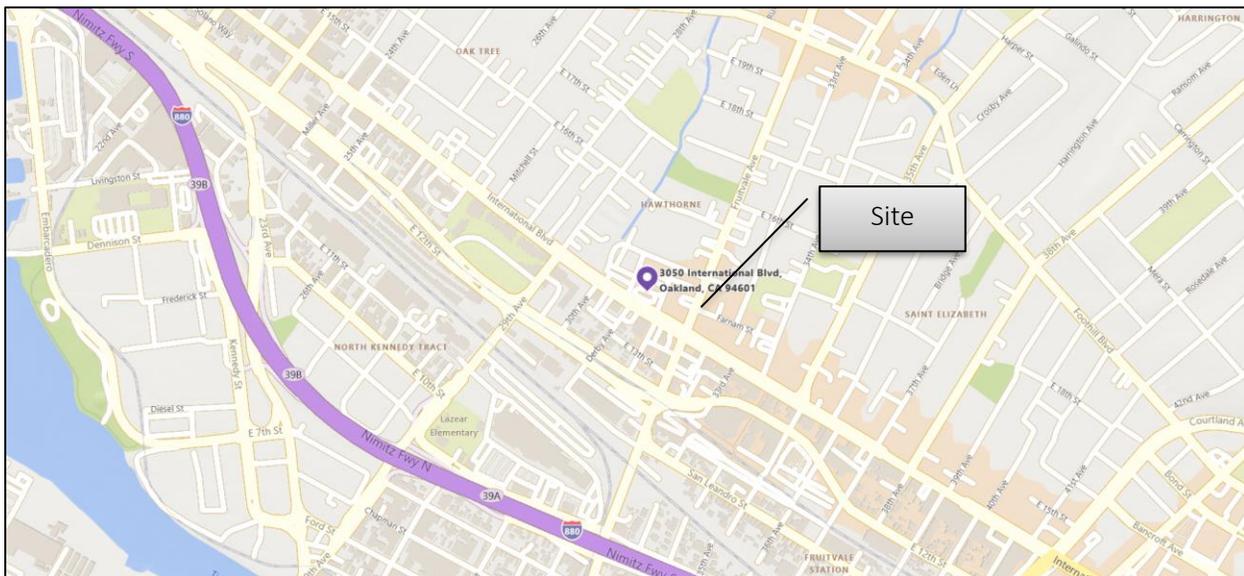
Project Location: 3050 International Boulevard, Oakland, Alameda County, California 94601 (APN 025-0719-007-01)

Project Location

3050 International
3050 International Boulevard
Oakland, CA 94601



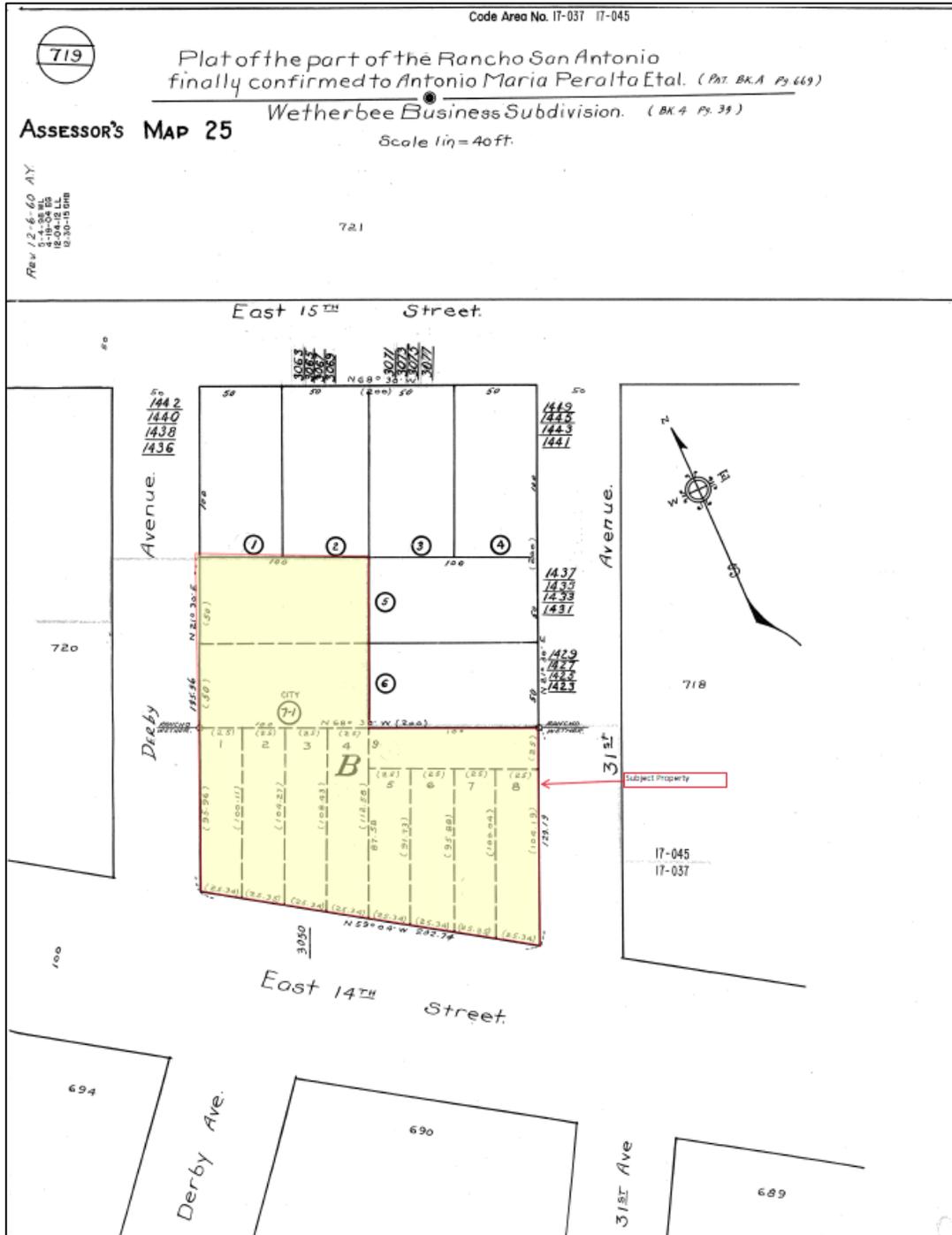
Map 1 Regional Setting



Map 2 Local Setting

Project Location

3050 International
3050 International Boulevard
Oakland, CA 94601



Map 3 Assessor Parcel Map

Project Photograph – Existing Conditions

3050 International
3050 International Boulevard
Oakland, CA 94601

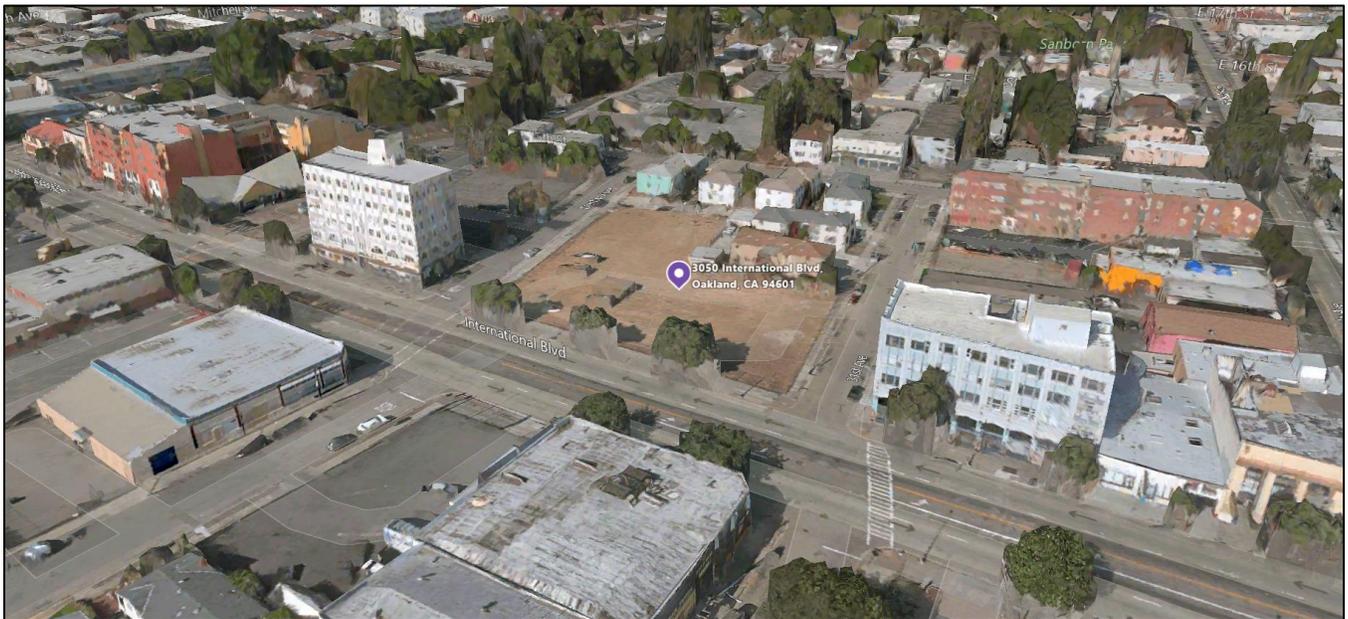


Figure 1 Aerial View/Existing Conditions

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

Mixed-Use, 3050 International Boulevard, Oakland, Alameda County, California 94609 (APNs 012-0964-007, -006, -005 and -004):

Native American Health Center (NAHC) and Satellite Affordable Housing Associates (SAHA) are collaborating to develop 3050 International Boulevard, a vacant 32,512 square foot, L-shaped lot with three street frontages. The project will be five stories with almost 14,000 square feet of commercial space on the ground floor, and 76 residential units occupying the second to fifth floors. NAHC will own and manage the ground floor commercial space, and a to-be formed limited partnership will own the residential space. Separate parking garages are provided for commercial and residential uses. SAHA Property Management will manage the residential space.

Commercial Use

The ground floor commercial space will be used for the expansion of existing NAHC facilities. The NAHC uses will include a focus on youth/adolescent clinic services to include: medical/integrated behavioral health and dental clinic; women, infants and children (WIC) services; a community/cultural center; and accompanying administrative offices. NAHC will provide 20 parking spaces for NAHC staff and clients. The entrance for the NAHC parking lot will be located along 31st Avenue.

NAHC is a non-profit, Federally Qualified Health Center and an Urban Indian Health Project. NAHC's mission is to provide comprehensive services to improve the health and well-being of American Indians, Alaska Natives, and residents of the surrounding communities, with respect for cultural and linguistic differences. There are no tribal or ethnic requirements to receive services. NAHC has 280 employees and serves 12,000 members per year. NAHC's hours of operation are 8:30am – 5:30pm Monday-Saturday.

In terms of loading and unloading, Paratransit Services will pick-up and drop-off members, Quest Diagnostics will pick up medical lab work, and UPS and US Postal services will deliver mail and packages on a daily basis. Sterilecycle will pick up medical and dental biohazard disposables, and Waste Management of Alameda County, Inc. will pick up additional waste from the commercial space on a weekly basis.

Residential Use

The residential space of the building will consist of 76 apartments and associated amenities located on floors two to five of the proposed building. 75 units will be for families earning 20% - 80% AMI. One two-bedroom unit will be an unrestricted manager's unit. A minimal residential lobby with stairs, mailboxes, bike parking, elevator, and utilities will be located on the ground floor along Derby Avenue. A residential parking entrance will also be located along Derby Avenue. With the inclusion of parking lifts, 28 residential parking spaces will be in the separate residential garage. Upstairs on the second floor, are the main activity areas including spacious community room with kitchen, outdoor space, two property management offices, a resident services office, and on-site laundry. The community room and staff offices are within close proximity to each other and adjacent to the spacious podium-level open space. These adjacencies help to foster a strong community and sense of neighborliness among residents and to facilitate indoor-outdoor activities such as gardening, farm-to-table cooking classes, community meals, and children's activities.

The resident services coordinator, on-site property manager, assistant property manager, will work from 9am – 5pm. SAHA will staff a resident services coordinator on-site to assist residents in meeting their individual needs

and to promote community building at the property. The on-site property manager lives on the property twenty-four hours a day-seven days a week. There are two SAHA properties located at 2227 International Blvd, and 1245 23rd Avenue, and SAHA maintenance staff rotate their work between the aforementioned SAHA properties and 3050 International. They are also on-call if there are immediate repairs and maintenance needed at the property.

In terms of loading and unloading, the US Postal Service will deliver mail and packages, and Waste Management of Alameda County, Inc. will pick up waste from the residential garage on a weekly basis. The apartments themselves will be a mix of one-, two-, and three-bedroom apartments to accommodate a range of households and family sizes.



Figure 2 Rendering of Proposal

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

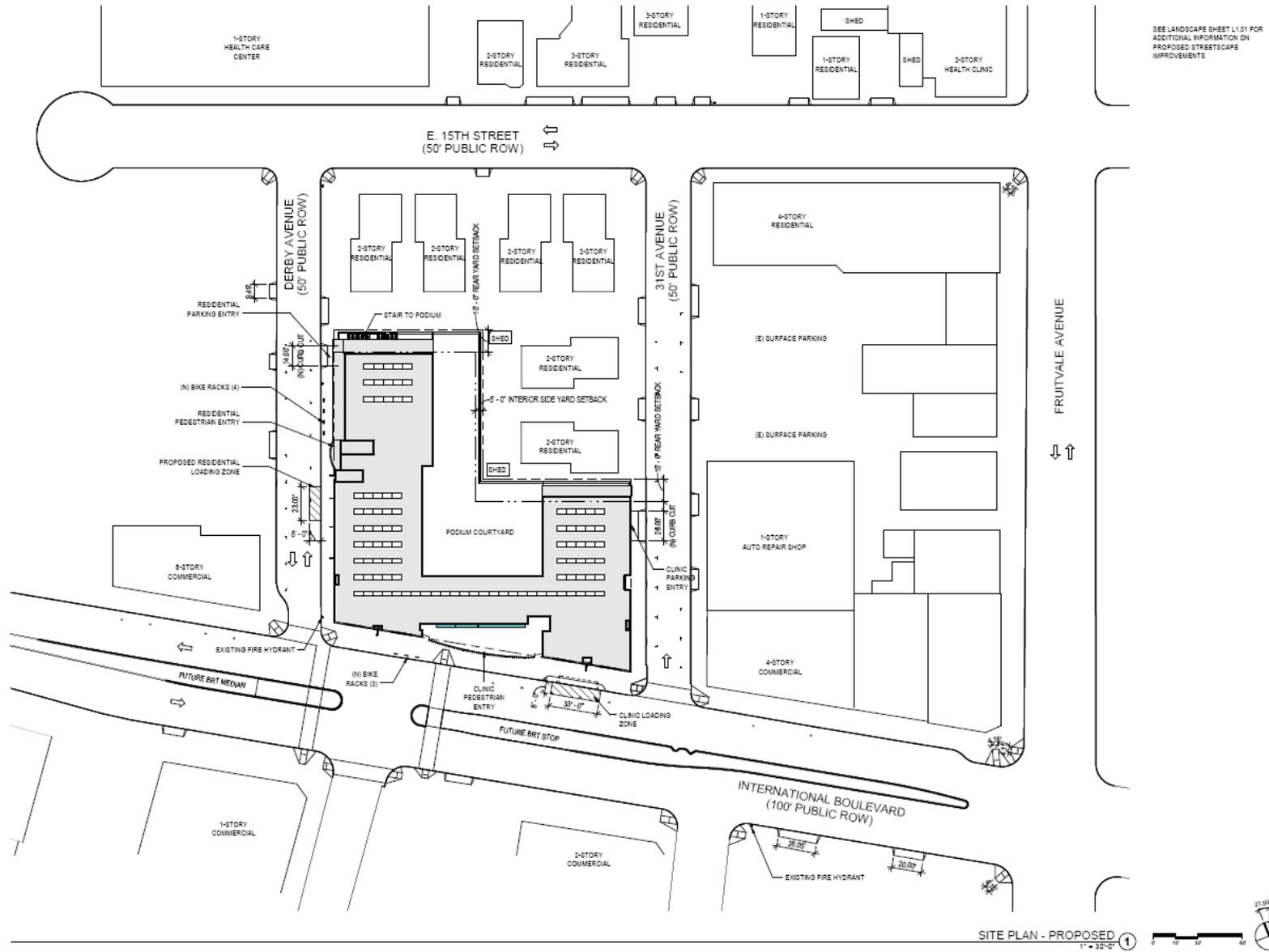


Figure 3 Site Plan



LEVEL 1 FLOOR PLAN
1/16" = 1'-0" ①

DEPARTMENT LEGEND

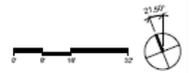
- AMENITY
- CLINIC
- GARAGE
- SERVICE
- VERTICAL CIRCULATION

BICYCLE PARKING - LONG TERM

TYPE	COUNT
COMMERCIAL	2
RESIDENTIAL	20
TOTAL	22

BICYCLE PARKING - SHORT TERM

TYPE	COUNT
COMMERCIAL	1
RESIDENTIAL	4
TOTAL	5



3011 TERRY AVENUE, SUITE 200
 ANIMESBORO, CA 94508

SAHA ARCHITECTS
 AFFORDABLE HOUSING ASSOCIATES

NATIVE AMERICAN
 HEALTH CENTER

A2.01

ENGINEER

LEVEL 1 FLOOR PLAN

DATE: 16 MAY 2019
 SCALE: 1/8" = 1'-0"

3050 INTERNATIONAL

3050 INTERNATIONAL BLVD, OAKLAND, CA 94601

LEVEL 1 FLOOR PLAN

DATE: 16 MAY 2019
 SCALE: 1/8" = 1'-0"

Figure 4 Level 1 Floor Plan





UNIT SCHEDULE		
NAME	COUNT	PERCENT
1 BR	28	37%
2 BR	26	38%
3 BR	22	28%
	76	100%

DEPARTMENT LEGEND	
[Color Box]	AMENITY
[Color Box]	HORIZONTAL CIRCULATION
[Color Box]	OPEN SPACE
[Color Box]	SERVICE
[Color Box]	UNITS
[Color Box]	VERTICAL CIRCULATION

OPEN SPACE	
USE	AREA
COVERED OUTDOOR SPACE	1,534 SF
GROUP USABLE OPEN SPACE	9,866 SF
TOTAL OPEN SPACE	11,399 SF

KEYNOTE LEGEND	
#	KEYNOTE
17	VERTICAL 2x8 HEAT TREATED WOOD SLATS WITH PREFORATED METAL PANS, BEHIND
21	VERTICAL BLADE SIGN FOR HEALTH CLINIC & CULTURAL CENTER. TWO TOTAL. SIGN PROJECTS A MAXIMUM OF 4'-0" INTO PUBLIC RIGHT OF WAY. SIGN WILL BE ILLUMINATED BY BUILDING MOUNTED LIGHTS. (SIGN WILL NOT BE INTERNALLY LIT) FINAL SIGNAGE DESIGN TO BE SUBMITTED FOR REVIEW & APPROVAL.
22	PROJECTING BLADE SIGN @ RESIDENTIAL ENTRY 20 SF TOTAL AREA. MAXIMUM 4'-0" PROJECTION INTO PUBLIC RIGHT OF WAY. SIGN ILLUMINATED BY BUILDING MOUNTED LIGHTS.
28	VERTICAL PLANTED TRELLIS FOR SUNSCREENING. 8'-0" TALL. SEE LANDSCAPE NARRATIVE FOR DETAIL.



3050 INTERNATIONAL
3050 INTERNATIONAL BLVD, OAKLAND, CA 94612

LEVEL 2 FLOOR PLAN
DATE: 10 MAY 2019
SCALE: 1/16" = 1'-0"

A2.02
9/20/2019 10:05 AM

Figure 5 Level 2 Floor Plan



UNIT SCHEDULE		
NAME	COUNT	PERCENT
1 BR	28	37%
2 BR	29	38%
3 BR	19	25%
	76	100%

- DEPARTMENT LEGEND
- HORIZONTAL CIRCULATION
 - SERVICE
 - UNITS
 - VERTICAL CIRCULATION

- KEYNOTE LEGEND
- | # | KEYNOTE |
|----|--|
| 16 | PROJECTING SUNSCREENS @ FLOORS 4 & 5, CUSTOM PREFORMED METAL PATTERN, 2'-6" PROJECTION |
| 21 | VERTICAL BLADE SIGN FOR HEALTH CLINIC & CULTURAL CENTER. TWO TOTAL. SIGN PROJECTS A MAXIMUM OF 4'-0" INTO PUBLIC RIGHT OF WAY. SIGN WILL BE ILLUMINATED BY BUILDING MOUNTED LIGHTS. (SIGN WILL NOT BE INTERNALLY LIT) FINAL SIGNAGE DESIGN TO BE SUBMITTED FOR REVIEW & APPROVAL |
| 22 | PROJECTING BLADE SIGN @ RESIDENTIAL ENTRY 20 SF TOTAL AREA. MAXIMUM 4'-0" PROJECTION INTO PUBLIC RIGHT OF WAY. SIGN ILLUMINATED BY BUILDING MOUNTED LIGHTS. |

PIATOK
 1000 ALTA BLVD., SUITE 200
 OAKLAND, CA 94612
 www.piatok.com

SAHA
 SAHAFULLER ARCHITECTS
 1000 ALTA BLVD., SUITE 200
 OAKLAND, CA 94612
 www.sahafuller.com

3050 INTERNATIONAL
 3050 INTERNATIONAL BLVD, OAKLAND, CA 94601

LEVEL 3 FLOOR PLAN
 DATE: 16 MAY 2019
 SCALE: 1/16" = 1'-0"

A2.03
 0' 100' 200'

LEVEL 3 FLOOR PLAN
 1/16" = 1'-0" ①



Figure 6 Level 3 Floor Plan (typical)





WEST ELEVATION - DERBY AVENUE ②
1/16" = 1'-0"



SOUTH ELEVATION - INTERNATIONAL BOULEVARD ①
1/16" = 1'-0"

KEYNOTE LEGEND	
#	KEYNOTE
1	TERRA-COTTA OR STONE TILE FINISH IN HORIZONTAL PATTERN
2	DARK TERRA COTTA FINISH @ BASE OF WALL
3	VERTICAL 2x8 HEAT TREATED WOOD SLATS TO PROVIDE SHADING @ STOREFRONT WINDOWS
4	ALUMINUM STOREFRONT WITH DARK BRONZE FINISH. GLAZING TO BE CLEAR EXCEPT WHERE OTHERWISE NOTED.
5	ALUMINUM STOREFRONT ENTRY WITH COLOR OR WOOD GRAIN FINISH
6	ENTRY CANOPY @ CLINIC VERTICAL 2x8 HEAT TREATED WOOD SLATS WITH PREPARED METAL PANEL BEHIND. RAIN GARDEN PLANTER @ SECOND LEVEL EXTENDS FULL WIDTH OF ENTRY CANOPY, WITH PLANTING VISIBLE FROM STREET. SEE ENLARGED DETAIL SHEET.
9	OVERHEAD SECTIONAL GARAGE DOOR, PREPARED METAL WITH PAINT FINISH & MAXIMUM TRANSPARENCY OF 35%
10A	CEMENT PLASTER WITH PAINT FINISH- HEAVY TEXTURE
10B	CEMENT PLASTER WITH PAINT FINISH- LIGHT SAND FINISH
10C	CEMENT PLASTER WITH PAINT FINISH- HARD TRAVEL FINISH
11	ALUMINUM RESISTS PAINTED TO MATCH ADJACENT WALL SURFACE
12	PAINTED METAL PARAPET CAP WITH 6" PROJECTION
14	RESIDENTIAL WINDOWS: VINYL WITH DARK BRONZE FINISH. CASEMENT STYLE OPERATION. TYPICAL WINDOW 6'-0" TALL
15	RESIDENTIAL STYLE WINDOWS @ ENDS OF CORRIDORS
16	PROJECTING SUNSCREENS @ FLOORS 4 & 5. CUSTOM PREPARED METAL PATTERN, 2'-6" PROJECTION
17	VERTICAL 2x8 HEAT TREATED WOOD SLATS WITH PREPARED METAL PANEL BEHIND
18	PAINT SHEET METAL SILL @ RECESSED WINDOWS
20A	PAINT COLOR A - BASE BUILDING
20B	PAINT COLOR B - TOP
20C	PAINT COLOR C - ACCENT
21	VERTICAL BLADE SIGN FOR HEALTH CLINIC & CULTURAL CENTER. TWO TOTAL. SIGN PROJECTS A MAXIMUM OF 4'-0" INTO PUBLIC RIGHT OF WAY. SIGN WILL BE ILLUMINATED BY BUILDING MOUNTED LIGHTS. SIGN WILL NOT BE INTERNALLY LIT. FINAL SIGNAGE DESIGN TO BE SUBMITTED FOR REVIEW & APPROVAL.
22	PROJECTING BLADE SIGN @ RESIDENTIAL ENTRY 20 SF TOTAL AREA. MAXIMUM 4'-0" PROJECTION INTO PUBLIC RIGHT OF WAY. SIGN ILLUMINATED BY BUILDING MOUNTED LIGHTS.
24	SPANDREL WALL PANEL, CEMENT PLASTER FINISH WITH METAL PARAPET CAP
25	WALL RECESSED 3'-4" TO PROVIDE SHADING @ SOUTH FACING WINDOWS. HARD TRAVEL FINISH @ RECESS
26	COVERED RESIDENTIAL OUTDOOR SPACES @ COURTYARD LEVEL, WITH ARCH & OPENING CONNECTING TERRACE ON INTERNATIONAL WITH MAIN COURTYARD
28	VERTICAL PLANTED TRELLIS FOR SUNSCREENING. 8'-0" TALL. SEE LANDSCAPE NARRATIVE FOR DETAIL.
29	PAINTED METAL GATE @ POIUM ACCESS POINT



KEYNOTE LEGEND

3050 INTERNATIONAL

3050 INTERNATIONAL BLVD. OAKLAND, CA 94601

EXTERIOR ELEVATIONS

DATE: 16 MAY 2023
SCALE: 1/16" = 1'-0"

A3.01

PROJECT: 03/20/2024

SAHA
SAHARATHE AMERICAN
POSSIBILITIES ASSOCIATES

PIATOK
NATIVE AMERICAN
HEALTH CENTER
Oakland, CA 94612
www.piatok.com

Figure 7 Elevations



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

The purpose of the proposal is to increase the number of affordable housing units in the City of Oakland and Alameda County as a whole. An increase of 76 affordable apartments will be accomplished by implementing the proposed project as well as a Federally Qualified Health Center.

