PORT OF OAKLAND

MITIGATED NEGATIVE DECLARATION

PROJECT PROPONENT: M.A. Mortenson Development Company, Minneapolis, Minnesota

PROJECT TITLE: Oakland Telecommunications Access Building

PROJECT LOCATION: Block bounded by Second, Third, Brush, and Castro streets, Oakland

LEAD AGENCY: Port of Oakland, Oakland, California

BRIEF DESCRIPTION: The site is being proposed for the construction and operation of a 120,000-square foot telecommunication facility. The structure would consist of four stories with ground floor parking. The telecommunication facility has been sited to specifically take advantage of the existing fiber optic infrastructure in Brush, Second, and Third streets and the PG&E substation located at Second and Castro streets, as well as the potential for direct line-of-sight microwave link between the Oakland waterfront and nearby cities such as San Francisco. The facility would receive electricity from the nearby Pacific Gas & Electric substation. The applicant, M. A. Mortenson Development Co. of Minneapolis, intends to lease out space within the building to multiple fiber optic, telephony, and cable and Internet service providers.

MITIGATION MEASURES: The project has been modified to include mitigation measures which will reduce potentially significant adverse impacts to a non-significant level. These mitigation measures include:

- measures to reduce, minimize and control dust emissions during construction activities;
- a measure to require an archaeologist to monitor initial ground clearing;
- measures to ensure that the building is designed and constructed to minimize seismic groundshaking and liquefaction;
- measures to ensure that impacts from possible subsurface soil contamination, and potential hazardous materials on the site (e.g., asbestos and lead in buildings to be demolished), are reduced to acceptable levels;
- a measure to ensure that the Federal Communications Commission authorizes radio frequency telecommunications equipment, as required by law;
- a measure to require the characterization of any groundwater before it is discharged into the sanitary sewer during construction; and
- a measure to require that the West Oakland Truck Circulation Plan is distributed to all building contractors and suppliers.

DETERMINATION Although the proposed project could have a significant impact on the environment, there will not be a significant impact in this case because mitigation measures have been recommended in the Initial Study and agreed by the project proponent. A MITIGATED NEGATIVE DECLARATION has been prepared.

FINDING OF NO SIGNICANT EFFECT The project will not have a significant effect on the environmental for the reasons documented in the attached Initial Study.

Date: 3/14/00

By: James McGrath

James McGrath, Manager
Environmental Department, Port of Oakland.

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INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

14 MARCH 2000

OAKLAND TELECOMMUNICATIONS ACCESS BUILDING

Oakland, California

Port of Oakland
Alameda County, California

Y0234

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APPENDICES

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

A. INTRODUCTION

This environmental document is intended to provide the Port of Oakland Board of Port Commissioners and the general public with an understanding of the potential environmental impacts associated with constructing a telecommunications building at Second and Brush streets in Oakland. The project is proposed by the M.A. Mortenson Development Company of Minneapolis, Minnesota. The Port of Oakland is the Lead Agency for this environmental document.

Under the California Environmental Quality Act (CEQA), the purpose of an Initial Study is to provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration for the proposed project. The Initial Study process also enables the applicant or Lead Agency to modify the project to avoid or reduce adverse impacts, thereby enabling the project to qualify for a Negative Declaration. The process in which mitigation measures proposed in the Initial Study are incorporated into the project, before the Lead Agency's approval, is known as a Mitigated Negative Declaration.

This Initial Study was prepared to assess the potential impacts associated with the project and to propose mitigation measures capable of mitigating the impacts to a level of non