Regional Outlook

The San Francisco Bay Area (Bay Area) region has a population of approximately 7.2 million people. The Bay Area is the world's 21st-largest economy. The region's population is projected to swell to 9 million people by 2040. About one-fifth of the Bay Area's total population lives in areas with large numbers of low-income and minority populations.

The Association of Bay Area Governments, in conjunction with the Metropolitan Transportation Commission and representatives from each of the nine Bay Area counties and cities, has drafted a strategy for a sustainable region named Plan Bay Area. Plan Bay Area grew out of California Senate Bill SB 375 "The California Sustainable Communities and Climate Protection Act of 2008" which requires the Bay Area to reduce greenhouse gas emissions from cars and light trucks. The law requires that the Sustainable Communities Strategy promote compact, mixed-use commercial and residential development. To meet the goals of SB 375, Plan Bay Area directs more future development in areas that are or will be walkable and bike-able and close to public transit, jobs, schools, parks, recreation and other amenities. The law synchronizes the regional housing needs allocation process with the regional transportation planning process and streamlines the California Environmental Quality Act (CEQA) process for housing and mixed-use projects that are consistent with the Sustainable Communities Strategy and are in close proximity to public transportation. Local governments have identified Priority Development Areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. Priority Development Areas were established to address housing needs in infill communities and advance focused employment growth.

By 2040 the Bay Area is projected to add 2.1 million people, an increase of 30% or roughly 1% per year. The number of jobs is expected to grow by 1.1 million between 2010 and 2040, an increase of 33%, which is a slower rate of job growth than previous forecasts. During this same time period, the number of households is expected to increase by 27% to 700,000 and the number of housing units is expected to increase by 24% to 660,000. Single-family homes represent the majority of housing production in recent decades, but recent trends suggest that cities once again are becoming centers of population growth. Construction of multifamily housing in urban locations in the Bay Area increased from an average of 35% of total housing construction in the 1990s to nearly 50% in the 2000s. In 2010 it represented 65% of all housing construction. Demand for multifamily housing is projected to increase in developed areas near transit, shops and services.

The economy in the Bay Area has resulted in uneven job growth throughout the region, increased income disparity, and high foreclosure and eviction rates. At the same time, housing costs have risen for renters and, to a lesser degree, for home buyers close to the region's job centers. Bay Area communities face these challenges at a time when there are fewer public resources available than in past decades for investments in infrastructure, public transit, affordable housing, schools and parks.

Source: (3)

Local Perspective

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

Table 1 Alameda County Housing Needs Allocation 2023 to 2031

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

Source: (4) (5)

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

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

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

Policy 2.1 Affordable housing development programs

Provide financing for the development of affordable housing for low- and moderate-income households. The City's financing programs will promote a mix of housing types,

including homeownership, multifamily rental housing and housing for seniors and persons with special needs.

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

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

Goal 7: Promote sustainable development and sustainable communities

Policy 7.1 Sustainable residential development programs

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

Policy 7.2 Minimize energy consumption

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

Policy 7.3 Encourage development that reduces carbon emissions

Continue to direct development toward existing communities and encourage infill development at densities that are higher than – but compatible with – the surrounding communities. Encourage development in close proximity to transit, and with a mix of land uses in the same zoning district, or on the same site, so as to reduce the number and frequency of trips made by automobile. Source: (6)

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

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

Existing Conditions

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

As of the 2020 census, the population of Oakland was 440,981. Oakland is currently growing at a rate of 0.91% annually, and its population has increased by 12.86% since the most recent census, which recorded a population of 390,724 in 2010. However, during the past decade, housing production grew at less than half that rate.

Meanwhile, the number of vacant housing units plummeted in the city, from a 2010 vacancy rate of 9.38%, or 15,919 units, to a 2020 vacancy rate of 5.92%, reflecting 10,560 units.

Source: (4)

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

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

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

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

Site Characteristics

The site is comprised of one 0.75 acre, vacant parcel (APN 025-719-007-01). The site is L-shaped and has three frontages – International Blvd., Derby and 31st Avenues. The site is located in the mixed/commercial corridor along International Blvd. in the Hawthorne neighborhood.

Trends

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

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

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

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

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

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

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

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

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

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

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

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

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

In Oakland, 2,855 market-rate units were completed last year, compared to 183 affordable, according to the Housing Element update. Of those 183 below-market units, all but 20 were for very low-income households. Notably, no units were built at a level deemed affordable for “moderate-income” residents—a two-person household making \$83,551 to \$114,450. In general, Oakland has only met 3% of its target in that category—

housing for people who aren't considered low-income, yet can't afford apartments or condos in the new buildings going up.

Source: (7) (8)

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

Funding Information

Grant Number	HUD Program	Funding Amount
	Community Development Block Grants/Entitlement Grants (CDBG) – CDFA No. 14.218	\$ 387,221

Estimated Total HUD Funded Amount: \$ 387,221 in CDBG

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$ 82,649,865

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

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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are two major airports and one minor airport within 15 miles of the project site. Oakland International Airport is the nearest airport and lies approximately 3.8 miles south of the project site. San Francisco International Airport lies approximately 13.55 miles to the southwest, across San Francisco Bay. Minor airport Hayward Executive Airport is located 9.72 miles south.</p> <p>No airport clear zones or accident potential zones from any nearby airport extend to the site.</p> <p>Source Documentation: (10) (11) (12) (13) (14) (Appendix B)</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Areas so designated were made ineligible for direct or indirect Federal national security, navigability, and energy exploration. CBRS areas extend along the coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the U.S. Virgin Islands, and the Great Lakes, and consist of 857 units.</p> <p>There are no Coastal Barrier Resources in California.</p> <p>Source Documentation: (15)</p>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The subject property is located entirely in the 500 year floodplain (Zone X Shaded) identified on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The 500-year Floodplain is not a designated Special Flood Hazard Area that requires flood insurance.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
[42 USC 4001-4128 and 42 USC 5154a]		<p>The project does not constitute a Critical Action.</p> <p>Flood hazard designation is depicted on FIRM Map Number 06001C0088H, with an effective date of December 21, 2018.</p> <p>Flood insurance is not required.</p> <p>Source Documentation: (16) (Appendix C)</p>
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>General Conformity</p> <p>The 1990 Amendment to Clean Air Act (CAA) Section 176 requires the federal EPA to promulgate rules to ensure that federal actions conform to the appropriate SIP. These rules, known as the General Conformity Rule (40 C.F.R. Parts 51.850–51.860 and 93.150–93.160), require any federal agency responsible for an action in a federal nonattainment/maintenance area to demonstrate conformity to the applicable State Implementation Plan (SIP), by either determining that the action is exempt from the General Conformity Rule requirements or subject to a formal conformity determination.</p> <p>Actions would be exempt, and thus conform to the SIP, if an applicability analysis shows that the total direct and indirect emissions of nonattainment/maintenance pollutants from project construction and operation activities would be less than specified emission rate thresholds, known as de minimis levels (40 C.F.R. Section 93.153, Applicability). If not determined exempt, an air quality conformity analysis would be required to determine conformity.</p> <p>The General Conformity Rule is applicable only for project criteria pollutants and their precursors for which an area is designated nonattainment or that is covered by a maintenance plan. The proposed action is located within the Bay Area Air Quality Management District (BAAQMD) which is a federal nonattainment area for O₃ (marginal), and PM_{2.5} (moderate). Therefore, the General Conformity Rule is applicable to project emissions of O₃ and</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>PM_{2.5}. The applicable <i>de minimis</i> limits would be 100 tons annually of VOC and NO_x and 100 tons annually for PM_{2.5}.</p> <p>Adverse Impacts under NEPA</p> <p>A NEPA impact analysis differs from the General Conformity analysis in that any pollutant emissions recommended to be considered by the local agency are evaluated as well as nonattainment pollutant emissions. As the proposed action is located entirely within BAAQMD jurisdiction, the appropriate criteria are those issued by the BAAQMD.</p> <p>Construction Impact Analysis</p> <p>Air quality effects associated with construction of the proposed development under the proposed project would include diesel fuel combustion emissions from construction equipment comprising VOC, NO_x, and diesel particulate matter (PM_{2.5}), and fugitive dust generated by physical land disturbance (earthmoving and grading). Such air quality effects generally would be temporary and localized. Construction emissions were estimated using the California Emissions Estimator Model, version 2020.4.0 (CalEEMod), and were based on the determination that construction of the proposed developments would disturb a land area of 0.75 acres over an approximate 12 month period presumably commencing in 2022.</p> <p>For modeling, it was assumed best practices would be followed, including watering of the site to control dust and use of equipment that is compliant with California laws. The tables below show that the construction emissions related to the proposed project do not exceed the General Conformity <i>de minimis</i> level and are below the BAAQMD significance thresholds for all pollutants, which are used to ensure that the proposed developments conform to the applicable State Implementation Plan (SIP). Therefore, construction activities related to the proposed project would result in a <i>less than significant</i> effect.</p>

Table 2 Annual Construction Emissions (Tons per year)

	ROG	NO _x	PM ₁₀	PM _{2.5}
Estimated Annual Emissions	0.2141	0.4360	0.0521	0.0301
General Conformity <i>De Minimus</i> Levels	10	10	15	10
<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Table 3 Maximum Daily Construction Emissions (lbs/day)

	ROG	NO _x	PM ₁₀	PM _{2.5}
Estimated Maximum Daily Emissions	1.1731	2.3890	0.2854	0.1649
Daily Thresholds	54	54	82	54
<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Construction emissions resulting from the implementation of the proposed project are below the thresholds of significance for construction.

No adverse effects on air quality would occur due to construction of the proposed project.

Operational Effects

Air quality effects associated with the operation of the proposed development would include emissions from vehicle traffic and area sources (e.g., landscape equipment, consumer products, etc.). Operational emissions were estimated using CalEEMod and were based on the determination that the proposed developments would be constructed in approximately 12 months. The CalEEMod program uses algorithms to determine, by default, trip lengths and distances from land use data in aggregate, including associated delivery truck traffic, vehicle starts, parking, and idling. The software estimates emissions based on the type of land use that is being proposed and includes various emission factors for area sources, such as vehicles, hearths, and landscaping equipment.

Table 4 Project Operational Emissions (Tons per year)

	ROG	NO _x	PM ₁₀	PM _{2.5}
Estimated Annual Emissions	0.4812	0.4253	0.6038	0.1689
General Conformity <i>De Minimis</i> Levels	100	100	n/a	100
BAAQMD Annual Thresholds	10	10	15	10
<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Table 5 Operational Emissions (lbs/day)

	ROG	NO _x	PM ₁₀	PM _{2.5}
Estimated Maximum Daily Emissions	2.6367	2.3304	3.3084	0.9254
Daily Thresholds	54	54	82	54
<i>Above Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

As shown in the tables above, the operational emissions associated with the proposed project are below the General Conformity *de minimis* level and below the BAAQMD thresholds, therefore, no adverse effects on air quality would occur due to operation of the proposed project.

No adverse effects on air quality would occur due to operation of the proposed project.

Greenhouse Gas Emissions

Climate change is a global problem. Greenhouse Gasses are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), chlorofluorocarbons (CFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

There are no established federal or state significance criteria for global climate change impacts or GHG emissions. However, Bay

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Area Air Quality Management District (BAAQMD) has developed specific thresholds relative to GHG emissions. The BAAQMD has issued air quality guidelines for determining impacts under the California Environmental Quality Act (CEQA). The BAAQMD Guidelines identify evaluation criteria and emission limits for ozone precursors, i.e. VOC and NO_x, particulate matter (PM_{2.5} and PM₁₀), local CO, and greenhouse gases (GHG). BAAQMD emission limits are further broken down into construction and operation emissions as well as regional and local.</p> <p>Impact Analysis</p> <p>Screening thresholds for Mid-Rise Apartments per BAAQMD is 87 dwelling units for operational GHG emissions. However, CalEEMod 2020.4 was used to generate operational and construction related emissions data to make a formal analysis and finding.</p> <p>The following analysis is provided that demonstrates the proposed project would not exceed 1,100 MT CO₂E and the project would support applicable plans intended to reduce GHG emissions.</p> <p>Construction GHG Emissions</p> <p>GHGs would be emitted from construction equipment, and worker and vendor vehicle trips associated with the development of the proposed project. CalEEMod estimates that construction activities would generate a total of 77.5845 MT CO₂E which is less than the threshold of 1,100 MT CO₂E.</p> <p>Operational GHG Emissions</p> <p>The project would construct 76 multifamily housing units and 13,589 square feet of commercial space on a 0.75 acre site. Subtype land use medical office building was used to further refine the analysis.</p> <p>Total project emissions are under the 1,100 MT CO₂E threshold for annual operational emissions.</p>

Table 6 Estimated Operational Greenhouse Gas Emissions

Emission Source	Project
Area	0.9442
Energy	90.1791
Mobile	546.7453
Waste	91.4476
Water	13.5565
Total	742.8728

Total operational emissions are 742.8728 MT CO₂E, which is below the 1,100 MT CO₂E threshold identified by the BAAQMD.

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

Health Risk Assessment

A Community Risk Assessment was conducted for the project by Illingworth & Rodkin, Inc. in September 2019. A summary of the report follows and is included in Appendix D.

Setting

The project site is located in Alameda County which is a part of San Francisco Bay Area Air Basin. Air quality in the region is affected by natural factors such as proximity to the Bay and ocean, topography, and meteorology, as well as proximity to sources of air pollution. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).

Air Pollution and Toxic Air Contaminants (TACs)

Particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, and dust. Particles 10 microns or less in diameter are defined as "respirable particulate matter" or

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>"PM₁₀." Fine particles are 2.5 microns or less in diameter (PM_{2.5}) and, while also respirable, can contribute significantly to regional haze and reduction of visibility. Inhalable particulates come from smoke, dust, aerosols, and metallic oxides. Although particulates are found naturally in the air, most particulate matter found in the vicinity of the project site is emitted either directly or indirectly by motor vehicles, industry, construction, agricultural activities, and wind erosion of disturbed areas. Most PM_{2.5} is comprised of combustion products such as smoke.</p> <p>Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer or serious illness) and include, but are not limited to criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.</p> <p>Diesel exhaust is the predominant cancer causing TAC in California. CARB estimates that about 70% of total known cancer risk related to air toxics in California is attributable to diesel particulate matter (DPM).</p> <p>Impact Analysis</p> <p>The City of Oakland uses the BAAQMD California Environmental Quality Act (CEQA) Air Quality Guidelines to consider exposure of sensitive receptors to air pollutant levels that result in an unacceptable cancer risk or hazard, to be significant. For cancer risk, which is a concern with diesel particulate matter (DPM) and other mobile-source TACs, the BAAQMD considers an increased risk of contracting cancer that is 10.0 in one million chances or greater, to be significant risk for a single source. The BAAQMD CEQA Guidelines also consider single-source TAC exposure to be significant if annual fine particulate matter (PM_{2.5}) concentrations exceed 0.3</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																																																		
		<p>micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) or if the computed hazard index (HI) is greater than 1.0 for non-cancer risk hazards.</p> <p>Cumulative exposure is assessed by combining the risks and annual $\text{PM}_{2.5}$ concentrations for all sources within 1,000 feet of a project. The thresholds for cumulative exposure are an excess cancer risk of 100 in one million, annual $\text{PM}_{2.5}$ concentrations of $0.8 \mu\text{g}/\text{m}^3$, and a hazard index greater than 10.0. These thresholds were used to address impacts from TAC sources that could affect future project residents.</p> <p>A review of the project site has identified several air pollutant or TAC sources, including a railroad and high-volume roadways, that are within 1,000 feet of the site and could, therefore, adversely affect the site.</p> <p>Table 7 Summary of TAC Impacts from Sources within 1,000 feet of Project</p> <table border="1" data-bbox="683 1073 1474 1755"> <thead> <tr> <th>Source</th> <th>Distance in Feet</th> <th>Excess Cancer Risk (per million)</th> <th>Annual $\text{PM}_{2.5}$ ($\mu\text{g}/\text{m}^3$)</th> <th>Hazard Index</th> </tr> </thead> <tbody> <tr> <td>Union Pacific Railroad (UPRR)</td> <td>960</td> <td>1.3</td> <td><0.01</td> <td><0.01</td> </tr> <tr> <td>International Blvd. (E-W) ADT = 25,610</td> <td>25</td> <td>2.0</td> <td>0.20</td> <td><0.01</td> </tr> <tr> <td>Fruitvale Avenue (N-S) ADT = 14,255</td> <td>270</td> <td>1.5</td> <td>0.04</td> <td><0.03</td> </tr> <tr> <td>E. 12th Street (E-W) ADT = 27,300</td> <td>515</td> <td>2.8</td> <td>0.07</td> <td><0.03</td> </tr> <tr> <td>Threshold of Significance – Single source</td> <td></td> <td>10</td> <td>1.0</td> <td>0.3</td> </tr> <tr> <td><i>Exceeds Thresholds?</i></td> <td></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> <tr> <td><i>Combined Impact from all sources</i></td> <td></td> <td>7.6</td> <td><0.32</td> <td><0.08</td> </tr> <tr> <td>Cumulative Threshold of Significance</td> <td></td> <td>100</td> <td>$0.8 \mu\text{g}/\text{m}^3$</td> <td>10.0</td> </tr> <tr> <td><i>Exceeds Thresholds?</i></td> <td></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> </tbody> </table>	Source	Distance in Feet	Excess Cancer Risk (per million)	Annual $\text{PM}_{2.5}$ ($\mu\text{g}/\text{m}^3$)	Hazard Index	Union Pacific Railroad (UPRR)	960	1.3	<0.01	<0.01	International Blvd. (E-W) ADT = 25,610	25	2.0	0.20	<0.01	Fruitvale Avenue (N-S) ADT = 14,255	270	1.5	0.04	<0.03	E. 12 th Street (E-W) ADT = 27,300	515	2.8	0.07	<0.03	Threshold of Significance – Single source		10	1.0	0.3	<i>Exceeds Thresholds?</i>		<i>No</i>	<i>No</i>	<i>No</i>	<i>Combined Impact from all sources</i>		7.6	<0.32	<0.08	Cumulative Threshold of Significance		100	$0.8 \mu\text{g}/\text{m}^3$	10.0	<i>Exceeds Thresholds?</i>		<i>No</i>	<i>No</i>	<i>No</i>
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Cumulative Threshold of Significance		100	$0.8 \mu\text{g}/\text{m}^3$	10.0																																																
<i>Exceeds Thresholds?</i>		<i>No</i>	<i>No</i>	<i>No</i>																																																

	<p>Combined Cancer Risk, Hazard Index and Annual PM_{2.5} Concentrations</p> <p>The maximum impacts from each source were simply added to compute the combined impacts from all sources. This is a slight overestimate, because each source affects the site at a different location and this assessment assumes the worst location for each source is at the same location. This combined cancer risk is below the threshold of 100 chances per million, the annual PM_{2.5} concentration does not exceed 0.8 µg/m³ and the Hazard Index is well below 10.0. The impact from each source does not exceed the single-source threshold of 10.0 chances per million for cancer risk, 0.3 µg/m³ for annual PM_{2.5} concentration, and 1.0 for HI.</p> <p>Conclusion</p> <p>Community risk thresholds for TAC emissions from traffic sources and a stationary source located within 1,000 feet of the project site were found to be below significance thresholds for both single and combined sources. As a result, features to mitigate or reduce these TAC impacts are not necessary.</p> <p>Construction and operation of the project will not result in significant or adverse effects.</p> <p>Construction-related Emissions</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential impacts to air quality. Application of City of Oakland’s Standard Conditions of Approval to limit emissions generated during project construction will bring impacts to less than significant levels.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>AQ1. Dust Controls - Construction Related</p> <p>The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <ol style="list-style-type: none"> a) Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles
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<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>per hour. Reclaimed water should be used whenever feasible.</p> <ul style="list-style-type: none"> b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d) Limit vehicle speeds on unpaved roads to 15 miles per hour. e) All 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.\ <p>AQ2. Criteria Air Pollutant Controls - Construction Related</p> <ul style="list-style-type: none"> a) Requirement: The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable: b) 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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> c) 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"). d) 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. e) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. f) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. g) 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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>applicant shall provide written documentation that fleet requirements have been met.</p> <p>Source Documentation: (17) (18) (Appendix D)</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is located in the City of Oakland in an urban area of the East Bay of the San Francisco Bay Area. The project is subject to requirements of the San Francisco Bay Conservation and Development Commission, as the designated governing body over the Local Coastal Program in the greater Bay Area.</p> <p>Activities requiring permit approval include:</p> <p>Filling: Placing solid material, building pile-supported or cantilevered structures, disposing of material or permanently mooring vessels in the Bay or in certain tributaries of the Bay.</p> <p>Dredging: Extracting material from the tidal waters.</p> <p>Shoreline Projects: Nearly all work, including grading, on the land within 100 feet of the Bay shoreline.</p> <p>Other Projects: Any filling, new construction, major remodeling, substantial change in use, and many land subdivisions in the Bay, along the shoreline, in salt ponds, duck hunting preserves or other managed wetlands adjacent to the Bay.</p> <p>The proposed project does not involve activities within 100 feet of the shoreline or any of the other activities described above that requires a permit. The project site is roughly 0.64 mile from the shoreline and therefore not immediately adjacent to the Bay.</p> <p>A Coastal Development Permit is not required.</p> <p>Source Documentation: (11) (19) (20)</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Phase I Environmental Site Assessment</p> <p>ACC Environmental Consultants (ACC) prepared a Phase I Environmental Site Assessment (ESA) for the project and subject property on January 13, 2021. A summary follows.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>ACC performed a Phase I ESA in general conformance with the scope and limitations of ASTM practice E1527-13 and the All Appropriate Inquiry Final Rule 40 CFR Part 312 for the property identified as 3050 International Boulevard, Oakland, California 94601 (Subject Property).</p> <p>The earliest record reviewed during assessment was an 1877 historical topographic map depicting the Subject Property as developed with a single-family residential dwelling. The Subject Property remained in this configuration until at least 1911. By 1939 the residential dwelling was demolished and the Subject Property appeared to be developed with a storage yard. By 1946 the Subject Property was developed with a one-story commercial building. The Subject Property remained in the same configuration until at least 2009.</p> <p>Historical occupants have included: Bryant Motor Co (1950), Goldie Jackson Ford Sales (1955 to 1962), Ramsey Ford (1970), Melrose Ford (1957 to 2010), and Enterprise Rent-a-Car (2006). By 2012 the structure was demolished and the Subject Property became vacant land. In February 2019, the southern portion of the Subject Property was paved for use as a parking lot.</p> <p>In June 2020, the City of Oakland and Native American Health Center (NAHC) situated a temporary tent structure on the southwestern portion of the Subject Property for use as a COVID-19 community testing facility.</p> <ul style="list-style-type: none"> The assessment has not revealed evidence of a Recognized Environmental Condition (REC) at the Subject Property. <p>Historical REC—An HREC is a REC resulting from “a past release of any hazardous substances or petroleum products that has occurred in connection with a property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls).” Before calling a past release an HREC, the</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>environmental assessor must determine whether the past release is an REC at the time the Phase I ESA is conducted (e.g., if there has been a change in the regulatory criteria). If the environmental assessor considers this past release to be an REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as an REC.</p> <p>The assessment has revealed evidence of a Historical Recognized Environmental Condition (HREC) at the Subject Property (discussed below).</p> <p>HREC: Former Waste Oil & Gasoline Underground Storage Tanks (USTs): One approximately 550-gallon waste oil UST and one approximately 550-gallon gasoline UST were formerly installed along the eastern portion of the Subject Property and removed in August 1988 and August 1989, respectively. Soil and groundwater samples collected between 1988 and 2010 indicated contaminants of concern present at concentrations less than 2019 Regional Water Quality Control Board (RWQCB) Human Health Risk Levels (HHRLs) for direct exposure to soil and vapor intrusion risk at residential properties. In addition, Alameda County Environmental Health Services (ACEHS) issued a remedial action completion certification letter on March 1, 1999, and no further action was required.</p> <p>Despite the lack of any identified REC, a <i>Soil Characterization Report</i> had been conducted in 2019 and is summarized below.</p> <p>Soil Characterization Report</p> <p>ACC Environmental Consultants, Inc. (ACC) has prepared a Soil Characterization Report for the property identified as 3050 International Boulevard in Oakland, California (Site) in 2019. The purpose of the investigation was to characterize on-site soils with regard to worker exposure and soil off-haul. The scope of soil sampling and chemical analyses was based on Regional Water Quality Control Board (RWQCB) Human Health Risk Levels (HHRLs) and typical California landfill requirements for soil disposal.</p> <p><u>Subsurface Conditions</u></p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Soil encountered during this investigation consisted of fill material characterized as dry yellow-brown silt with gravel to approximately 1.5 to 8.0 feet below ground surface (ft bgs). The fill material is underlain by native, dark brown stiff silty clay. Groundwater was not encountered during the investigation.</p> <p><u>Soil Analytical Results</u></p> <p>Soil analytical results were compared to 2019 San Francisco Bay Regional Water Quality Control Board (RWQCB) Direct Exposure Human Health Risk Levels (HHRLs) residential sites, and construction workers; Federal (RCRA) hazardous waste criteria; and California (Title 22 CCR) hazardous waste criteria. Soil samples were analyzed for some or all of the following constituents:</p> <ul style="list-style-type: none"> • Total Petroleum Hydrocarbons as Gasoline (TPH-g), diesel (TPH-d), and motor oil (TPHmo) by analytical method 8021 with silica gel cleanup; • Volatile Organic Compounds (VOCs) by analytical method 8260; • Organochlorine Pesticides (OCPs) by analytical method 8081; • PCBs by analytical method 8082; • Asbestos by analytical method CARB 435; • Semi-Volatile Organic Compounds (SVOCs) by analytical method 8270; • CAM-17 Metals by analytical method 6020; and • Solubility Threshold Limit Concentration analyses (STLCs) and Toxicity Characteristic Leaching Procedure analyses (TCLPs) as warranted based on California and Federal hazardous waste criteria. <p>TPH: TPH-d and TPH-mo were detected up to respective concentrations of 5.7 and 44 milligrams per kilogram (mg/kg), which</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>do not exceed corresponding direct exposure HHRLs for residential or construction workers.</p> <p>State and Federal hazardous waste criteria are not published for these chemical compounds, however analyses of some contaminants without corresponding hazardous waste criteria are required by California landfills for purposes of managing the waste (i.e. soil with elevated TPH concentrations may not be characterized as hazardous waste, but may still need to be hauled to a landfill that is equipped to properly manage TPH-impacted soils).</p> <p>OCPs: g-BHC (Lindane), a-chlordane, g-chlordane, DDD, DDE, DDT, Dieldrin, Heptachlor, and Heptachlor epoxide were detected up to respective concentrations of 0.000087 J, 0.00063, 0.00055, 0.00010, 0.00069, 0.0014, 0.00026, 0.000043 J, and 0.000068 J mg/kg. Concentrations of OCPs do not exceed corresponding direct exposure HHRLs residential sites or construction workers. Corresponding California and Federal hazardous waste criteria were not exceeded.</p> <p>SVOCs: SVOCs detected during this sampling event generally consisted of polynuclear aromatic hydrocarbons (PAHs). SVOC concentrations detected during the sampling event do not exceed corresponding direct exposure HHRLs for residential sites or construction workers. Corresponding California and Federal hazardous waste criteria were not exceeded.</p> <p>CAM-17 Metals: Metals concentrations do not appear elevated above naturally occurring background concentrations for soil in ACC's opinion. However, it should be noted that nickel concentrations exceed the corresponding direct exposure HHRL for construction workers. Per State hazardous waste criteria, samples containing chromium at a concentration of 50 or more mg/kg must be analyzed by the STLC method. STLC results for chromium were up to 0.17 milligrams per liter (mg/L), which does not exceed corresponding hazardous waste criteria.</p> <p>TPH-g, VOCs, PCBs and Asbestos were not detected in soil during the sampling event.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p><u>Conclusions and Recommendations</u></p> <p>Based on analytical results from the sampling event, ACC’s opinion is that soils do not pose a potential health risk to future site occupants based on the Regional Water Quality Control Board (RWQCB) Human Health Risk Levels (HHRLs) for direct exposure.</p> <p>Nickel was detected up to 130 milligrams per kilogram (mg/kg), which exceeds the corresponding direct exposure HHRL for construction workers of 86 mg/kg, but is within naturally occurring background concentrations for nickel in San Francisco Bay Area soils in ACC’s opinion.</p> <p>Additional sampling was not recommended by ACC at the time (2019). If subsurface materials are to be disturbed at the Site, ACC recommended preparation of a Soil Management Plan that addresses appropriate handling protocols and dust control measures to protect workers during construction activities.</p> <p>Based on ACC’s understanding of proposed Site redevelopment, soil analytical data from the investigation indicate that soils hauled off-site will be profiled as non-hazardous waste. ACC recommended that the report (2019) be used for waste profiling and acceptance.</p> <p>Alameda County Department of Environmental Health (ACDEH)</p> <p>ACDEH held a kick-off meeting for the project on May 4, 2021 to discuss the project. ACDEH’s role is to review the submitted documents and provide any comments or Mitigation Measures as necessary. Below is a response letter from ACDEAH after review of submitted documents. Some of the documents submitted are not reviewed here in this section, but are available on the GeoTracker website for case T10000016877 and available at the following URL: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000016877</p> <p>The project sponsor submitted the appropriate documents, reports and studies, along with the completed <i>Service Request Application – Preliminary Site Review</i> form and fee on March 4, 2021. In response to the application, and after review of submitted documents,</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>ACDEH provided the applicant with a <i>Phase I/II Screening Determination</i> form dated March 8, 2021. The form (attached in Appendix E) determined that “Further Investigation of Environmental Concerns is Warranted”, noting the following:</p> <p>ACDEH’s cursory review of the submitted document(s) identified at a minimum the following potential environmental concerns that may have impacted subsurface conditions at the site. Additional environmental concerns not listed may be present at the site.</p> <ul style="list-style-type: none"> • Residential structure identified as early as 1877 – Shallow soil (0-1.5 ft bgs) not tested for potential demolition related Polychlorinated Biphenyls (PCBs) and lead. • Historical site configurations include multiple auto sales and vehicle maintenance facilities from at least 1947 to 2006 – Total Petroleum Hydrocarbons (TPH), Polycyclic Aromatic Hydrocarbons (PAHs), and nickel contamination detected in soil. Additional evaluation warranted. • Fill material identified in site boring logs; additional evaluation warranted. <p>Although a Leaking Underground Storage Tank (LUST) Case was closed on March 1, 1999 as an auto dealership, site redevelopment to mixed commercial/residential is proposed changing the land use scenario evaluated at the time of closure. Phase II Investigations conducted subsequent to the LUST closure, identified residual hydrocarbon contamination, PAHs, and metals. Therefore, shallow soil, soil vapor, and groundwater require further evaluation.</p> <p>Voluntary Remedial Action Agreement (VRAA)</p> <p>On January 18, 2022, the property developer, Satellite Affordable Housing Associates (SAHA) with acknowledgement from the current property owner, City of Oakland entered into a Voluntary Remedial Action Agreement (VRAA) with Alameda County Department of Environmental Health (ACDEH) to provide regulatory oversight of environmental site investigations and cleanup under the subject Site Cleanup Program (SCP) Case RO0003484 to facilitate site</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>redevelopment. ACDEH understands that City of Oakland owns the parcel and will enter into a long-term lease with SAHA and Native American Health Center (NAHC) during redevelopment of the subject site (the “Site”) which includes construction of a mixed-use five story building consisting of 76 affordable housing units (stories 2-5), with the ground floor developed as a NAHC commercial activity and cultural civic activity space. Anticipated subsurface work will include building foundations and one pit for an elevator to a depth of seven (7) feet below existing grade. ACDEH conducted numerous meetings with the current property owner, City of Oakland, the responsible parties SAHA and NAHC, their respective environmental consultant and investors, and ACDEH including but not limited to the most recent meeting on August 11, 2022. During the meeting on August 11th ACDEH discussed issuing a letter that sets forth all the required deliverables prior to and after occupancy of the redevelopment. The purpose of the letter was to provide a path forward for all the required deliverables and associated compliance dates for remedial and corrective actions at the Site including but not limited to targeted remedial soil excavation and installation of Vapor Intrusion Mitigation and Migration Engineering Controls (VIMMECs).</p> <p>Approval of the project is subject to the “Conditions of Approval for Site Redevelopment” section of the letter and include submittal to ACDEH corrective action implementation and site redevelopment activities prepared in accordance with the requirements provided therein and uploaded to the Case file on the State Water Resources Control Board’s GeoTracker database.</p> <p><i>Project-Specific Mitigation Required:</i></p> <p>HZ1. The project sponsor shall install a Vapor Intrusion Mitigation and Migration Engineering Controls (VIMMECs) designed to the satisfaction of ACDEH. An Operations and Maintenance Plan (O&M Plan) is also required for any VIMMECs installed at the site.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential on-site hazards. Application of these standards would ensure that new residences would not be exposed to hazards and the project would have a less than significant impact with respect to hazards.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>HZ2. Hazardous Materials Related to Construction</p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; 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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p> <p>HZ3. Regulatory Permits and Authorizations from Other Agencies</p> <p>The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.</p> <p>Source Documentation: (21) (22) (23) (23) (Appendix E)</p>
Endangered Species	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The U.S. Fish and Wildlife was contacted for a list of Threatened and Endangered species that may occur within the boundary of the proposed project and/or may be affected by the proposed project.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402		<p>There are a number of Federal Endangered and Threatened species listed for the project site and vicinity:</p> <p>Mammals:</p> <ul style="list-style-type: none"> • Salt Marsh Harvest mouse (<i>Reithrodontomys vaviventris</i>) <p>Birds:</p> <ul style="list-style-type: none"> • California Clapper rail (<i>Rallus longirostris obsoletus</i>) • California Least tern (<i>Sterna antillarum browni</i>) • Western Snowy Plover (<i>Charadrius nivosus ssp. nivosus</i>) <p>Reptiles:</p> <ul style="list-style-type: none"> • Alameda whipsnake (<i>Masticophis lateralis euryxanthus</i>) <p>Amphibians:</p> <ul style="list-style-type: none"> • California red-legged frog (<i>Rana draytonii</i>) • California Tiger Salamander (<i>Ambystoma californiense</i>) <p>Fishes:</p> <ul style="list-style-type: none"> • Delta Smelt (<i>Hypmesus transpacificus</i>) • Tidewater Goby (<i>Eucyclogobius newberryi</i>) <p>Crustaceans:</p> <ul style="list-style-type: none"> • Vernal Pool Fairy Shrimp (<i>Branchinecta lynchi</i>) <p>Flowering Plants:</p> <ul style="list-style-type: none"> • Pallid Manzanita (<i>Arctostaphylos pallida</i>) • Presidio Clarkia (<i>Clarkia franciscana</i>) • Robust Spineflower (<i>Chorizanthe robusta var. robusta</i>) <p>There is no aquatic or riparian habitat on the site for fish or crustaceans. There are no wetlands on the site.</p> <p>There is no Critical Habitat on the site or vicinity. The project area is urban. The site contains some exposed soil, the remainder of the site contains a paved parking area currently used as a temporary COVID19 testing center for the public.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>There are no trees on the site itself; however, there are two mature street trees in front of the project along International Boulevard.</p> <p>Project Impacts</p> <p>There are no impacts to special-status plants or animals anticipated as a result of the project as no suitable habitat exists on the site. The site is infill in a highly urbanized environment and an isolated open area. The project would not impact any wildlife corridor.</p> <p>There is no potential to effect any special-status plant or animal as a result of the project.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval for the protection of nesting and migratory birds. Application of these standards would ensure that impacts to birds during construction would have a less than significant impact.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>ES1. Tree Removal Permit (T18-00065):</p> <p>A Tree Removal/Preservation permit application shall be approved by the Tree Services Division for removal or construction within ten feet of all protected trees on the site and adjacent properties. If a new tree permit is required, the applicant will apply for the permit and pay the appropriate fees.</p> <p>ES2. Tree Removal During Bird Breeding Season</p> <p>To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p> <p>ES3. Tree Permit</p> <p>a) Tree Permit Required</p> <p>Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p>b) Tree Protection During Construction</p> <p>Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> I. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs,

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>brush, earth and other debris which will avoid injury to any protected tree.</p> <p>II. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.</p> <p>III. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>IV. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>V. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>VI. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p>c) <i>Tree Replacement Plantings</i></p> <p>Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <p>I. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>area exists for a mature tree of the species being considered.</p> <p>II. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>III. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.</p> <p>IV. Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> ▪ For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; ▪ For other species listed, seven hundred (700) square feet per tree. <p>V. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</p> <p>VI. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>												
		<p>method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.</p> <p>Source Documentation: (10) (23) (24) (25) (Appendix C)</p>												
<p>Explosive and Flammable Hazards 24 CFR Part 51 Subpart C</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The project is located in an area surrounded by residential and commercial land uses.</p> <p>There are six above ground storage tanks (ASTs) within a one-mile radius of the site. Each site and the calculated Acceptable Separation Distance (ASD) using HUD’s ASD Tool are listed below.</p> <p>Table 8 ASTs and Acceptable Separation Distances</p> <table border="1" data-bbox="683 957 1485 1577"> <thead> <tr> <th>AST Location</th> <th>Distance from Site</th> <th>Calculated Acceptable Separation Distance</th> <th>Hazard to the subject property buildings and people?</th> </tr> </thead> <tbody> <tr> <td>EBMUD Pump Station H, 4399 Oakport Street, Oakland, CA</td> <td>4,386 feet south</td> <td>N/A – water pumping station (non-flammable)¹</td> <td>N/A</td> </tr> <tr> <td>Dutra Dredging, 2199 Clement Avenue, Alameda, CA</td> <td>4,639 feet southwest</td> <td>N/A – dredge from ships are stored onsite as unpressurized, oil and organic waste²</td> <td>N/A</td> </tr> </tbody> </table>	AST Location	Distance from Site	Calculated Acceptable Separation Distance	Hazard to the subject property buildings and people?	EBMUD Pump Station H, 4399 Oakport Street, Oakland, CA	4,386 feet south	N/A – water pumping station (non-flammable) ¹	N/A	Dutra Dredging, 2199 Clement Avenue, Alameda, CA	4,639 feet southwest	N/A – dredge from ships are stored onsite as unpressurized, oil and organic waste ²	N/A
AST Location	Distance from Site	Calculated Acceptable Separation Distance	Hazard to the subject property buildings and people?											
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Dutra Dredging, 2199 Clement Avenue, Alameda, CA	4,639 feet southwest	N/A – dredge from ships are stored onsite as unpressurized, oil and organic waste ²	N/A											

¹ The pumping station has a diesel backup generator as a failsafe during power loss. This is considered mechanical equipment and not a storage tank or AST for purposes of explosive hazards analysis. Source: (72) (73)

² Stored material is unpressurized and non-flammable.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations			
		Hot Mix Plant, 344 High Street, Oakland, CA	4,969 feet south	922 feet for people 192 feet for buildings	No
		Standard Iron & Metals Co., 4525 San Leandro Street, Oakland, CA	4,732 feet south	N/A – propane tank of 1,000 water gallons capacity are not covered under the regulation (see Partner Worksheet, Appendix E)	N/A
		Hanson Aggregates Mid-Pacific, 4501 Tidewater, Oakland, CA	5,182 feet south	328 feet for people 61 feet for buildings	No
		Alameda Municipal Power, 2179 Clement Avenue, Alameda, CA	5,237 feet	327 feet for people 61 for buildings	No
		Are all ASTs located at an acceptable separation distance from the site?			Yes
		Will future residents be subjected to Explosive and/or flammable hazards?			No
		<p>The project will not be located near any explosive or thermal source hazards.</p> <p>Source Documentation: (10) (11) (26) (27) (28) (29) (Appendix E)</p>			
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Prime farmland is land best suited for producing food, forage, fiber, and oilseed crops and also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land but not urban built-up land or water). This project is located in an urban area built on bay mud fill, no longer suitable for or identified as farmland.			

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The project will not affect farmlands. No federally designated Farmlands have been identified within the project area.</p> <p>Source Documentation: (10) (30)</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The subject property is located entirely in the 500 year floodplain (Zone X Shaded) identified on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The 500-year Floodplain is not a designated Special Flood Hazard Area that requires flood insurance.</p> <p>The project does not constitute a Critical Action.</p> <p>Flood hazard designation is depicted on FIRM Map Number 06001C0088H, with an effective date of December 21, 2018.</p> <p>Flood insurance is not required.</p> <p>Source Documentation: (16) (Appendix C)</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Undertaking</p> <p>Native American Health Center (NAHC) and Satellite Affordable Housing Associates (SAHA) are collaborating to develop 3050 International Boulevard, a vacant 32,512 square foot, L-shaped lot with three street frontages. The project will be five stories with almost 14,000 square feet of commercial space on the ground floor, and 76 residential units occupying the second to fifth floors. NAHC will own and manage the ground floor commercial space, and a to-be formed limited partnership will own the residential space. Separate parking garages are provided for commercial and residential uses. SAHA Property Management will manage the residential space.</p> <p>Area of Potential Effects</p> <p>As a new construction project, the Area of Potential Effects for direct affects is limited to the subject site itself, to the depth required for construction of the project. The APE for indirect effects includes the subject property and 15 parcels adjacent and surrounding the project site and one historic district.</p>

	<p>Built Environment</p> <p>The subject parcel is vacant and therefore holds no structures that could be evaluated for historic significance. Therefore, there are no direct effects of the project on the project site.</p> <p>The surrounding properties in the indirect APE consist of three properties that are vacant and one which contains a structure less than 45 years old. All of the remaining direct APE properties, including the Fruitvale Commercial District are all rated Secondary Importance or below. Although the local properties and District are considered “superior or visually important” from a local standpoint, none rise to the level of appearing eligible for the National Register of Historic Places. There are no indirect effects to any National Register of Historic Places properties anticipated as a result of the undertaking.</p> <p>Archaeology</p> <p>The Area of Potential Effects for archaeology includes the subject property (one 0.75 acre parcel), to a depth required for construction of proposed new improvements. Excavation is expected to extend to approximately 3.5 feet below ground surface for building footings and approximately 6.5 feet below the ground surface in the location of the proposed elevator pit; therefore, the vertical APE is 6.5 feet, which is the maximum depth of excavation proposed for the project.</p> <p>An Archaeological Study for the proposed 3050 International project was conducted by Evans & De Shazo, Inc. (EDS) in February 2021. The purpose of the Archaeological Study was to identify archaeological resources that meet the definition of a historic property within the Project site that could be directly impacted by the proposed Project and to provide Project-specific recommendation if warranted. The Archaeological Study was completed by EDS Principal Archaeologist Sally Evans, M.A., RPA, who exceeds the Secretary of Interior's qualification standards in Archaeology and has over 20 years of professional experience in Archaeology and Cultural Resources Management. The methods used to complete the Archaeological Study included a record search at the Northwest Information Center (NWIC), a Native American Sacred Lands inventory and tribal outreach, a review of background information pertaining to the prehistory, history, and ethno-history of the Project site and vicinity, and a field survey of the Project site.</p>
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	<p>California Historic Resource Information System - Records Search</p> <p>EDS conducted a record search and review of the Project site to obtain and review information pertaining to the natural environment, prehistory, ethno-history and history of the Project site and vicinity, and previous cultural resources studies and previously recorded cultural resources located within 0.25-miles of the Project site.</p> <p>The record search included a review of information on file at the Northwest Information Center (NWIC) of the California Historical Resources Information Systems (CHRIS) (NWIC File #20-1239, completed on January 4, 2021), as well as a review of the Office of Historic Preservation (OHP) Built Environment Resource Directory (BERD) for Oakland that includes built-environment resources listed on the California Register of Historical Resources (CRHR) and the NRHP, as well as California Historical Landmarks, and the California Points of Historical Interest (OHP 2021); the Archaeological Determinations of Eligibility (ADOE) for archaeological resources listed in Alameda County (OHP 2012); the <i>California Inventory of Historic Resources</i> (OHP 1976); and the <i>Five Views: An Ethnic Sites Survey for California</i> (OHP 1988).</p> <p>The record search also consisted of a review of information about the environment in which the Project site is situated, including the soils and geologic age of the landform on which the Project site is located, as well as the prehistory, ethno-history and history of the Project site and vicinity that was used to develop a natural and cultural setting for the Project site and vicinity and to assess potential for cultural resources to be located within the Project site, including buried archaeological resources.</p> <p>The history of the Project site was developed through a review of historic maps and aerial photographs.</p> <p>A record search was completed by the NWIC on January 25, 2021 (NWIC File #20-1239) that was supplemented by cultural resource data available at the EDS office and within the digital files of EDS. The purpose of the NWIC record search was to review documentation pertaining to previous cultural resource studies and previously documented archaeological resources within 0.25-miles of the Project site.</p>
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>According to information on file at the NWIC, the Project site has not been previously surveyed for cultural resources and there are no previously documented cultural resources within the Project site.</p> <p>There have been fourteen previous cultural resource studies completed within 0.25-miles of the Project site (see attached Study for list).</p> <p>According to the NWIC, there are two previously recorded cultural resources within 0.25-miles of the Project site, both of which consist of built environment resources. No prehistoric archaeological resources have been recorded within 0.25-miles of the Project site.</p> <p>Field Survey</p> <p>An EDS Secretary of Interior-qualified archaeologist conducted a field survey of the Project site on January 30, 2021 to physically inspect the Project site for potentially significant archaeological resources. The field survey included an inspection of the Project site for evidence of prehistoric archaeological sites, including artifacts, such as chipped stone (obsidian, chert, and basalt) flakes and tools (e.g., projectile points, knives, scrapers), shellfish remains, ground stone, fire-affected rock, and other indicators of prehistoric archaeological resources. The Project site was also inspected for evidence of historic-era resources, including archaeological resources, such as surface scatters of farming or domestic type artifacts (i.e., glass, ceramic, metal, etc.), as well as features such as alignments of stone or brick, foundation elements from previous structures, minor earthworks, and historic plantings (i.e., old fruit, nut or other types of trees, and ornamental plants).</p> <p>The methods used to complete the archaeological field survey of the Project site included walking a series of linear transects oriented northeast/southwest and spaced approximately one meter apart. The southern half of the Project site is covered with a layer of imported gravel and is currently used as a parking lot; and the remaining portion of the Project site consists of exposed soil and low-lying grasses. The overall ground visibility within the Project site was approximately 40 percent. Where soils were observed they</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>included a dark yellowish brown colored (Munsell 10YR 4/4) silty clay loam fill soil that contained approximately 25% gravel.</p> <p>No artifacts or other indications of an archaeological deposit were observed within the Project site. However, remnants of the previous ca. 1949 Ford auto sales and service building were observed in the form of an aggregate concrete footing with rebar with that extends around the north and east sides of the northern portion of the Project site, and approximately six chunks of aggregated concrete in the northwestern corner of the Project site. The foundation remnant is not considered to be a potentially significant archaeological resource.</p> <p>Native American Contacts</p> <p>A Sacred Lands inventory request was made to the NAHC on December 27, 2020 to identify Native American Sacred Sites located within or near to the Project site, and to obtain a list of Native American tribes who may have additional information about Sacred Sites within or near to the Project site. A search of the Sacred Lands file conducted by the NAHC on January 19, 2021 was negative, meaning that no Sacred Sites were identified in the vicinity of the Project site (Fonseca 2021). As recommended by the NAHC, a letter was sent via electronic mail (e-mail) or U.S. Postal Service (USPS) to each individual on the Native American contact list to request further information about Sacred Sites or other types of tribal cultural resources near the Project site, and to inquire about Native American issues related to the overall Project.</p> <p><u>The Confederated Villages of Lisjan³</u></p> <p>On January 25, 2021, a response was received via email from Corrina Gould, Chairperson of the Confederated Villages of Lisjan Tribe (Tribe). Ms. Gould stated that the Tribe had a preliminary</p>

³ Subsequent to Evans & De Shazo's initial letters, formal letters were sent by the City of Oakland. During formal consultation with tribes, the Indian Canyon Mutsun Band of Costanoan responded, deferring to the Confederated Villages of Lisjan.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>meeting with Native American Health Center staff at which time the Tribe informed that staff of their concerns that the Project could impact a previously unidentified Native American village site due to the Project site's location near Sausal Creek and proximity to the Bay tidal marsh. Furthermore, Ms. Gould stated that although the Sacred Lands inventory was negative, the Project site contained a car dealership for many years and that it is highly unlikely that any Sacred Sites would have been previously identified and recorded with the Native American Heritage Commission. Ms. Gould also requested the results of the NWIC record search.</p> <p>On January 25, 2021, Ms. Evans provided Ms. Gould with the results of the NWIC record search, including the results letter, resource maps (previous Figures 23 and 24), and the list of previous cultural resource reports and resources within 0.25-miles of the Project site.</p> <p>On January 28, 2021, Ms. Gould acknowledged receipt of the NWIC record search information and requested a meeting to consult further about the Project. Ms. Evans responded on January 28, 2021 to suggest two possible meeting dates.</p> <p>On February 1, 2021, Ms. Evans emailed Ms. Gould to provide the results of the field survey completed on January 30th and a copy of the Soil Characterization Report prepared for the Project by ACC Environmental Consultants, Inc. (2019). Ms. Evans also suggested additional dates for a meeting. On February 10, 2021, a virtual meeting was held with Ms. Evans, Ms. Gould, and two other members of the Tribe, including Deja Gould and Cheyenne Zepeda, to discuss the results of the Archaeological Study and the Tribe's concerns regarding potential impacts to prehistoric Native American resources from Project-related ground-disturbing activities. During the meeting, Ms. Evans reviewed details of the Archaeological Report, a draft of which was provided to Ms. Gould prior to the meeting, the Soils Characterization report that discusses the presence of fill soil within the Project site to a depth of 1.5 feet to 8 feet below the current grade, and Project details, including the proposed depth of excavation for the Project (3.5 to 6.5 feet below grade). The Project's potential/sensitivity for previously unidentified</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Native American archaeological resources was also discussed. Ms. Gould stated that although the Archaeological Report does not identify any archaeological resources within or in close proximity to the Project site, the Tribe has identified the Project site as located within an area that was traditionally used for acorn processing and reported the presence of a village site located nearby. As such, the Tribe is concerned about the potential to encounter previously unknown Native American archaeological resources during construction of the Project and recommended that prior to disturbing the site, ground penetrating radar should be used to determine if anything may be present in addition to having an Archaeologist and a Tribal member be present to monitor ground-disturbing activities during construction. The details of the meeting were provided to the client (SAHA) on February 13, 2021, and on February 24, 2021, Ms. Palaroan, Senior Project Manager at SAHA agreed with this recommendation.</p> <p><u>Indian Canyon Band of Costanoan Ohlone People</u></p> <p>On March 23, 2021, a response was received via email from Kanyon Sayers-Roods, of Kanyon Consulting LLC, writing on behalf of the Indian Canyon Band of Costanoan Ohlone People, stating that the project site overlaps or is near the management boundary of a recorded and potentially eligible cultural site. Mr. Sayers-Rood recommended that a Native American Monitor and an Archaeologist be present on-site at all times, indicating that the presence of a monitor and archaeologist will help the project minimize potential effects on the cultural site and mitigate inadvertent issues.</p> <p>The tribe, in conjunction with the Confederated Villages of Lisjan, reviewed the Archaeological Monitoring Plan (AMP) and did not have any objections.</p> <p><u>Formal Consultation Letters</u></p> <p>The City of Oakland sent a letter to Federally recognized Tribe of Alameda County, California Valley Miwok and tribes provide by the Native American Heritage Commission on February 25, 2021 to</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>request further information about Native American traditional cultural resources within or near the project site that could be affected by the project, and to initiate consultation, as required by the Section 106 process.</p> <p>The City of Oakland forwarded the AMP to all interested tribes and followed up via email for any objection or comment on the Plan, as prepared. No objection was received.</p> <p>Results</p> <p>The Archaeological Study did not result in the identification of listed or eligible archaeological historic properties, and the Project site appears to have a low potential/sensitivity for buried archaeological resources. However, based on the results of consultation with the Confederated Villages of Lisjan Tribe, EDS recommends that an Archaeologist and a member of the Confederated Villages of Lisjan Tribe monitor Project-related, ground-disturbing activities during construction.</p> <p>Archaeological Monitoring Plan (AMP)</p> <p>Evans & De Shazo, Inc. prepared an Archaeological Monitoring Plan (AMP) on April 7, 2021 in response to multiple interested tribes.</p> <p>The AMP outlines procedures that allow for the identification, evaluation, treatment, and protection of archaeological resources that may be encountered by ground-disturbing activities associated with the development of the Project (i.e., post-review archaeological discovery). As such, the AMP includes the following:</p> <ul style="list-style-type: none"> • A description of the Project and its location • A regulatory setting • A natural and cultural setting • A summary of previous cultural resource studies and previously recorded cultural resources within and near the Project Area

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<ul style="list-style-type: none"> • A summary of the archaeological sensitivity of the Project Area and anticipated archaeological resource types within the Project Area • A monitoring plan that outlines the monitoring protocols and procedures, including communication, documentation, reporting, and curation procedures, a discovery plan, including a treatment plan for the discovery of any human remains in accordance with the state law. <p>Implementation of the plan will be required as a condition of approval (i.e. NEPA Mitigation Measure) to ensure that any cultural resources that may be present will not be adversely affected.</p> <p>Evaluation</p> <p>The subject property contains no buildings to evaluate for eligibility for listing on the National Register of Historic Places.</p> <p>There are no buildings in the Area of Potential Effects of the undertaking list on, or eligible for listing on the National Register of Historic Places. Therefore, there is no effect to historic properties.</p> <p>Based on the results of consultation with the Confederated Villages of Lisjan Tribe (Tribe), EDS recommends that an Archaeologist and a member of the Confederated Villages of Lisjan Tribe be retained to monitor Project-related, ground-disturbing activities during construction. The Archaeological monitor shall be a Principal Investigator (PI) who meets the Secretary of Interior’s (SOI) qualification standards in Archaeology or shall be overseen by a PI meeting the SOI standards. At a minimum, the Archaeological Monitor shall have a B.A./B.S. in Anthropology or Archaeology, completion of an accredited archaeological field school, and have at least two years of full-time experience performing archaeological monitoring in the San Francisco Bay Area. Other qualified archaeologists may assist with the Project mitigation and monitoring, if warranted by the discovery of potentially significant cultural resources. The Native American monitor will be a tribal representative from the Confederated Villages of Lisjan Tribe.</p>

	<p>Finding</p> <p>For purposes of Section 106 Review of the undertaking, AEM Consulting recommended that the Agency Official for HUD (City of Oakland) concur with the Area of Potential Effects and determine that no historic properties affected by the undertaking. Further, that the Archaeological Monitoring Plan be followed at all times during construction.</p> <p>Consultation</p> <p>Upon reviewing the Historic and Cultural Resources Evaluation, the Agency Official (City of Oakland) concurred with the description of the undertaking and its Area of Potential Effects. Further, that the undertaking will not effect historic properties as defined for Section 106, i.e., eligible for the National Register of Historic Places. Consultation with the Office of Historic Preservation with a letter and evaluation materials was initiated on August 3, 2021.</p> <p>On October 4, 2021, 30 days elapsed and the State Office of Historic Preservation noted in an email to the Agency Official that the project may proceed per 36 CFR Part 800.3(c)(4), <i>Failure of SHPO/THPO to respond within 30 days</i>.</p> <p>The following project-specific mitigation measure was identified.</p> <p><i>Mitigations Required:</i></p> <p>CR1. The Archaeological Monitoring Plan prepared for the proposed Project by Evans & De Shazo, Inc. and dated April 7, 2021 shall be followed at all times.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to the potential discovery of archeological and paleontological resources as well as human remains on-site. Application of these standards would ensure that the Project would have a less than significant impact with respect to archeological and paleontological resources as well as human remains.</p> <p><i>Standard Condition of Approval Required:</i></p> <p>CR2. Archaeologically Sensitive Areas – Pre-construction Measures</p> <p>The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B</p>
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>(Construction ALERT Sheet) concerning archaeological resources.</p> <p>Provision A: Intensive Pre-Construction Survey</p> <p>The applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resource study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:</p> <ol style="list-style-type: none"> a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resources is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>and sampling in accordance with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p> <p>Provision B: Construction ALERT Sheet.</p> <p>The project applicant shall prepare a construction “ALERT” sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project’s prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City’s Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster,</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.</p> <p>CR3. Archaeological and Paleontological Resources - Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p> <p>CR4. Human Remains – Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(l), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.</p> <p>Source Documentation: (2) (31) (32) (33) (34) (35) (36) (37) (38) (39) (Appendix F)</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>In September 2019, Illingworth & Rodkin, Inc. prepared a <i>NEPA Noise Assessment</i> for the project. A summary follows.</p> <p>NEPA Noise Assessment</p> <p>The 3050 International Boulevard project proposes to construct a five-story mixed-use development in Oakland, California. The project site is currently vacant and is used as a gravel parking lot for neighboring commercial uses. The ground floor will be used for the expansion of Native American Health Center (NAHC) facilities and floors two through five will consist of 76 apartment units. Parking garages for the NAHC facilities and residential units will be located on the ground level. An exterior courtyard, located on the second floor, will provide 11,531 square feet of open space. The project will be bordered by International Boulevard to the south, multi-family residential buildings to the north, 31st Avenue to the east, and Derby Avenue to the west.</p> <p>The project’s potential to result in adverse effects, with respect to applicable National Environmental Policy Act (NEPA) guidelines,</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>were assessed in the report. Noise insulation is recommended to avoid the potential for adverse effects.</p> <p><u>Setting</u></p> <p>Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The Day/Night Average Sound Level (Ldn or DNL) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.</p> <p><u>Regulatory Setting</u></p> <p>U.S. Department of Housing and Urban Development. HUD environmental noise regulations are set forth in 24CFR Part 51B (Code of Federal Regulations). The following exterior noise standards for new housing construction would be applicable:</p> <ul style="list-style-type: none"> • 65 dBA DNL or less – acceptable. • Exceeding 65 dBA DNL but not exceeding 75 dBA DNL – normally unacceptable (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone; 10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone). • Exceeding 75 dBA DNL – unacceptable. <p>These noise standards also apply, "... at a location 2 meters from the building housing noise sensitive activities in the direction of the predominant noise source..." and "...at other locations where it is</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>determined that quiet outdoor space is required in an area ancillary to the principal use on the site.”</p> <p>A goal of 45 dBA DNL is set forth for interior noise levels and attenuation requirements are geared toward achieving that goal. It is assumed that with standard construction any building will provide sufficient attenuation to achieve an interior level of 45 dBA DNL or less if the exterior level is 65 dBA DNL or less. Where exterior noise levels range from 65 dBA DNL to 70 dBA DNL, the project must provide a minimum of 25 decibels of attenuation, and a minimum of 30 decibels of attenuation is required in the 70 dBA DNL to 75 dBA DNL zone. Where exterior noise levels range from 75 dBA DNL to 80 dBA DNL, the project must provide a minimum of 35 decibels of attenuation to achieve an interior level of 45 dBA DNL or less.</p> <p><u>Existing Noise Environment</u></p> <p>The project site is located at 3050 International Boulevard in Oakland, California. The site is bordered by International Boulevard to the south, multi-family residential buildings to the north, 31st Avenue to the east, and Derby Avenue to the west. Commercial buildings are located across the roadways to the west, east, and south. Bay Area Rapid Transit (BART) rail lines are located approximately 560 feet south of the project site and Union Pacific Railroad (UPRR) tracks are located approximately 1,000 feet south of the project site.</p> <p>A noise monitoring survey was performed to quantify and characterize ambient noise levels between Monday, August 26, 2019 and Wednesday, August 28, 2019. The monitoring survey included one long-term noise measurement (LT-1) and two short-term measurements (ST-1 and ST-2), as shown below. The noise environment at the site results primarily from vehicular traffic along International Boulevard, with secondary noise sources from neighboring commercial land uses and distant BART and UPRR operations.</p>



Figure 9 Noise Measurement Locations

Short-term noise measurements were made at the project site during time periods that were not affected by local construction noise. Short-term noise measurement ST-1 was made near the northwest corner of the project site, approximately 17 feet from the centerline of Derby Avenue and 30 feet from the shared property line to the north. This site was chosen to quantify noise levels associated with surrounding land uses at a greater setback from International Boulevard. ST-2 was made with two microphones simultaneously near the southern property line of the project site, approximately 50 feet north of the International Boulevard centerline. One microphone was positioned at a height of 5 feet above ground level and another microphone was positioned at 25 feet above ground level to characterize the noise exposure of the proposed open space area to International Boulevard. The table below shows the results of short-term measurements.

Table 9 Summary of Short-Term Noise Measurement Data (dBA)

Noise Measurement Location	L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq}
ST-1: NW corner of Project Site (8/26/2019, 14:00 p.m. – 14:10 p.m.)	70	63	58	52	48	54
ST-2a: Southern Property Line (5' height) (8/28/2019, 12:00 p.m. – 12:10 p.m.)	76	73	69	60	53	64
ST-2b: Southern Property Line (25' height) (8/28/2019, 12:00 p.m. – 12:10 p.m.)	75	71	68	62	56	64

Please note that the noise levels are in terms of L_{max}, which are the maximum instantaneous noise levels during the measurement period. The DNL is a 24-hour average noise level, and the future DNL, calculated with the HUD calculator is 71 dBA. (See HUD Calculator results in Appendix G).

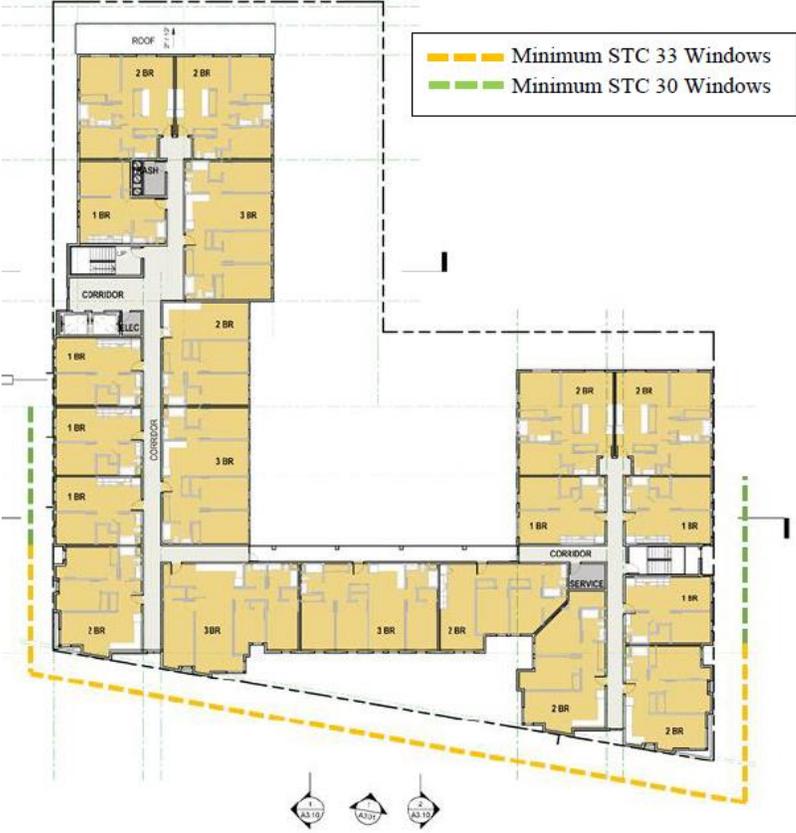
Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Please note that noise levels at nearby project located at 2227 International Boulevard were observed to be higher. Lmax noise levels ranged from 81 to 91 dBA at 2227 International Blvd. versus 70 to 76 dBA at 3050 International Boulevard.</p> <p><u>Significance Criteria</u></p> <p>An adverse effect would result if noise levels at the project site would exceed HUD Compatibility Guidelines for acceptability. Exterior noise levels exceeding 65 dBA DNL at common outdoor use areas or interior noise levels exceeding 45 dBA DNL would result in an adverse effect.</p> <p><u>Future Exterior Noise Environment</u></p> <p>The future noise environment at the project site would continue to result primarily from vehicular traffic along International Boulevard. Secondary noise sources would include operational noise from surrounding commercial land uses and intermittent rail operations from distant BART and UPRR freight trains.</p> <p>Noise levels were examined under future conditions including project-generated traffic and the AC Transit BRT project. Based on a review of peak hour trip generation from the project's traffic study, noise levels along the surrounding roadways are not anticipated to increase as a result of the project. The City of Oakland's Noise Element Update and AC Transit East Bay BRT Project's Environmental Impact Report were also reviewed to examine future noise levels. From these data, traffic noise levels along International Boulevard are projected to decrease by 1 dBA because future traffic volumes with the inclusion of the BRT project will be lower than future traffic volumes without the BRT project. For the purpose of this assessment, worst-case-scenario conditions are assumed, which would include a 0 dBA increase in the future noise level along local roadways (equivalent to existing noise conditions). Therefore, the future day-night average noise level would be up to 71 dBA DNL at the project setback from International Boulevard.</p> <p>Based on a review of the building plans, the courtyard proposed on the second floor of the building has been identified as an open</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>space area. Since the open space area is located on the second floor, there will be partial shielding from International Boulevard by the first-floor rooftop. At the center of the open space area, where it is anticipated residents will spend the majority of their time, future exterior noise levels will be below 65 dBA DNL and would be considered acceptable for HUD's exterior noise requirement. At the southern edge of the open space area, future exterior noise levels will be up to 71 dBA DNL. If residents choose to spend the majority of their time at the lounge and dining area located near the southern edge of the open space area, a glass sound barrier is recommended to reduce exposure to exterior noise levels. In order to reduce sound exposure to less than 65 dBA DNL at the center of the lounge and dining area, the barrier must maintain a minimum height of 8 feet above the elevation of the open space area, be solid from grade to top, and have a minimum thickness of 3 lbs/ft² (1/4" width). The inclusion of a sound barrier that meets the requirements listed above would reduce future exterior noise exposure to less than 65 dBA DNL at the center of the lounge and dining area.</p> <p>Future Interior Noise Environment</p> <p>The HUD requirement for interior noise levels is 45 dBA DNL or less for residential land uses. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable in noise environments less than 75 dBA DNL with proper wall construction techniques, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems. Floor plans and elevations were reviewed, and calculations were made to quantify the transmission loss provided by the proposed building elements and to estimate interior noise levels resulting from exterior noise sources. The relative areas of the building elements (walls, windows, and doors) were then input into an acoustical model to calculate interior noise levels within individual rooms.</p> <p>Unshielded façades of residential units proposed along International Boulevard would be exposed to future noise levels of up to 71 dBA DNL. Residential units along the northern façade of the building</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>would be exposed to future noise levels of up to 60 dBA DNL, and residential units along the building’s western and eastern façades would be exposed to future noise levels of 60 to 71 dBA DNL. Where exterior noise levels range from 65 dBA DNL to 70 dBA DNL, the project must provide a minimum of 25 decibels of attenuation, and a minimum of 30 decibels of attenuation is required in the 70 dBA DNL to 75 dBA DNL zone.</p> <p>Based on the site plans provided, windows of residential units adjacent to International Boulevard should have a minimum Sound Transmission Class (STC) rating of 33, given that the exterior siding maintains a tile or cement plaster finish. Windows of residential units along the western and eastern façades, within approximately 120 feet of the centerline of International Boulevard, should have a minimum STC rating of 30. Residential units that are located greater than approximately 120 feet from the centerline of International Boulevard would have adequate attenuation with standard windows, assuming they are closed. This would maintain interior noise levels below 45 dBA DNL with an adequate margin of safety. All units throughout the site should be mechanically ventilated so that windows can be kept closed at the occupant’s discretion to control noise intrusion indoors.</p> <p>The above noise insulation features would adequately reduce interior noise levels in all units to 45 dBA DNL or less, satisfying the interior noise level requirements of HUD.</p> <p>Operational Noise</p> <p>As a residential housing project, community noise levels will not be significantly affected by the development. The only noise anticipated is from the normal automobile traffic generated from the project and construction noise. Both are addressed in turn.</p> <p><u>Trip Generation</u></p> <p>As discussed further in the <i>Transportation</i> section of this report, a <i>Transportation Impact Review</i> was conducted for the project by Fehr & Peers in 2019. Fehr & Peers determined that the residential</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>and commercial uses of the proposed project would generate an estimated 500 daily trips.</p> <p>A significant, audible impact to ambient noise in the vicinity would result if the project caused a doubling of traffic in the area. Caltrans provides traffic counts for State Route 185/ International Blvd. The most recent data provided by Caltrans is for 2019, which shows Annual Average Daily Traffic (AADT) of 27,500 vehicles per day. The project would generate an estimated 500 trips per day and therefore would not cause a doubling of traffic.</p> <p>There are no adverse impacts to community noise anticipated as a result of the project.</p> <p>Operational Noise</p> <p>As a residential housing project, operations are not expected to generate noise levels that would be considered substantial in terms of existing or future noise levels in the area. Future noise levels in the project vicinity will continue to result from local transportation related noise sources. Occasionally audible noises from the proposed residential land uses will not measurably contribute to daily average noise.</p> <p>Construction Noise</p> <p>Noise generated during construction activities on the site could cause a substantial temporary increase in noise levels at surrounding land uses. Hours of construction are restricted to between the hours of 7:00 AM and 7:00 PM Monday through Friday.</p> <p>Conclusion</p> <p>Community noise levels will not be significantly affected by the development. The only contribution of the project to long-term noise levels would be from the normal automobile traffic generated from the project which will contribute to less than 1 dBA increase.</p> <p>The proposed project would temporarily generate noise during demolition and construction activities. Construction noise will be</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>subject to Section 17.120 of City of Oakland Planning Code and Section 8.18 of the Municipal Code.</p> <p>Mitigation</p> <p>The following project-specific mitigation measures were identified.</p> <p>N1. In order to reduce sound exposure to less than 65 dBA DNL at the lounge and dining area located near the southern edge of the open space area, the barrier must maintain a minimum height of 8 feet above the elevation of the open space area, be solid from grade to top, and have a minimum thickness of 3 lbs/ft² (1/4" width). The inclusion of a sound barrier that meets the requirements listed above would reduce future exterior noise exposure to less than 65 dBA DNL at the center of the lounge and dining area.</p> <p>N2. Sound rated-windows are required to reduce interior noise to 45 dBA CNEL or less. STC 33 rated windows are required for the façade along International Blvd., and for units within 120' of the centerline of International Blvd.; STC 30 windows are required for some units (see figure below); some units do not require window upgrades.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		 <p>N3. Mechanical ventilation must be provided to units where windows must be closed to maintain a relatively noise-free environment.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential construction noise. Application of these standards would ensure that the project would have a less than significant impact with respect to construction noise impacts.</p> <p><i>Standard Conditions of Approval Required:</i></p> <p>N4. Construction Days/Hours</p> <p>a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier driving and/or other extreme noise generating activities greater</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.</p> <p>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.</p> <p>c) No construction is allowed on Sunday or federal holidays.</p> <p>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.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City of Oakland, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p> <p>N5. Construction Noise</p> <p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>reduction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b) <u>Except as provided herein</u>, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered and avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c) Application shall use temporary power poles instead of generators where feasible. d) Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. <p>N6. Extreme Construction Noise</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>a. Construction Noise Management Plan Required</p> <p>Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>b. Public Notification Required</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p> <p>N7. Project-Specific Construction Noise Reduction Measures</p> <p>The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site specific noise attenuation measures to further reduce construction noise impacts on nearby residential properties. The project applicant shall implement the approved Plan during construction.</p> <p>N8. Construction Noise Complaints</p> <p>The project applicant shall submit to the City of Oakland for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ul style="list-style-type: none"> a) Designation of an on-site construction complaint and enforcement manager for the project; b) A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c) Protocols for receiving, responding to, and tracking received complaints; and

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>d) Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.</p> <p>N9. Operational Noise</p> <p>Noise levels at the project site after completion of the project (i.e. during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.</p> <p>Source Documentation: (10) (33) (40) (41) (42) (Appendix G)</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project activities do not affect a sole source aquifer, as there are no aquifers subject to a MOU between EPA and HUD in Alameda County.</p> <p>Source Documentation: (43)</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The site does not appear on the National Wetlands Inventory database. The site does not contain any on-site wetlands or jurisdictional waters.</p> <p>No further consultations are required.</p> <p>Source Documentation: (10) (24) (Appendix C)</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No wild and scenic rivers are located within Alameda County.</p> <p>Source Documentation: (44) (45)</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>ENVIRONMENTAL JUSTICE</p>		
<p>Environmental Justice Executive Order 12898</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Fruitvale neighborhood surrounding the Project site (within a 1-mile radius) suffers from adverse environmental conditions related to air pollution and its resulting adverse health effects, ranking greater than the 90th percentile nationally for DPM exposure and proximity to traffic emissions. The surrounding neighborhood is also subject to significant soil and groundwater contamination, ranking greater than the 91st percentile nationally for hazardous waste proximity, Superfund proximity and lead-based paint indicators.</p> <p>The Project would not create an adverse or disproportionate environmental impact, nor would it aggravate these air quality and hazardous conditions. Rather, the Project would result in remediation of identified soil contaminants. Health risk analysis for air quality shows no major health risk exposure. The Project would not have a disproportionate adverse effect on low-income or minority populations, but would instead provide a beneficial contribution to needed affordable housing for cost-burdened households.</p> <p>Source Documentation: (10) (46) (Appendix H)</p>

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

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

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	3	<p>Native American Health Center (NAHC) and Satellite Affordable Housing Associates (SAHA) are collaborating to develop 3050 International Boulevard, a vacant 32,571 square foot lot with three street frontages on Derby Street, 31st Avenue and International Boulevard. The project will be five stories with approximately 13,079 square feet of a Health Clinic and Cultural Center on the ground floor, and 76 affordable residential units occupying the second to fifth floors. The proposed site is bounded by two-story residential buildings located at Derby and 31st Avenues, and one and two-story commercial buildings across street. A six-story medical building and four-story mixed-use building is located on adjacent blocks along International Boulevard. There is no consistent setting, bulk, height, and the area exhibits a variety of architectural styles and materials.</p> <p>Comprehensive Plans</p> <p>The subject site is in the Community Commercial classification of the Land Use and Transportation Element (LUTE) of the General Plan. This classification is intended to create, maintain, and enhance areas suitable for a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts or centers. Community Commercial areas may include neighborhood center uses and larger scale retail and commercial uses, such as auto related businesses, business and personal services, health services and medical uses, educational facilities, and entertainment uses. Community Commercial areas can be complemented by the addition of</p>

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		<p>urban residential development and compatible mixed-use development. The project is located in the CC-2 Zone which permits one unit for every 275 square feet of lot area and would allow a maximum density of 108 units.</p> <p>The proposed project is consistent with the intent of the General Plan as well as the following objectives and policies:</p> <p>Policy NI.8 Making Compatible Development. The height and bulk of commercial development in "Neighborhood Mixed-Use Center" areas should be compatible with that which is allowed for residential development.</p> <p>Policy N3.1 - Facilitating Housing Construction -Facilitating the construction of housing units should be considered a high priority for the City of Oakland.</p> <p>Policy N3.2 - Encourage In-fill Development - In order to facilitate the construction of needed housing units, in-fill development that is consistent with the General Plan should take place throughout the City of Oakland.</p> <p>Objective N3 - To encourage the construction, conservation, and enhancement of housing resources in order to meet the current and future needs of the Oakland community. The proposal provides 77 affordable residential units and Health Clinic/ Cultural Center for the Oakland community.</p> <p>Objective N6 - Encourage a mix of housing costs, unit sizes, types and ownership structures. The proposal provides a mix of one, two bed rooms residential units and affordable units.</p> <p>Objective N3 of the Oakland General Plan Land Use and Transportation Element states: "Encourage the construction, conservation, and enhancement of housing resources in order to meet the current and future needs of the Oakland community". The proposal is to construct a new 76-unit affordable and Health Clinic/ Cultural Center mixed-use residential development on a 32,571 sq. ft. parcel. The proposal meets the above objective of constructing housing.</p> <p>Objective N3.2, Encouraging Infill Development: In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland. The project is an infill development on an underutilized, vacant site located within proximity to transit bus lines and has adequate public infrastructure to serve the development.</p>

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		<p>The proposed new development will not detract from the character of the Community Commercial General Plan designation.</p> <p>Zoning</p> <p>The project will be 100% affordable housing. The Planning Code and State law provisions are intended to encourage construction of affordable housing by offering incentives and/or concessions/waivers to a developer of a housing development that constructs a specified percentage of affordable units . Pursuant to Section 17.107.090, the Project qualifies for four (4) waivers of the development standards. Specifically, the Project includes the following waivers:</p> <p><u>Parking reduction</u></p> <p>The Oakland Planning Code requires a minimum of 0.5 parking spaces per unit for affordable housing in a Transit Accessible Area, resulting in a requirement of 38 residential parking spaces for this project.</p> <p>a) The applicant requested a waiver to decrease the maximum permitted parking spaces from 38 parking spaces to 28 parking spaces. (OMC Section 17.107.080. A.3, Gov't Code Section 65915(d)(l)(C)(2).) The decrease of parking requirement is necessary to accommodate the full range of affordable housing and mixed- use program proposed.</p> <p>This concession includes modifications to requirements of the Oakland Planning Code that would otherwise be required. Based on substantial evidence in the record, the Planning Code also requires active ground floor commercial uses along International Boulevard. The ground floor Health Clinic satisfies this requirement; however, in order to provide a viable footprint for the Health Clinic and it's required parking, there is insufficient space to also provide 38 residential parking spaces. In order to maximize the parking capacity of the remaining available space the project will utilize stackers, resulting in 28 residential parking spaces available. The project, therefore, seeks a waiver (Gov't Code Section 65915(d)(l)(A) to provide fewer parking spaces than required by the Planning Code. The development standard waiver are consistent with and enabled under the City's Planning Code and the State Law to encourage and facilitate the construction of</p>

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		<p>affordable housing. This concession to the Oakland Planning Code was granted with the approval.</p> <p><u>Open Space reduction</u></p> <p>b) The applicant requested a waiver to reduce the required group open space on ground floor and provide most of open space requirement on the roof/podium. Approximately 9,993 square feet of group open space is proposed on the roof deck, where 11,550 sq. ft. of group open space is required by Planning Code Section 17.126.030.B. Rooftop open space is limited to 25% of the total required. As designed 75% of open space is provided on the roof/podium. A waiver is needed to have more than 25% of the required open space located on the roof deck.</p> <p>The project would physically preclude the development at the density given the need to include ground floor parking area for both the residential and medical/civic activities and the health care/ cultural center space as active ground floor space. This waiver is consistent with and enabled under the City's Planning Code and the State Law to encourage and facilitate the construction of affordable housing. This concession to the Oakland Planning Code was granted with the approval.</p> <p><u>Set back reduction</u></p> <p>c) The applicant requested a waiver for the 15' required rear setback for projects adjacent to RM Zones. Providing this setback would significantly reduce the available square footage for ground floor programming as well as reduction of residential units above. The project therefore seeks a waiver (Gov't Code Section 65915(d)(I)(A)) to provide a 1'.5" rear setback in lieu of the required 15' setback. This reduction of rear setback is necessary to accommodate the full range of affordable housing and mixed-use program proposed. The project would physically preclude the development at the density if the required rear yard setback from property line is met. These development standard reductions are consistent with and enabled under the City's Planning Code and the State Law to encourage and facilitate the construction of affordable housing. This concession to the Oakland Planning Code was granted with the approval.</p>

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		<p><u>Residential Off-Street Loading Waiver</u></p> <p>d) The applicant requested a waiver for the one off-street loading berth required in all zones for Residential Activities and total of floor area of facilities that are 50,000 square feet or more. Providing this would further reduce parking and/or the health care/ civic center area and eliminate additional ADA parking located directly next to the lobby. The first floor residential area only contains uses that need to be located on the ground floor which include bike parking, elevators, stairs, mailroom, trash room, and utilities. Furthermore, including a loading berth that meets the height requirements for the loading area and trucks anticipated would increase the height of the building at the ground floor and likely require a reduction in units. These development standard reductions are consistent with and enabled under the City's Planning Code and the State Law to encourage and facilitate the construction of affordable housing. This concession to the Oakland Planning Code was granted with the approval.</p> <p><u>Street and Traffic Plan</u></p> <p>As currently structured, the streets adjacent to this project are not well configured for emergency, patient, or resident access to the project. The Bus Rapid Transit (BRT) project, currently under construction on International Boulevard, will further exacerbate this condition, with new medians blocking access to Derby and 31st from the southbound lane.</p> <p>In order to simplify the traffic flow and access to the site, the project proposes to change 31st Avenue to a two-way street. This would allow autos leaving the clinic parking lot to exit directly toward International Boulevard, rather than travel through the neighborhood. The Oakland Fire Department has indicated that on-street parking will need to be removed from one side of both Derby Street and 3181 Avenue in order to provide the minimum 20' wide lanes for emergency access to the building. Along one side of 31st Ave, 8 parking spaces will be eliminated including 4 metered spaces. Along one side of Derby Avenue, 8 parking spaces will be eliminated including 6 metered spaces. This Street and Traffic Plan proposal will be reviewed and processed under separate permits by the City of Oakland Department of Transportation. This process and project recommendation is discussed in the Transportation and Accessibility section below.</p>

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	<p>Scale and Urban Design</p> <p>City of Oakland Planning Staff worked with the project architect to achieve a building composition that provides visual interest to better relate to the surrounding area in their setting, scale, height, materials and textures. The proposed open space at the podium will allow to break the building mass and provide transition between adjacent residential buildings. The vertical offset at the podium level and up to the roof serves to lighten the building mass, as well as to articulate the building elevations. The proposed pilasters located in front and side elevations follows the adjacent historic building's rhythm. The entry canopies at the health center and residential lobby are painted metal slats with a perforated metal panel will improve visual interest from the front and side elevations. The proposal includes tall windows and door at the ground floor which complies with Design Guidelines for Corridors and Commercial Areas.</p> <p>The ground floor exterior features a Terra-cotta tile finish with aluminum storefront windows, doors, and horizontal metal canopy to provide shading. The exterior of residential level 2 to level 5 features cement plaster with color variation. The residential windows are vinyl, providing 2" recessed from exterior walls.</p> <p>The proposed ground floor space designated as Health Clinic / Cultural Center will apply high proportion of glazed surfaces and establish prominent and frequent entrances on facades facing corridor to comply with Design Guidelines for Corridors and Commercial Area Sections 4.2.1 and 4.3.2. The proposal has achieved the entitlements necessary to execute the project.</p> <p>The project will provide additional affordable housing for the City of Oakland at large and will enhance the public safety, security and appearance of this neighborhood. This area of the International Boulevard neighborhood has a mix of multi-family dwellings and commercial buildings consisting of two to six stories with the Planning Code and General Plan envisioning new development to be much higher; Thus, this proposed project will be compatible with existing and future development. The project is well related to the area in materials and textures and adequately reduces the mass and bulk as mentioned above. Therefore, the proposed design will relate well with the surrounding land uses in terms of setting, scale, bulk, height, materials, and textures.</p> <p>Conclusion</p> <p>The project design – plans and drawings – have been approved. The design has been deemed appropriate and compliant with City standards. The project</p>
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		<p>has been granted a Tentative Parcel Map Subdivision to merge four parcels into one parcel.</p> <p>The project is consistent with plans, land use, zoning and urban design. The project is transit-oriented by design, providing a benefit to the community.</p> <p>The City has required details related to graffiti and final design review as part of the approval that apply. Application of these standards and implementation of these measures and plans would ensure that impacts to land use are <i>less than significant</i>.</p> <p><i>Mitigations Required:</i></p> <p>LU1. Ground Floor Building Materials Graffiti-Resistant</p> <p>The project applicant shall ensure that materials used on the ground floor are graffiti-resistant and exterior façade will stand the test of time by ensuring that dust and roadway grim are easily cleanable.</p> <p>LU2. Final Design Review</p> <p>a. Prior to issuance of building permit.</p> <p>As the design of the building is further detailed, the design elements listed below shall be revised and shall be submitted for review and approval by the Planning Director or designee prior to issuance of the building permit. Only high-quality materials will be approved. The Planning Director or designee may exercise his/her standard authority to refer the design revisions to the DRC or to the Planning Commission.</p> <p>(a) Final review of all exterior materials and colors.</p> <p>(b) More information regarding window details and installation specifications (framing material, glass, and mullions) and also of the window system and assembly, to confirm adequate thickness of components, overall quality, and recess from the outside wall. Window mullions shall be a minimum of 2" thick and the window surfaces shall be recessed a minimum of 1 ¾ to 2" from the building façade.</p>

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		<p>(c) The proposed white color vinyl windows shall be revised to dark color.</p> <p>(d) The Project applicant shall ensure that the lighting fixtures within the garage are shielded to a point below the light bulb and reflector consistent with the lighting condition.</p> <p>Source Documentation: (10) (25) (Appendix H)</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	<p>3</p>	<p>Soil Suitability</p> <p>A Geotechnical Investigation was prepared for the project by Rockridge Geotechnical in January 2019. A summary follows.</p> <p><u>Geotechnical Investigation</u></p> <p>A geotechnical investigation was performed by Rockridge Geotechnical, Inc. for the proposed mixed-use building to be constructed at 3050 International Boulevard in Oakland, California. The site is located on the northeastern side of International Boulevard between Derby and 31st Avenues. The subject property is bordered by Derby Avenue to the northwest, 31st Avenue to the southeast, International Boulevard to the southwest, and apartment buildings to the northeast. The site consists of an approximately 0.75 acre, relatively level, L-shaped lot with maximum plan dimensions of about 200 feet by 200 feet. Plans are to construct a 5-story, mixed-use building that will occupy the entire site. The new building will consist of four levels of wood-frame construction over one level of concrete podium and will be constructed at-grade.</p> <p>Subsurface conditions at the site were explored by performing five cone penetration tests (CPTs), drilling two test borings, and performing laboratory testing on selected soil samples.</p> <p><u>Subsurface Conditions</u></p> <p>A regional geologic map prepared by Graymer (2000) indicates the site vicinity is underlain by Holocene-age alluvial deposits (Qha). The results of field investigation indicates that the site is underlain by up to two feet of fill overlying alluvial soil that extends to the maximum depth explored of 61 feet bgs. The fill generally consists of medium dense sand and silty sand or stiff clay. The alluvium generally consists of clay and silty clay interbedded with relatively thin layers of sand with varying clay and silt content. Where explored, the clay is</p>

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		<p>generally stiff to hard. Atterberg limits tests performed on samples of the near-surface clay/sandy clay indicate it has low to moderate expansion potential with plasticity indices (PIs) ranging from 7 to 18. The interbedded sand, clayey sand and silty sand layers are generally less than five feet thick and vary from medium dense to very dense.</p> <p><u>Groundwater</u></p> <p>The groundwater level is expected to fluctuate several feet seasonally, depending on the seasonal rainfall. Available historic groundwater information presented in the California Geologic Survey Seismic Hazard Zone Report for the Oakland East Quadrangle indicates the historic high groundwater at the site is approximately 10 feet bgs.</p> <p><u>Conclusion</u></p> <p>From a geotechnical standpoint, the site can be developed as planned, provided the recommendations presented in the geotechnical report are incorporated into the project plans and specifications and implemented during construction. The primary geotechnical concern is providing adequate foundation support.</p> <p><i>Mitigations Required:</i></p> <p>G1. Follow all recommendations laid forth in the Geotechnical Investigation prepared for the project by Rockridge Geotechnical and dated January 2019 (see Appendix H).</p> <p>Slope</p> <p>The site is flat. There are no significant slopes on the site.</p> <p>Erosion</p> <p>The site as it exists now is not subject to erosion. However, if not properly managed, erosion could occur during construction of the project.</p> <p>Plans demonstrating the Best Management Practices for erosion control, sedimentation and water quality impacts to the maximum extent practicable must be submitted for review and approval by the City of Oakland’s Planning and Zoning Division and Building Services Division. At a minimum, appropriate filter materials shall be provided at nearby catch basins to prevent debris and dirt from flowing into the City’s storm drain system and creeks.</p>

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		<p><u>Drainage/Storm Water Runoff</u></p> <p>Development of the site could affect drainage patterns and increase the overall amount of impervious surfaces, thus creating changes to stormwater flows and water quality. Increasing the total area of impervious surfaces can result in a greater potential to introduce pollutants to receiving waters. Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediments, and pesticide residues from roadways, parking lots, rooftops, landscaped areas and deposit them into an adjacent waterway via the storm drain system. New construction could also result in the degradation of water quality with the clearing and grading of sites, releasing sediment, oil and greases, and other chemicals to nearby water bodies.</p> <p>The project will result in a net increase in impervious surface. The City of Oakland imposes Best Management Practices to minimize the generation, discharge and runoff of stormwater pollution during construction of projects in the City.</p> <p>Post-construction stormwater management on the site will be required to comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. A stormwater management plan will be developed to manage stormwater run-off and limit discharge of pollutants in stormwater after construction of the project. The plan will include hydromodification measures, if required, and stormwater treatment measures to remove pollutants and hydraulic sizing for treatment measures proposed.</p> <p>The project will be required to fund any repairs or infrastructure improvements to the surrounding stormwater system.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to geologic impacts, stormwater control, run-off, the storm-drain system and water quality. Application of these standards and implementation of these measures and plans would ensure that impacts to stormwater and water quality are <i>less than significant</i>.</p> <p>SW1. Erosion and Sedimentation Control Measures for Construction</p> <p>The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts</p>

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		<p>during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.</p> <p>SW2. NPDES C.3 Stormwater Requirements for Regulated Projects</p> <p>a) <i>Post-Construction Stormwater Management Plan Required</i></p> <p>The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. <p>b) <i>Maintenance Agreement Required</i></p> <p>The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p>

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		<ul style="list-style-type: none"> i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p> <p>SW3. Storm Drain System</p> <p>The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p> <p>Source Documentation: (10) (33) (47) (48) (49) (Appendix H)</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>Site Safety</p> <p>The project will not create a risk of explosion, release of hazardous substances or other dangers to public health. The project is not located near any hazardous operations. The project will provide a safe place for residents.</p> <p><u>Regional Seismicity</u></p> <p>A Geotechnical Investigation was prepared for the project by Rockridge Geotechnical in January 2019. Excerpts follow.</p> <p>The site is located in the Coast Ranges geomorphic province of California that is characterized by northwest-trending valleys and ridges. These topographic features are controlled by folds and faults that resulted from the collision of the Farallon plate and North American plate and subsequent strike-slip faulting</p>

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		<p>along the San Andreas Fault system. The San Andreas Fault is more than 600 miles long from Point Arena in the north to the Gulf of California in the south. The Coast Ranges province is bounded on the east by the Great Valley and on the west by the Pacific Ocean.</p> <p>The major active faults in the area are the Hayward, Calaveras and San Andreas faults.</p> <p>For these and other active faults within a 50-kilometer radius of the site, the distance from the site and estimated mean characteristic Moment magnitude² [2007 Working Group on California Earthquake Probabilities (WGCEP) (USGS 2008) and Cao et al. (2003)] are summarized in the table below.</p> <p>Table 10 Regional Faults and Seismicity</p> <table border="1" data-bbox="537 858 1471 1648"> <thead> <tr> <th>Fault Segment</th> <th>Approximate Distance from Site (km)</th> <th>Direction from Site</th> <th>Mean Characteristic Moment Magnitude</th> </tr> </thead> <tbody> <tr> <td>Total Hayward</td> <td>4.1</td> <td>Northeast</td> <td>7.00</td> </tr> <tr> <td>Total Hayward-Rodgers Creek</td> <td>4.1</td> <td>Northeast</td> <td>7.33</td> </tr> <tr> <td>Total Calaveras</td> <td>20</td> <td>East</td> <td>7.03</td> </tr> <tr> <td>Mount Diablo Thrust</td> <td>20</td> <td>East</td> <td>6.70</td> </tr> <tr> <td>Green Valley Connected</td> <td>25</td> <td>East</td> <td>6.80</td> </tr> <tr> <td>N. San Andreas - Peninsula</td> <td>25</td> <td>West</td> <td>7.23</td> </tr> <tr> <td>N. San Andreas (1906 event)</td> <td>25</td> <td>West</td> <td>8.05</td> </tr> <tr> <td>N. San Andreas - North Coast</td> <td>31</td> <td>West</td> <td>7.51</td> </tr> <tr> <td>San Gregorio Connected</td> <td>33</td> <td>West</td> <td>7.50</td> </tr> <tr> <td>Greenville Connected</td> <td>37</td> <td>East</td> <td>7.00</td> </tr> <tr> <td>Monte Vista-Shannon</td> <td>38</td> <td>South</td> <td>6.50</td> </tr> <tr> <td>Rodgers Creek</td> <td>39</td> <td>Northwest</td> <td>7.07</td> </tr> <tr> <td>Great Valley 5, Pittsburg Kirby Hills</td> <td>43</td> <td>Northeast</td> <td>6.70</td> </tr> <tr> <td>West Napa</td> <td>43</td> <td>North</td> <td>6.70</td> </tr> </tbody> </table> <p>The U.S. Geological Survey's 2014 Working Group on California Earthquake Probabilities has compiled the earthquake fault research for the San Francisco Bay Area in order to estimate the probability of fault segment rupture. They</p>	Fault Segment	Approximate Distance from Site (km)	Direction from Site	Mean Characteristic Moment Magnitude	Total Hayward	4.1	Northeast	7.00	Total Hayward-Rodgers Creek	4.1	Northeast	7.33	Total Calaveras	20	East	7.03	Mount Diablo Thrust	20	East	6.70	Green Valley Connected	25	East	6.80	N. San Andreas - Peninsula	25	West	7.23	N. San Andreas (1906 event)	25	West	8.05	N. San Andreas - North Coast	31	West	7.51	San Gregorio Connected	33	West	7.50	Greenville Connected	37	East	7.00	Monte Vista-Shannon	38	South	6.50	Rodgers Creek	39	Northwest	7.07	Great Valley 5, Pittsburg Kirby Hills	43	Northeast	6.70	West Napa	43	North	6.70
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		<p>have determined that the overall probability of moment magnitude 6.7 or greater earthquake occurring in the San Francisco region during the next 30 years (starting from 2014) is 72 percent. The highest probabilities are assigned to the Hayward and Calaveras faults, and the northern segment of the San Andreas Fault. These probabilities are 14.3, 7.4, and 6.4 percent, respectively.</p> <p><u>Geologic Hazards</u></p> <p>Because the project site is in a seismically active region, the potential for earthquake-induced geologic hazards including ground shaking, ground surface rupture, liquefaction, lateral spreading, and cyclic densification was evaluated. The results of the field investigation was used to evaluate the potential of these phenomena occurring at the project site.</p> <p><u>Ground Shaking</u></p> <p>The seismicity of the site is governed by the activity of the Hayward Fault, although ground shaking from future earthquakes on other faults, including the Calaveras and San Andreas faults, will also be felt at the site. The intensity of the earthquake ground motion at the site will depend upon: 1) the size (magnitude) and duration of the earthquake, 2) the distance from the site to the fault source, 3) the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and 4) site-specific soil conditions. Strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults.</p> <p><u>Ground Surface Fault Rupture</u></p> <p>Historically, ground surface displacements closely follow the trace of geologically young faults. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. The risk of fault offset at the site from a known active fault is very low. In a seismically active area, the remote possibility exists for future faulting in areas where no faults previously existed; however, the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low.</p> <p><u>Liquefaction and Associated Hazards</u></p> <p>Liquefaction is a phenomenon in which saturated soil temporarily loses strength from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes</p>

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		<p>loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures and sand boils are evidence of excess pore pressure generation and liquefaction.</p> <p>The liquefaction analysis indicates there are only a few isolated, thin (less than one foot thick) sand and silty sand layers/lenses underlying the site that may liquefy during a major earthquake. We estimate that ground-surface settlement associated with liquefaction (referred to as post-liquefaction reconsolidation) after a major seismic event on a nearby fault will be less than ¼ inch.</p> <p>Ishihara (1985) presented an empirical relationship that provides criteria used to evaluate whether liquefaction-induced ground failure, such as sand boils, would be expected to occur under a given level of shaking for a liquefiable layer of given thickness overlain by a resistant, or protective, surficial layer. Analysis indicates the non-liquefiable soil overlying the potentially liquefiable soil layers at the site is sufficiently thick and the potentially liquefiable layers are sufficiently thin such that the potential for surface manifestations from liquefaction, such as sand boils and loss of bearing capacity for shallow foundations, is very low.</p> <p>Considering the relatively flat site grades, the absence of a free face in the site topography, and the discontinuous nature of the potentially liquefiable layers, the risk of lateral spreading is nil.</p> <p><u>Cyclic Densification</u></p> <p>Cyclic densification (also referred to as differential compaction) of non-saturated sand (sand above the groundwater table) can occur during an earthquake, resulting in settlement of the ground surface and overlying improvements. The soil above the groundwater table at the site primarily consists of fine-grained deposits that are sufficiently cohesive, such that they are not susceptible to cyclic densification. Therefore, the potential for cyclic densification to impact the proposed development is nil.</p> <p>Conclusion</p> <p>From a geotechnical standpoint, the site can be developed as planned, provided the recommendations presented in the geotechnical report are incorporated into the project plans and specifications and implemented during construction.</p>

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		<p>The primary geotechnical concern is providing adequate foundation support. Other than the possibility of earthquakes, no other natural hazard exists on the project site or immediate area.</p> <p><i>Mitigation Required:</i></p> <p>G1. Follow all recommendations laid forth in the Geotechnical Investigation prepared for the project by Rockridge Geotechnical and dated January 2019 (see Appendix H).</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to geology and soils. Application of these standards and implementation of these measures, reports and recommendations, would ensure that impacts to geology and soils are less than significant.</p> <p>G2. Construction-Related Permit(s)</p> <p>The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p> <p>G3. Seismic Hazards Zone (Landslide/Liquefaction)</p> <p>The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p> <p>The site is located in a dense urban environment on a primary arterial street. The area does not include man-made site hazards other than those already discussed in the Contamination section above. The project could involve the use</p>

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		<p>of hazardous materials during construction. This issue is also discussed in the Contamination section above.</p> <p>The property is not an air pollution generator and is not located in the immediate vicinity of one.</p> <p>The project will not be effected by nuisances atypical of a dense urban environment.</p> <p>The project is not a noise generating facility and although will involve construction noise near sensitive receptors such as residential uses. This is temporary noise.</p> <p>Source Documentation: (10) (33) (47) (Appendix H)</p>
<p>Energy Consumption</p>	<p>3</p>	<p>The City of Oakland has imposed Green Building conditions of approval on all projects pursuant to Oakland Municipal Code Chapter 18.02, the <i>Green Building Ordinance</i>. The applicant is required to comply with California Green Building Standards (CALGreen) and score a minimum of 23 points on the GreenPoint Rated checklist and be certified by <i>Build It Green</i>.</p> <p>In addition, the City has adopted an All Electrical Ordinance, which would prohibit natural gas hook-ups in new residential and commercial construction. The purpose of the Ordinance is to help the City achieve their climate targets and reduce greenhouse gas emissions especially as the state moves to net zero energy goals.</p> <p>The City of Oakland has imposed Plug-In Vehicle Charging Infrastructure conditions of approval on all projects pursuant to Oakland Municipal Code Chapter 15.02. The applicant is required to comply with the Ordinance and provide PEV-Capable parking spaces.</p> <p>Although the project will incrementally consume more energy and resources over current conditions, the project features will ensure that resources are used efficiently and without waste.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to green building, energy efficiency and water conservation. Application of these standards and implementation of these measures would further ensure that impacts to sustainability are less than significant.</p>

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		<p><i>Standard Condition of Approval Required:</i></p> <p>EC1. Green Building Requirements</p> <p>a. Compliance with Green Building Requirements During Plan-Check</p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> a. Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. b. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. c. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. d. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. e. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. f. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was

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		<p>granted during the review of the Planning and Zoning permit.</p> <p>g. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p> <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <p>a. CALGreen mandatory measures.</p> <p>b. All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit.</p> <p>c. per the appropriate checklist approved during the Planning entitlement process.</p> <p>d. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.</p> <p>e. The required green building point minimums in the appropriate credit categories.</p> <p>b. Compliance with Green Building Requirements During Construction</p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p>

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		<ul style="list-style-type: none"> i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>c. Compliance with Green Building Requirements</p> <p>Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Green Building Certification Institute and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.</p> <p>d. Compliance with Green Building Requirements During Construction</p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Green Building Ordinance during construction. The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit. ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>EC2. Plug-In Electric Vehicle (PEV) Charging Infrastructure</p>

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		<p>a. PEV-Ready Parking Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p> <p>b. PEV-Capable Parking Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p> <p>c. ADA-Accessible Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).</p> <p>Source Documentation: (10) (33) (50)</p>
SOCIOECONOMIC		
Employment and Income Patterns	2	<p>The project will construct 76 residential dwelling units and 13,589 square feet of commercial space for the Native American Health Center. The project will provide both temporary construction jobs and permanent jobs within the health center and as management of the residential units. These trade and skilled jobs are expected to be filled with the Bay Area.</p> <p>Impacts to employment and income patterns are expected to be less than significant.</p>

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		Source Documentation: (10)
Demographic Character Changes, Displacement	2	<p>Demographic Character Changes</p> <p>The project is located in the Fruitvale neighborhood of Oakland which is home to Oakland's largest Latino and Indigenous population. The neighborhood is a vibrant primary corridor which includes residential buildings, shopping, community services, cultural events, and significant public transit options accessible to the project. While the many several affordable housing projects have been constructed in the neighborhood and the area has a lower per capital in-come level, at 76 units, it is not anticipated to induce substantial growth in population in the area or result in a concentration of low income or disadvantaged people. On the contrary, the project will help to address the need for housing projected in the <i>Regional Housing Needs Allocation</i>.</p> <p>Based on guidelines provided by HUD, the maximum number of residents appropriate to multi-family unit dwellings is two persons per bedroom, plus one per unit. Thus, at most there would be seven persons in a three-bedroom apartment, and five persons in a two-bedroom unit. The proposed project would provide 28 one-bedroom units, 29 two-bedroom units and 19 three-bedroom units. To consider the maximum number of persons the project could accommodate, HUD guidelines for the maximum number of residents will be used. Carrying the math forward, we see that $(28 \times 3) = 84$ plus $(29 \times 5) = 145$ and $(19 \times 7) = 133$ for a total of 362. So, the proposed project would provide housing for at most 362 people. However, it is not expected that three persons will occupy a one-bedroom unit. Nevertheless, for the purposes of this analysis, a population of 362 people is assumed. The population of the City of Oakland was 397,011 in 2010, so the additional 392 people would represent 0.0009% of that population. <i>Less than significant</i> impact is expected to result from the proposed project, as it would not create a significant change to the demographics of the area.</p> <p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally-funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance</p>

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		<p>apply to the acquisition, rehabilitation, or demolition of real property for federal or federally-funded projects.</p> <p>Section 205 of the URA requires that, “Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.”</p> <p>The site is vacant; however, it is currently being utilized as a COVID-19 testing center, a temporary use. The testing center is operated by the owner, City of Oakland. A relocation plan is not required.</p> <p>Source Documentation: (4) (10) (51) (52)</p>
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>Educational Facilities</p> <p>The project by its definition is to provide affordable housing for individuals and families, with at most a population of 392 people. School aged children will likely be housed by the project.</p> <p>School-age children would likely attend the nearest schools, which include Garfield Elementary School at 1640 22nd Avenue, approximately 0.9 miles north or a five minute drive. For middle school children, Roosevelt Middle School is located at 1926 East 19th Street, 1.2 miles north. For high school aged youth, Arise High School is located at 3301 E 12th Street, Unit 205, 0.3 miles south or a two-minute drive. Several charter schools are also located in the area.</p> <p>Impacts to educational facilities are considered <i>less than significant</i>.</p> <p>Cultural Facilities</p> <p>The proposed project lies along the International Boulevard corridor – rich in commercial and retail facilities. Downtown Oakland, a major metropolitan city and cultural center is accessible by public transit in front of the project site and connects to BART, providing access to other destinations around the San</p>

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		<p>Francisco Bay Area. Oakland Public Library, Cesar E. Chavez branch is located at 3301 E 12th Street, Unit 271, 0.3 miles south of the project site.</p> <p>Furthermore, the Fruitvale neighborhood itself is rich in cultural facilities and special events, and the project is including cultural center space at the ground floor.</p> <p>The project represents an incremental demand for cultural facilities. There are no adverse impacts identified.</p> <p>Source Documentation: (10) (11) (33) (53) (54)</p>
Commercial Facilities	2	<p>The project site lies along the International Boulevard, a primary-corridor, lined with commercial and retail facilities, auto facilities, banks, restaurants and grocery stores. Within five miles are ATMs and banks, auto service facilities, gas stations, hotel/motels, night clubs and taverns, post offices, and pharmacies and shopping centers.</p> <p>The additional residents would not constitute a significant adverse impact on the demand for commercial facilities in the area.</p> <p>Source Documentation: (10) (11)</p>
Health Care and Social Services	1	<p>Health Care</p> <p>Hospitals with full-service emergency rooms near the project site include Alta Bates Medical Center located at 350 Hawthorne Avenue, 5.7 miles away or a 13 minute drive. Highland Hospital located at 1411 E 31st Street, approximately 2.1 miles away. Highland hospital has a 24-hour emergency room and trauma center. For Kaiser Permanente members, Kaiser Foundation Hospital is located at 3600 Broadway, approximately 4.8 miles north. There are numerous smaller health care facilities including clinics, urgent care and specialty services in the area.</p> <p>The project itself will include a large ground floor commercial which will be owned and managed by the Native American Health Center (NAHC) and will be an expansion of their existing facilities down the street. The NAHC uses will include a focus on youth/adolescent clinic services to include: medical/integrated behavioral health and dental clinic; women, infants and children (WIC) services; a community/cultural center; and accompanying administrative offices.</p>

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		<p>There are no adverse impacts to Healthcare facilities or delivery systems anticipated as a result of the proposed project. As the project will provide services to the community, there is a small benefit in this regard.</p> <p>Social Services</p> <p>The closest Alameda County Social Services Agency office to the project site is located at 8477 Enterprise Way, in Oakland, approximately four miles away. The Agency provides services for children and families, the elderly, disabled adults, veterans. Services include food assistance, medical and health, employment, training, housing services, and financial assistance. Supportive services provided include child care, transportation, mental health, alcohol and drug addiction treatment and Social Security Insurance advocacy.</p> <p>There are 30 social service providers in the Oakland area, including Family Education and Resource Center, Mental Health Association of Alameda County, St. Vincent de Paul Society, and the American Red Cross, to name a few.</p> <p>The project itself will provide a community room and services office for residents.</p> <p>The project does not represent a significant change to the demographics of the area or on area social services as it serves the existing population. There are no adverse impacts to social services as a result of the project.</p> <p>Source Documentation: (10) (55) (56) (57) (58) (59)</p>
Solid Waste Disposal / Recycling	3	<p>Operational Waste</p> <p>Franchise waste hauler Waste Management, Inc. provides solid waste services to the site and vicinity. Waste Management is the largest garbage company in North American with over 21 million customers, 262 active solid waste landfills, 5 hazardous waste landfills, and 43,000 employees as of year-end 2013. Waste Management operates 120 traditional recycling facilities, of which 50 are single stream and 12 are for construction and demolition material recycling. Waste Management also operates five independent power production plants, two of which produce renewable energy; and 17 waste-to-energy plants. Waste Management has been moving operations into green services that extract value from waste rather than the traditional model of isolating waste in disposal sites.</p>

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		<p>Operating more sustainably is a goal for many Waste Management customers. Sustainability goals can be as complex as addressing climate change or as simple as increasing recycling. Waste Management Sustainability Services (WMSS) works closely with customers to create customized solutions that help them reduce waste of resources, water or energy.</p> <p>The City of Oakland has been a partner in these efforts. Chapter 17.118 of the Oakland Municipal Code defines the Recycling Space Allocation Ordinance in an effort to divert solid waste generated by operation of the project from landfills. An Operational Diversion Plan (ODP) must be submitted to the Environmental Services Division of the Public Works Agency for review and approval.</p> <p>The subject and adjacent properties are already served with solid waste disposal service; therefore, the project represents a marginal net increase. However, the increase in demand would not exceed the capacity of or reduce the capability of services in the City of Oakland and would not require the construction of additional solid waste management facilities. There are no adverse impacts identified as a result of the project.</p> <p>Construction Waste</p> <p>Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition recycling. The goal is to divert debris waste from landfill disposal. The project proponent is required to submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) for review and approval by the Oakland Public Works Agency. In addition, waste generated by demolition and construction will be required to be diverted from landfills to reduce impacts to landfills and encourage the reuse of such materials. Impacts after adherence to Oakland Municipal Code are <i>less than significant</i>.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to green building and recycling. Application of these standards and implementation of these measures would reduce impacts to <i>less than significant</i>.</p> <p><i>Standard Conditions of Approval Required:</i></p> <p>RE1. Construction and Demolition Waste Reduction and Recycling</p>

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		<p>The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p> <p>RE2. Recycling Collection and Storage Space</p> <p>The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.</p> <p>Source Documentation: (10) (33) (60) (61)</p>
Waste Water / Sanitary Sewers	3	<p>Waste water (sewage) is collected and treated by the East Bay Municipal Utility District or EBMUD. EBMUD has been operating in the East Bay of the San Francisco Bay Area for over 50 years and services approximately 650,000 people. Waste water is collected from homes and businesses through privately-owned sewer laterals that feed into a network of city sewers. EBMUD's interceptors carry the wastewater to a treatment plant in Oakland. EBMUD treats the waste water, removing solids and cleaning it before it is</p>

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		<p>discharged into San Francisco Bay. Stormwater is collected through a separate community-owned system.</p> <p>Approval of the project's planning application to the City of Oakland is conditioned on the project proponent funding any infrastructure upgrades required to accommodate the project. In the event that an impact analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to sanitary sewers and implementation of these measures would reduce impacts to <i>less than significant</i>.</p> <p><i>Standard Conditions of Approval Required:</i></p> <p>SS1. Sanitary Sewer System</p> <p>The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p> <p>Source Documentation: (10) (33)</p>
Water Supply	3	<p><u>Water Supplier</u></p> <p>Potable water at the project site will be supplied by the East Bay Municipal Utility District (EBMUD). Ninety percent of EBMUD's water comes from the 577-square mile watershed of the Mokelumne River on the western slope of the Sierra Nevada. This area is mostly national forest, EBMUD-owned lands and other undeveloped lands little affected by human activity.</p>

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		<p>The Mokelumne watershed collects snowmelt from Alpine, Amador and Calaveras counties. The snowmelt flows into Pardee Reservoir near the town of Valley Springs. Three large aqueducts carry water more than 90 miles from Pardee Reservoir to the East Bay and protect it from pesticides, agricultural and urban runoff, municipal sewage and industrial discharges. When water demand is high or during times of operational need, EBMUD also draws water from protected local watersheds.</p> <p>Because of very low rainfall levels and melted snowpack, EBMUD has declared a Stage 4 critical drought and set a community-wide goal to reduce water use 20% compared to 2013. To achieve these savings, EBMUD has adopted new water use rules that affect all customers and must supplement normal water supplies with water from additional sources.</p> <p>A Water Supply Update posted on the EBMUD website (October 3, 2021) shows 'Total System Storage' at 56% full and 'Total East Bay Res.' at 67% of full capacity.</p> <p>EBMUD has prepared a Water Supply Management Plan 2040 to estimate water supply needs over a 30-year planning period and proposes a diverse portfolio of policy initiatives and potential projects to ensure that needs are be met in dry years. The portfolio of solutions includes increased conservation and provision of recycled water, as well as rationing and a mix of possible supplemental supply projects that can be adjusted and implemented in a step-wise manner over the next thirty years as necessary to respond to changes in demand, changes in supplies, and future uncertainties, including the potential for climate change effects on both supply and demand. In addition to including aggressive conservation goals and an increase in the provision of recycled water, a mix of possible supplemental supply projects intended to be pursued in progressive stages is included, with the projects involving the fewest regulatory and institutional challenges undergoing study in order to respond to water need in the short-term, while the other more complex, regional projects to be pursued in the longer-term, beyond 2025, if the demand arises and other short-term projects do not provide sufficient yield to meet dry year needs.</p> <p><u>Proposed Project</u></p> <p>To reduce usage, the project will implement water-saving features to the extent practicable. Water saving fixtures such as low-flow toilets and water</p>

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		<p>efficient appliances can be used to reduce water demand. Emphasis will be placed on water conservation efforts.</p> <p><u>Conclusion</u></p> <p>Alameda County is projected to grow its population by 32% by 2040. According to the Association of Bay Area Governments (ABAG), Alameda County Housing Needs Allocation 2014 to 2022, the City of Oakland should add 14,765 new units by 2022 in order to meet the needs for housing.</p> <p>Plans developed by water provider EBMUD will ensure future supplies are adequate to cover dry years. At 76 units, the project will have an incremental adverse impact in the short-term by adding additional demand; however, inclusion of water-conserving measures in the project will contribute to overall water reduction even in wet years.</p> <p>The City of Oakland has imposed Standard Conditions of Approval to reduce project demand for water used for landscaping.</p> <p><i>Standard Conditions of Approval Required:</i></p> <p>WS1. Water Efficient Landscape Ordinance (WELO)</p> <p>The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.</p> <p>Prescriptive Measures: Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23):</p> <p>http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf</p>

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		<p>Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p> <ul style="list-style-type: none"> a. Project Information: <ul style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." b. Water Efficient Landscape Worksheet <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan <p>Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or</p>

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		<p>her designee. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below . http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20official%20CCR%20pages.pdf</p> <p>Source Documentation: (3) (5) (10) (33) (62)</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>Police</p> <p>The Oakland Police Department (OPD) provides police services to the area. For 2019, the City of Oakland ended with 75 murders compared to 68 the previous year – a 10 percent increase. There were also 284 shootings in 2019 compared to 276 the previous year - a three percent increase. In 2019, a conflict that had been dormant for over seven years between two rival gangs was rekindled. This conflict contributed greatly to the increase in gun violence in 2019. The Ceasefire team initiated a long-term investigation on individuals in the most active gangs/groups in 2019. This investigation led to the arrest of individuals involved in shootings, homicides, robberies, and illegal firearms trafficking.</p> <p>The site is located in Beat 19X within Area 3. The nearest station is located at 455 7th Street, 3.2 miles north.</p> <p>Area 3 (Beats 15 - 22) is centrally located within the City of Oakland. It is bordered by Area 1, Area 2, Lake Merritt, and the City of Piedmont on the west, Redwood Regional Park on the north, Area 4 to the east, and the estuary to the south. Area 3 is a diverse community with several thriving business districts: Lakeshore, Eastlake, Park, Dimond, Laurel, and Fruitvale.</p> <p>The Area 3 team provides the following units to the Adams Point, Bella Vista, San Antonio, the Dimond, the Laurel, Crestmont and Woodminster communities:</p> <ul style="list-style-type: none"> • Patrol: Includes sworn and non-sworn staff responsible for 24/7 emergency response, crime prevention and calls for service. • Special Resource Section (SRS): Includes the Crime Reduction Team (focusing on violent crimes and offenders) and Community Resource Officers (engaging in problem solving efforts)

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		<p>Although the demand for police services would incrementally increase, it is not expected that the project in of itself would require construction or expansion of law enforcement facilities or the number of sworn officers; therefore, there are no adverse impacts identified.</p> <p>Fire and Emergency Medical</p> <p>The Oakland Fire Department provides emergency services to the site and vicinity. The nearest fire station is Station No. 13, located at 1225 Derby Street, 390 feet south.</p> <p>Emergency response starts with the 9-1-1 Dispatch Center. This Accredited Center of Excellence provides the highest level of emergency dispatch; the Fire Prevention Bureau is knowledgeable of the fire code and the vegetation management system; the Public Education Division has built strong partnerships with local schools, libraries, head start programs, and senior and community centers.</p> <p>Emergency preparedness is a core function of the Oakland Fire Department. Communities of Oakland Responding to Emergencies (CORE) teaches self-reliance skills and helps establish response teams to take care of your neighborhood until professional emergency response personnel arrive. Because first responders will be overwhelmed during a catastrophic event such as a major earthquake on the Hayward fault, it is critical that community members are prepared to be self-sufficient for the first 72 hours or longer during an emergency.</p> <p>The Oakland Fire Department is comprised of eight divisions including the Operations Division. The Operations Division responds out of 25 Fire Stations, located throughout the City and the International Airport, operating a fleet of 24 Engines, 7 Trucks, and numerous other special operations, support, and reserve units throughout 3 Battalions. The OFD responds to approximately 60,000 emergency calls annually, with over 80% being emergency medical services calls.</p> <p>The project would have a significant impact if it would exceed the ability of fire and emergency medical providers to adequately serve the existing and future residents and require new or expanded facilities. Planned projects such as this one would incrementally increase service needs but the impact would be <i>less than significant</i>.</p>

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		<p>Although the demand for fire and emergency medical services would increase, it would not require the new construction or expansion of Fire or Emergency Medical facilities; therefore, there are no adverse impacts identified.</p> <p>Source Documentation: (10) (11) (63) (64) (65)</p>
<p>Parks, Open Space and Recreation</p>	<p>2</p>	<p>The project site has numerous parks and recreational opportunities nearby. Less than 1,000 feet north lies Josie de la Cruz Park at 1637 Fruitvale Avenue. The Park houses the Carmen Flores Recreation Center and contains basketball courts, soccer field and children’s play area. Other parks nearby include Foothill Meadows, Jungle Hill, Brookdale Park and Courtland Creek Park.</p> <p>Lakeside Park is located approximately four miles to the north and is best known for Lake Merritt which is one of the most accessible parks in Oakland with paved trails to bike or jog, bird watching, boating, lawn bowling, nature center and wildlife sanctuary. The lake serves as the oldest Wildlife Refuge in Northern America.</p> <p>Martin Luther King Jr. Regional Shoreline, Damon Slough Staging Area is part of the East Bay Regional Park District and is located at Doolittle Drive and Swan Way, approximately 2.4 miles south of the project site. The area is next to Oakland International Airport and is 741-acres that include marshland, trails and the Tidewater Boating Center. Activities at the park are picnicking, birdwatching, hiking, biking, fishing and boating.</p> <p>The City of Oakland’s Parks and Recreation Department is over 105 years old. They have 140 parks maintained by Public Works; 66 ball fields; 44 tennis courts; 28 recreation centers – three of which specialize in arts, music and dance; 14 rental venues; five swimming pools; 17 community gardens; three golf courses; a digital arts and culinary center; two boating centers; an inclusionary center; a host of programs designed for tiny tots to seniors, collectively serving over 95,000 enrolled participants and over a million drop-in users annually.</p> <p>The project itself will provide 9,866 square feet of open space at the podium level.</p> <p>There are no adverse impacts to recreational facilities anticipated as a result of the project.</p>

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		Source Documentation: (10) (11) (66) (67) (68)
Transportation and Accessibility	3	<p>Transportation</p> <p>Transportation impacts caused by the proposed project to traffic vary depending upon the number of personal vehicle trips the project will generate, the availability of public transit, the bicycle network, and the completeness of the nearby pedestrian network. Close amenities serve to further reduce the impacts to traffic.</p> <p><u>Pedestrian</u></p> <p>The proposed project site and vicinity are walkable and the sidewalk network is complete.</p> <p><u>Bicycle</u></p> <p>The City of Oakland is a bicycle-friendly City and has an extensive bicycle network for access throughout the City. The City requires that projects comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). A total of 29 secure bicycle parking spaces will be provided onsite.</p> <p><u>Public Transit</u></p> <p>Bay Area Rapid Transit or BART, is a heavy-rail and subway system that connects San Francisco with cities in the East Bay and suburbs in northern San Mateo County. BART's rapid transit system operates five routes in 104 miles of line with 44 stations in four counties. The project lies roughly 1,500 feet north of the Fruitvale BART Station.</p> <p>AmTrak and Capitol Corridor trains can be caught at the Oakland Coliseum/Airport Station (OAC) accessible from the Fruitvale BART Station. AmTrak provides state-wide and country-wide train service. Capitol Corridor trains provide regional and commuter services between Auburn, Sacramento, Emeryville, Oakland and San Jose.</p> <p>Directly in front of the project along International Boulevard are AC Transit bus stops served by routes 1, 20, 21, 39, 339 and 801 as well as the BRT which is under construction. The site's location will afford residents convenient access to public transit.</p> <p><u>Personal Vehicles</u></p>

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		<p>According to the Trip Generation Memo provided for the project by Fehr & Peers, The approximate automobile trip generation for the proposed development is 500 daily, 41 AM peak hour, and 44 PM peak hour automobile trips. Trip generation estimates were developed in accordance with the City of Oakland’s Transportation Impact Review Guidelines (TIRG, April 2017).</p> <p>Since the Project would generate fewer than 50 peak hour trips, the Project is not required to prepare a detailed Traffic Impact Report (TIR) or a Transportation Demand Management (TDM) Plan, according to the TIRG.</p> <p>Actual trips are expected to be fewer than predicted due to the target demographic as affordable housing, who may own fewer cars than market-rate developments; and the availability of high-quality transit near the project.</p> <p>No adverse impacts to traffic are expected as a result of the project.</p> <p><u>Parking</u></p> <p>A total of 20 parking spaces will be reserved for the commercial space (health center) and residential parking will consist of 16 spaces, 28 if stackers are used. The City of Oakland requires 0.5 parking spaces per unit, but has approved a State Density Bonus concession for this project, as it provides for affordable housing and the project has adequate parking for the commercial space.</p> <p><u>Conclusion</u></p> <p>The location is convenient to public transit, including its proximity to the MacArthur BART Station and the BRT. The rate of personal vehicle ownership in affordable housing developments near high-quality transit is lower than market-rate developments. This site affords residents the opportunity to work outside the immediate area, as reliable, convenient and cost-effective public transportation is readily available.</p> <p>Pedestrian, bicycle and transit facilities are expected to adequately serve the proposed project. The project is transit-oriented by design. There are no adverse impacts to traffic as a result of the project.</p> <p>Accessibility</p> <p>The proposed new building will provide 76 affordable apartments units and a health center on the ground floor. In the residential units, all Americans with</p>

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		<p>Disability Act (ADA) compliant units are stacked to facilitate efficient response in the event of an emergency. A minimum 10% of low income units are fully physically accessible to current ADA standards. A minimum 10% percent of the low income units have accessible communications features, as defined in CBC 11B 809.5. All units are adaptable, and will incorporate universal design features (modified outlets/switch heights, enlarged kitchens and baths, accessible hardware and fixtures, etc.) where feasible. In the residential bathrooms, we will provide shower-only for ADA units. If grabs bars are not installed blocking is provided to allow for future installation of grab bars and/or other ADA requirements.</p> <p>Entries off of interior common corridors will use setbacks and wider corridors. Common areas will have ADA compliant doorways and the laundry room will have a one front loading washer and dryer that are ADA accessible. A large table or counter for folding laundry will be ADA accessible. In the tot lot, the play equipment is wheelchair accessible as well as a play surface that is ADA (typically wood chips or rubber mat).</p> <p>The health center, including both the clinic and the cultural community center, is fully accessible throughout, per the requirements set forth in the Chapter 11b of the California Building Code. All entrances to the building include compliant ramping, clearances, and thresholds. Additionally, accessible parking is located within the health center’s small, dedicated parking garage, directly adjacent to the rear, internal entry. All clinic corridors are set at the wider than required dimension of 60” to more easily facilitate passage for those using mobility aids. Exam rooms are generously sized at a minimum of 100-110 square feet to accommodate providers and patients of varied sizes, and any equipment or family members that accompany patients. The waiting room space is planned with a variety of seating options and check-in desk heights that will allow for those in wheelchairs to maneuver and interact without stigma. All restrooms in the health center are fully accessible and include adequate clear floor space for turning, wall mounted equipment, fixtures and fittings that are at appropriate heights, and grab bars. All doors will have lever type hardware and all public entry doors will be equipped with auto operators for ease of use.</p> <p>Conclusion</p> <p>The project will not cause adverse effects. Based on the Transportation Impact Review provided by Fehr & Peers, the City of Oakland is requiring the</p>

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		<p>exploration of the feasibility of the following measures to improve traffic and circulation. Should the City determine that the recommendations below are infeasible, the project will still have a <i>less than significant</i> impact to transportation and accessibility.</p> <p>TR1. Traffic Recommendations</p> <p>The applicant will coordinate with the City of Oakland Department of Transportation and Fire Prevention Bureau to explore the feasibility of the following:</p> <p>Recommendation 1: Converting 31st Avenue between International Boulevard and East 15th Street into a two- way street. The two-way configuration would enhance automobile access to and from the non-residential parking garage on 31st Avenue, which would also improve automobile circulation to and from the Project site. However, it would most likely require prohibiting on-street parking on one side of the street and would result in removal of at least eight parking spaces, including four meters.</p> <p>Recommendation 2: Converting Derby Avenue to one-way (eastbound) operations or prohibiting on-street parking on at least one side of Derby Avenue, which would remove at least eight parking spaces, including six meters to provide adequate automobile access and circulation.</p> <p>Recommendation 3: Providing a 10-foot wide and 80-foot long on-street loading zone on International Boulevard to provide adequate width for paratransit vehicles and allow more vehicles to park simultaneously while loading or unloading passengers and/or goods. Designate the proposed loading zone for commercial loading with yellow curb paint. Passenger vehicles can take no more than three minutes to load or unload passengers, vehicles with commercial license plates can take no more than 30 minutes to load or unload materials . The commercial loading designation allows passenger and commercial vehicles to load or unload passengers between 7:00 AM and 6:00 PM Monday through Saturday; yellow curb restrictions do not apply on Sundays and parking holidays.</p> <p>Recommendation 4: Request an exception from the minimum 26-foot roadway clearance width requirement for emergency vehicle access along</p>

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		<p>the Project frontages on International Boulevard, 31st and Derby Avenues.</p> <p>TR2. Public Transit incentive</p> <p>The Applicant shall discuss the possibility of providing Public Transportation Clipper passes for all new residences. The Applicant shall provide a copy of the final outcome of these discussions to Bureau of Planning staff.</p> <p>The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to potential impacts to transportation. Application of City of Oakland’s Standard Conditions of Approval to limit impacts to transportation will bring impacts to less than significant levels.</p> <p>TR3. Bicycle Parking</p> <p>The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p> <p>Source Documentation: (10) (11) (33) (41) (69) (70) (71)</p>
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>There are no unique natural features or water resources on the site. The site is flat, L-shaped and roughly half of the site is covered in asphalt paving. The site contains no unique natural features.</p> <p>There are no water courses, creeks, streams, seasonal wetlands or other water resources on the project site. There are no impacts in this regard.</p> <p>Source Documentation: (10) (11) (24)</p>
Vegetation, Wildlife	3	<p>No special-status plant or animal species have been reported from or are suspected to occur on the site due to the nature of the site and lack of suitable habitat. There are some trees on the site and within the sidewalk that will be affected by the proposed project. Standard conditions of approval set forth by the City of Oakland provide protection for nesting birds during</p>

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		<p>construction. There is no adverse impacts to vegetation and wildlife as a result of the project.</p> <p>There are trees on the site and street trees. The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval for the protection of nesting and migratory birds. Application of these standards would ensure that impacts to birds during construction would have a less than significant impact</p> <p><i>Standard Condition of Approval Required:</i></p> <p>ES2. Tree Removal Permit (T18-00065):</p> <p>A Tree Removal/Preservation permit application shall be approved by the Tree Services Division for removal or construction within ten feet of all protected trees on the site and adjacent properties. If an new tree permit is required, the applicant will apply for the permit and pay the appropriate fees.</p> <p>ES3. Tree Removal During Bird Breeding Season</p> <p>To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate,</p>

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		<p>depending on the bird species and the level of disturbance anticipated near the nest.</p> <p>ES4. Tree Permit</p> <p>a) Tree Permit Required</p> <p>Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p>b) Tree Protection During Construction</p> <p>Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> I. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. II. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.

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

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

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		<p>become established within one year of planting shall be replanted at the project applicant's expense.</p> <p>ES4. Street Trees</p> <p>The Applicant shall provide one tree per 20' of street frontage in front of the building located on International Blvd and Derby Street and 31st Avenue with review and approval of species, size at time of planting, and placement in the right-of-way, subject to review and approval by the Planning and Building Department unless determined infeasible by the RWQB.</p> <p>Source Documentation: (10) (33)</p>
Other Factors	1	<p>The project will provide low-income, affordable housing and provide onsite services and programs for residents. The project will provide a safe, clean, and sanitary place for residents in a location convenient to public transportation and other amenities. The proposed project is beneficial to both residents and the community.</p> <p>Source Documentation: (10)</p>

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Additional Studies Performed:

See Source Documentation List

Field Inspection (Date and completed by):

September 9, 2020 Site Visit by Cinnamon Crake, President, Bay Desert, Inc.

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

See Source Documentation List

List of Permits Obtained:

The City of Oakland's Zoning Manager has approved the project's planning application (September 24, 2019) which included design review and findings for an Exemption under the California Environmental Quality Act (CEQA). No other permits have been obtained yet, as the moment the use of Federal funds was contemplated, all project actions were halted to conduct this environmental review. Source: (33)

Public Outreach [24 CFR 50.23 & 58.43]:

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

Cumulative Impact Analysis [24 CFR 58.32]:

This project has been approved by the City of Oakland as to design and use as of September 2019 and thus has been considered as an "approved project" in subsequent cumulative impacts analysis of later projects. No negative cumulative impact is anticipated.

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

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

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

No change to the site would occur. The impacts discussed in the Environmental Assessment would not occur. The site would continue in its current state. Additional affordable housing units would not be created, nor would a health center. The site may be sold for residential housing, retail/commercial or other uses. The approvals achieved so far would not be utilized.

Summary of Findings and Conclusions:

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

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

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

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

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

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

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

Law, Authority, or Factor	Mitigation Measure
	<p>e) All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.</p> <p>f) All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>g) 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.</p> <p>AQ2. Criteria Air Pollutant Controls - Construction Related</p> <p>The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:</p> <p>a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.</p> <p>b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations").</p> <p>c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed.</p> <p>d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.</p> <p>e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon</p>

Law, Authority, or Factor	Mitigation Measure
	request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.
Contamination & Toxic Substances	<p>HZ1. The project sponsor shall install a Vapor Intrusion Mitigation and Migration Engineering Controls (VIMMECs) designed to the satisfaction of ACDEH. An Operations and Maintenance Plan (O&M Plan) is also required for any VIMMECs installed at the site.</p> <p>HZ2. Hazardous Materials Related to Construction</p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; 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

Law, Authority, or Factor	Mitigation Measure
	<p>the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p> <p>HZ3. Regulatory Permits and Authorizations from Other Agencies</p> <p>The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval</p>
<p>Endangered Species</p>	<p>ES1. Tree Removal Permit (T18-00065):</p> <p>A Tree Removal/Preservation permit application shall be approved by the Tree Services Division for removal or construction within ten feet of all protected trees on the site and adjacent properties. If a new tree permit is required, the applicant will apply for the permit and pay the appropriate fees.</p> <p>ES2. Tree Removal During Bird Breeding Season</p> <p>To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p>

Law, Authority, or Factor	Mitigation Measure
	<p>ES3. Tree Permit</p> <p>a) Tree Permit Required</p> <p>Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p>b) Tree Protection During Construction</p> <p>Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> I. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. II. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. III. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag

Law, Authority, or Factor	Mitigation Measure
	<p>showing the botanical classification, shall be attached to any protected tree.</p> <p>IV. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>V. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>VI. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p>c) Tree Replacement Plantings</p> <p>Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <p>I. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.</p> <p>II. Replacement tree species shall consist of <i>Sequoia sempervirens</i> (Coast Redwood), <i>Quercus agrifolia</i> (Coast Live Oak), <i>Arbutus menziesii</i> (Madrone), <i>Aesculus californica</i> (California Buckeye), <i>Umbellularia californica</i> (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>III. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15)</p>

Law, Authority, or Factor	Mitigation Measure
	<p>gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.</p> <p>IV. Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> ▪ For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; ▪ For other species listed, seven hundred (700) square feet per tree. <p>V. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</p> <p>VI. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.</p> <p>ES4. Street Trees</p> <p>The Applicant shall provide one tree per 20' of street frontage in front of the building located on International Blvd and Derby Street and 31st Avenue with review and approval of species, size at time of planting, and placement in the right-of-way, subject to review and approval by the Planning and Building Department unless determined infeasible by the RWQB.</p>
Energy Consumption	<p>EC1. Green Building Requirements</p> <p><i>a. Compliance with Green Building Requirements During Plan-Check</i></p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> a. Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.

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

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

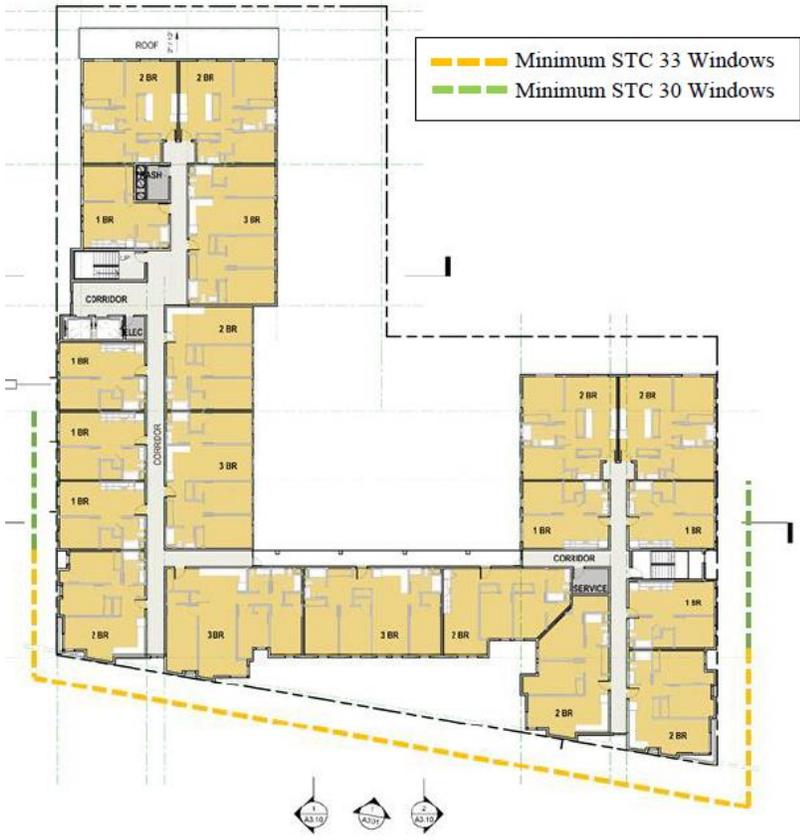
Law, Authority, or Factor	Mitigation Measure
	<p>ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p> <p>EC2. Plug-In Electric Vehicle (PEV) Charging Infrastructure</p> <p>a. PEV-Ready Parking Spaces</p> <p>The applicant shall submit , for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p> <p>b. PEV-Capable Parking Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p> <p>c. ADA-Accessible Spaces</p> <p>The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table I B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).</p>
Geotechnical	<p>G1. Follow all recommendations laid forth in the Geotechnical Investigation prepared for the project by Rockridge Geotechnical and dated January 2019 (see Appendix H).</p> <p>G2. Construction-Related Permit(s)</p> <p>The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p> <p>G2. Seismic Hazards Zone (Landslide/Liquefaction)</p> <p>The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a</p>

Law, Authority, or Factor	Mitigation Measure
	<p>registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>
<p>Historic Preservation</p>	<p>CR1. The Archaeological Monitoring Plan prepared for the proposed Project by Evans & De Shazo, Inc. and dated April 7, 2021 shall be followed at all times.</p> <p>CR2. Archaeologically Sensitive Areas – Pre-construction Measures</p> <p>The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B (Construction ALERT Sheet) concerning archaeological resources.</p> <p>Provision A: Intensive Pre-Construction Survey</p> <p>The applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resource study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:</p> <ol style="list-style-type: none"> a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resources is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any</p>

Law, Authority, or Factor	Mitigation Measure
	<p>artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p> <p>Provision B: Construction ALERT Sheet.</p> <p>The project applicant shall prepare a construction “ALERT” sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project’s prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City’s Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.</p> <p>CR3. Archaeological and Paleontological Resources - Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of</p>

Law, Authority, or Factor	Mitigation Measure
	<p>discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p> <p>CR4. Human Remains – Discovery During Construction</p> <p>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</p>

Law, Authority, or Factor	Mitigation Measure
	<p>Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.</p>
<p>Land Use</p>	<p>LU1. Ground Floor Building Materials Graffiti-Resistant</p> <p>The project applicant shall ensure that materials used on the ground floor are graffiti-resistant and exterior façade will stand the test of time by ensuring that dust and roadway grim are easily cleanable.</p> <p>LU2. Final Design Review</p> <p><i>a. Prior to issuance of building permit.</i></p> <p>As the design of the building is further detailed , the design elements listed below shall be revised and shall be submitted for review and approval by the Planning Director or designee prior to issuance of the building permit. Only high-quality materials will be approved. The Planning Director or designee may exercise his/her standard authority to refer the design revisions to the DRC or to the Planning Commission.</p> <p>(e) Final review of all exterior materials and colors.</p> <p>(f) More information regarding window details and installation specifications (framing material, glass, and mullions) and also of the window system and assembly , to confirm adequate thickness of components, overall quality, and recess from the outside wall. Window mullions shall be a minimum of 2" thick and the window surfaces shall be recessed a minimum of 1 ¾ to 2" from the building façade.</p> <p>(g) The proposed white color vinyl windows shall be revised to dark color.</p>

Law, Authority, or Factor	Mitigation Measure
	<p>(h) The Project applicant shall ensure that the lighting fixtures within the garage are shielded to a point below the light bulb and reflector consistent with the lighting condition.</p>
<p>Noise</p>	<p>N1. In order to reduce sound exposure to less than 65 dBA DNL at the lounge and dining area located near the southern edge of the open space area, the barrier must maintain a minimum height of 8 feet above the elevation of the open space area, be solid from grade to top, and have a minimum thickness of 3 lbs/ft² (1/4" width). The inclusion of a sound barrier that meets the requirements listed above would reduce future exterior noise exposure to less than 65 dBA DNL at the center of the lounge and dining area.</p> <p>N2. Sound rated-windows are required to reduce interior noise to 45 dBA CNEL or less. STC 33 rated windows are required for the façade along International Blvd., and for units within 120' of the centerline of International Blvd.; STC 30 windows are required for some units (see figure below); some units do not require window upgrades.</p> 

Law, Authority, or Factor	Mitigation Measure
	<p>N3. Mechanical ventilation must be provided to units where windows must be closed to maintain a relatively noise-free environment.</p> <p>N4. Construction Days/Hours</p> <ul style="list-style-type: none"> a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City of Oakland, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p> <p>N5. Construction Noise</p> <p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment

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	<p>redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.</p> <ul style="list-style-type: none"> b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered and avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Application shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. <p>N6. Extreme Construction Noise</p> <ul style="list-style-type: none"> a. <i>Construction Noise Management Plan Required</i> <p>Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;

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	<ul style="list-style-type: none"> ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p><i>b. Public Notification Required</i></p> <p>The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p> <p>N7. Project-Specific Construction Noise Reduction Measures</p> <p>The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site specific noise attenuation measures to further reduce construction noise impacts on nearby residential properties. The project applicant shall implement the approved Plan during construction.</p> <p>N8. Construction Noise Complaints</p> <p>The project applicant shall submit to the City of Oakland for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p>

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	<ul style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. <p>N9. Operational Noise</p> <p>Noise levels at the project site after completion of the project (i.e. during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.</p>
Sanitary Sewers	<p>SS1. Sanitary Sewer System</p> <p>The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p>
Solid Waste Disposal/Recycling	<p>RE1. Construction and Demolition Waste Reduction and Recycling</p> <p>The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the</p>

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	<p>project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p> <p>RE2. Recycling Collection and Storage Space</p> <p>The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.</p>
Stormwater	<p>SW1. Erosion and Sedimentation Control Measures for Construction</p> <p>The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.</p> <p>SW2. NPDES C.3 Stormwater Requirements for Regulated Projects</p> <p><i>a) Post-Construction Stormwater Management Plan Required</i></p> <p>The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> viii. Location and size of new and replaced impervious surface; ix. Directional surface flow of stormwater runoff; x. Location of proposed on-site storm drain lines; xi. Site design measures to reduce the amount of impervious surface area; xii. Source control measures to limit stormwater pollution; xiii. Stormwater treatment measures to remove pollutants from

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	<p>stormwater runoff, including the method used to hydraulically size the treatment measures; and</p> <p>xiv. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.</p> <p>b) Maintenance Agreement Required</p> <p>The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <p>iii. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and</p> <p>iv. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary.</p> <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p> <p>SW3. Storm Drain System</p> <p>The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p>
Transportation	<p>TR1. Traffic Recommendations</p> <p>The applicant will coordinate with the City of Oakland Department of Transportation and Fire Prevention Bureau to explore the feasibility of the following:</p> <p>Recommendation 1: Converting 31st Avenue between International Boulevard and East 15th Street into a two-way street. The two-way configuration would enhance automobile access to and from the non-residential parking garage on 31st Avenue, which would also improve automobile circulation to and from the Project site. However, it would most likely require prohibiting on-street parking on one side of the</p>

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	<p>street and would result in removal of at least eight parking spaces, including four meters.</p> <p>Recommendation 2: Converting Derby Avenue to one-way (eastbound) operations or prohibiting on-street parking on at least one side of Derby Avenue, which would remove at least eight parking spaces, including six meters to provide adequate automobile access and circulation.</p> <p>Recommendation 3: Providing a 10-foot wide and 80-foot long on-street loading zone on International Boulevard to provide adequate width for paratransit vehicles and allow more vehicles to park simultaneously while loading or unloading passengers and/or goods. Designate the proposed loading zone for commercial loading with yellow curb paint. Passenger vehicles can take no more than three minutes to load or unload passengers, vehicles with commercial license plates can take no more than 30 minutes to load or unload materials. The commercial loading designation allows passenger and commercial vehicles to load or unload passengers between 7:00 AM and 6:00 PM Monday through Saturday; yellow curb restrictions do not apply on Sundays and parking holidays.</p> <p>Recommendation 4: Request an exception from the minimum 26-foot roadway clearance width requirement for emergency vehicle access along the Project frontages on International Boulevard, 31st and Derby Avenues.</p> <p>TR2. Public Transit incentive</p> <p>The Applicant shall discuss the possibility of providing Public Transportation Clipper passes for all new residences. The Applicant shall provide a copy of the final outcome of these discussions to Bureau of Planning staff.</p> <p>TR3. Bicycle Parking</p> <p>The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p>
Water Supply	<p>WS1. Water Efficient Landscape Ordinance (WELo)</p> <p>The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELo) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total</p>

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	<p>noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.</p> <p>Prescriptive Measures: Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23):</p> <p>http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf</p> <p>Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p> <ol style="list-style-type: none"> a. Project Information: <ol style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." b. Water Efficient Landscape Worksheet <ol style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan

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	<p>WS2. Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below .</p> <p>http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20official%20CCR%20pages.pdf</p>

Determination:

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

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

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

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

Preparer Signature: _____

Date: October 12, 2022

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

Certifying Officer Signature: _____

Date: _____

Name/Title: William Gilchrist
Director of Planning and Building

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

3050 International Source Documentation

October 2022

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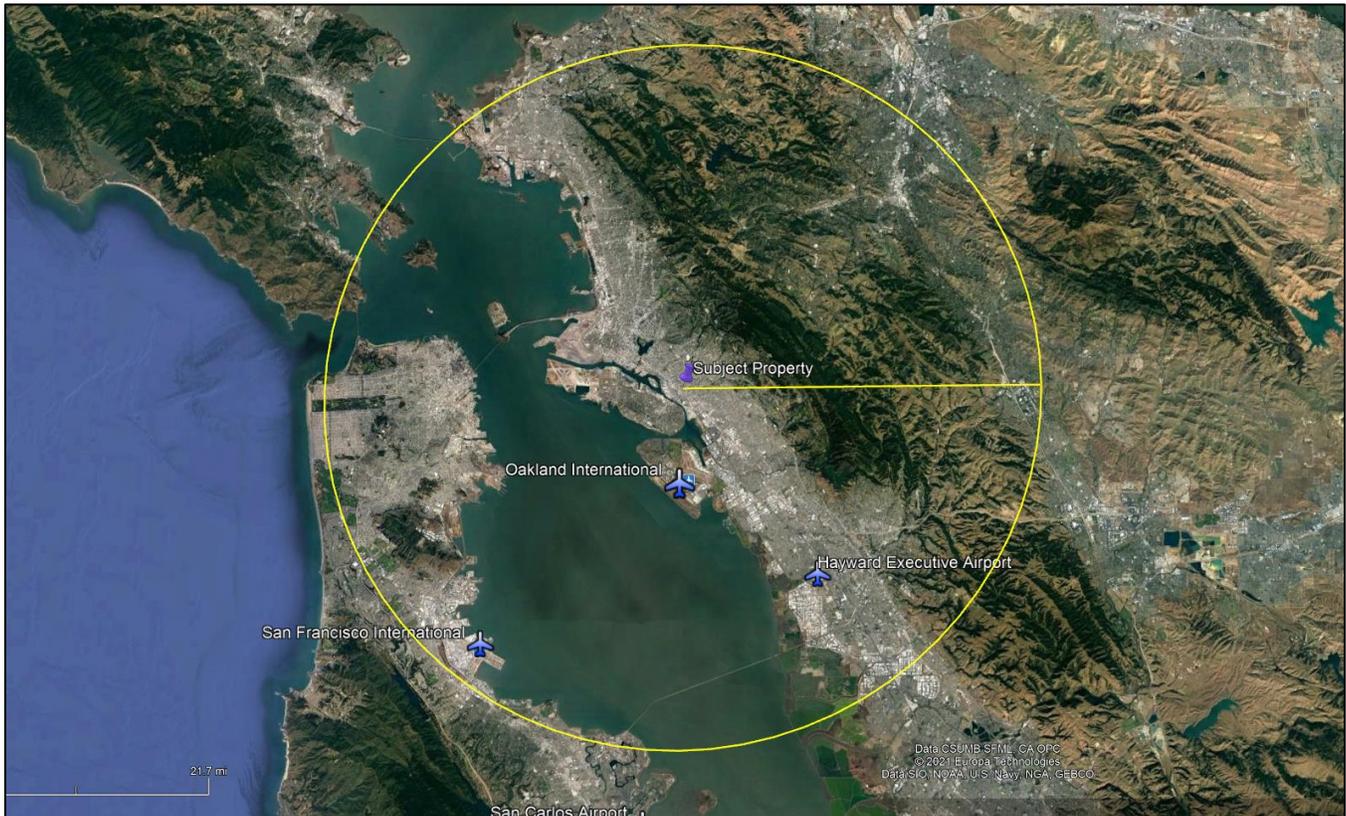
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Appendix A – Project Description

- *Narrative Project Description - 3050 International.* January 2021.
- **2. Pyatok Architects, Inc.** *3050 International Blvd., Oakland, CA 94601 - Entitlement Set.* Oakland, CA : s.n., May 16, 2019.

Appendix B – Airport Clear Zones

3050 International
 3050 International Boulevard
 Oakland, CA 94601



Map 4 Airports within 15 miles of the subject property

Table 11 Airport Distances

Airport type	Name	Distance from subject (Miles)	Airport Clear Zone
Major Airport	Oakland International Airport	3.8 miles south	No
Major Airport	San Francisco International Airport	13.55 miles south	No
Minor Airport	Hayward Executive Airport	9.72 miles south	No

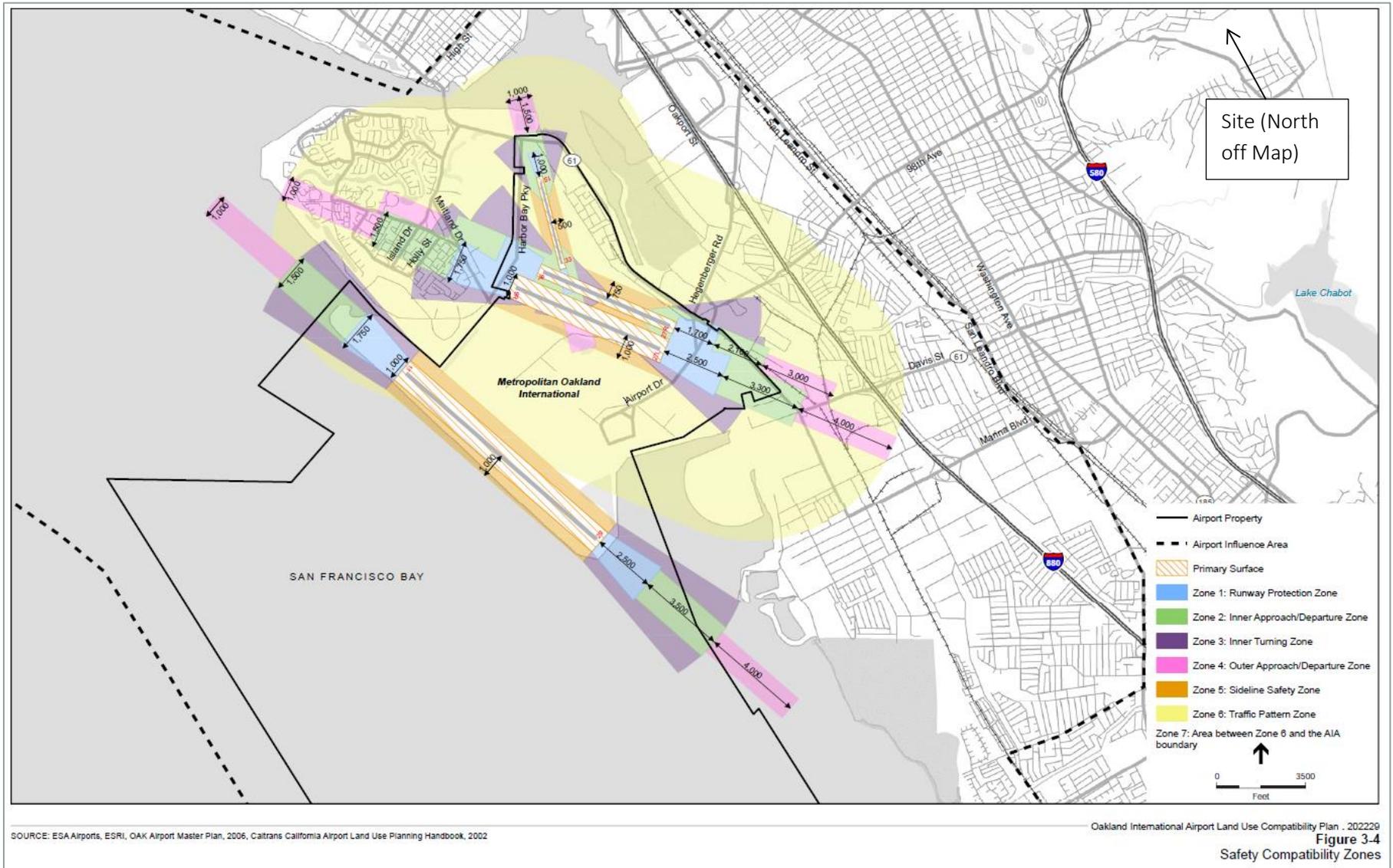


Figure 10 Oakland International Airport Safety Compatibility Zones

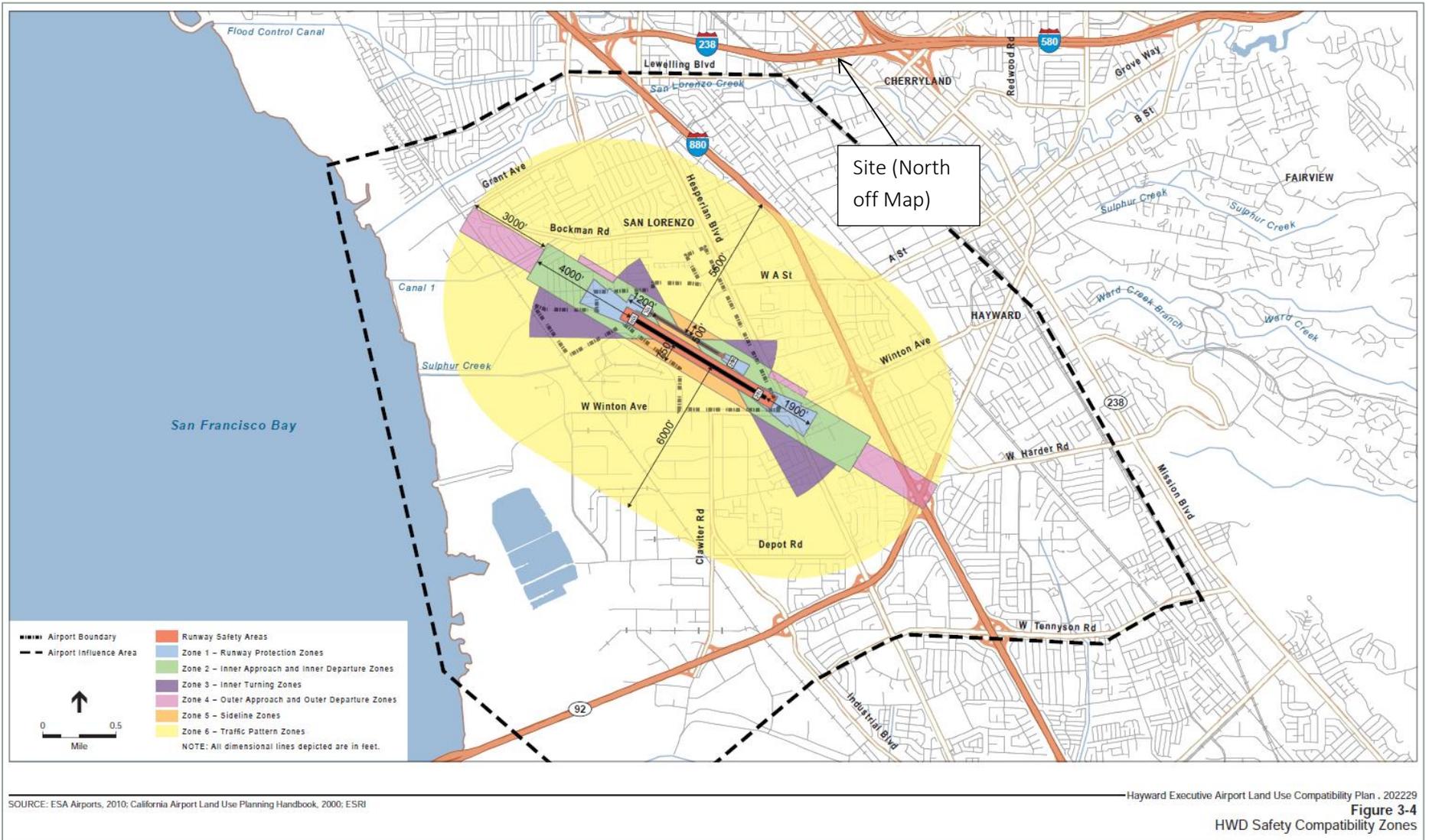


Figure 11 Hayward Executive Airport Safety Compatibility Zones

Appendix C – Floodplains, Wetlands and Endangered Species

- **U.S. Department of Homeland Security.** *Flood Insurance Rate Map (FIRM) for Alameda County, California and Incorporated Areas.* s.l. : Federal Emergency Management Agency, Effective Date December 21, 2018. FIRM Panel No. 06001C0088H.
- **United States Department of the Interior, Fish and Wildlife Service.** *List of threatened and endangered species that may occur in the project location or may be affected by project 3050 International.* Sacramento, CA : Sacramento Fish and Wildlife Office, August 23, 2021. Consultation Code: 08ESMF00-2021-SLI-2616.
- **United States Fish and Wildlife Service.** Wetlands Mapper. *National Wetlands Inventory.* [Online] [Cited: August 23, 2021.] <https://www.fws.gov/wetlands/Data/Mapper.html>.

Appendix D – Air Quality

- **Illingworth & Rodkin, Inc.** *3050 International Boulevard Mixed-Use Air Quality Community Risk Assessment, Oakland, California.* Cotati, CA : s.n., September 20, 2019. I&R Project: 19-085.
- **California Air Pollution Control Officers Association.** *California Emissions Estimator Model, 3050 International Boulevard Project.* s.l. : Bay Desert, Inc., August 16, 2021.

Appendix E – Contamination and Toxic Substances

- **York, Drew J. and Roe, Dilan.** *Letter to Leslie Palaroan, Satellite Affordable Housing Associates in re: Conditions of Approval for Site Redevelopment, Site Cleanup Program Case No. RO0003484 and GeoTracker Global ID T10000016877, SAHA Redevelopment, 3050 International Boulevard.* Alameda, CA : Alameda County Environmental Health Department, August 24, 2022. Site Cleanup Program Case No. RO0003484.
- **ACC Environmental Consultants.** *Phase I Environmental Site Assessment Report, 3050 International Boulevard, Oakland, California, 94601.* Oakland, CA : s.n., April 1, 2019. Project Number: 9910-013.00.
- **ACC Environmental Consultants.** *Soil Characterizatiaon Report, 3050 International Boulevard, Oakland, California 94601.* Oakland, CA : s.n., August 21, 2019. ACC PROJECT NUMBER 9910-013.01.
- **U.S. Department of Housing and Urban Development.** *Explosive and Flammable Hazards (CEST and EA) - Partner Worksheet.* s.l. : Bay Desert, Inc., October 8, 2021.
- **Environmental Data Resources.** *The EDR Radius Map Report with GeoCheck, 3050 International Blvd., Oakland, CA 94601.* September 7, 2021. September 07, 2021.
- **U.S. Department of Housing and Urban Development.** *Acceptable Separation Distance (ASD) Electronic Assessment Tool - 4 ASTs within a mile of 3050 International Blvd.* s.l. : Bay Desert, Inc., October 8, 2021.

Appendix F – Historic Preservation

- **Pries, Shannon.** *E-mail regarding 3050 International Blvd., Oakland, CA - Project may proceed per 36 CFR Part 800.3(c)(4), Failure of SHPO/THPO to respond.* [E-mail] Sacramento : California Office of Historic Preservation, October 4, 2021.
- **Marvin, Betty.** *Letter to Julianne Polanco, State Historic Preservation Officer in re: 3050 International Boulevard, Oakland, Alameda County, California 94601, US HUD Funds - CDBG.* s.l. : City of Oakland, Department of Planning and Building, Bureau of Planning, Historic Preservation Division, August 3, 2021.
- **AEM Consulting.** *Historic & Cultural Resources Evaluation, Historic Resources Evaluation for Section 106 Review: 3050 International.* August 2021.
- **Evans & De Shazo, Inc.** *An Archaeological Monitoring Plan (AMP) for the "3050 International Boulevard" Project, 3050 International Boulevard, Oakland, Alameda County, California.* Sebastopol, CA : s.n., April 7, 2021.
- **Klein, Heather.** *E-mail to interested tribes in re: 3050 International Boulevard Affordable Housing Project, Tribal Consultation and Archeological Monitoring Program.* [E-mail] Oakland, CA : City of Oakland, July 13, 2021 and July 26, 2021.
- **Marvin, Betty.** *Letters to Native American Tribes in re: 3050 International Boulevard, Oakland, Alameda County, California 94601 (APN 025-0719-007-01) – U.S. HUD Funds – Community Development Block Grants (CDBG).* s.l. : City of Oakland, February 25, 2020. Various.
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Appendix G – Noise and Transportation

- **Illingworth & Rodkin, Inc.** *NEPA Noise Assessment, 3050 International Boulevard Housing Project.* Cotati, CA : s.n., September 17, 2019. Project: 19-085.
- **Fehr & Peers.** *Transportation Impact Review - 3050 International Boulevard.* Oakland, CA : s.n., August 29, 2019. OK19-0314.
- **California Department of Transportation.** *Traffic Census Program.* s.l. : Caltrans, 2019.

Appendix H – Soils and Miscellaneous

- **Rockridge Geotechnical.** *Geotechnical Investigation, Proposed Mixed-Use Building, 3050 International Boulevard, Oakland, California.* Oakland, CA : s.n., January 18, 2019. Project No. 18-1567.
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- **National Wild & Scenic Rivers.** Designated Wild & Scenic Rivers. [Online] [Cited: August 23, 2021.] <http://www.rivers.gov/california.php>.
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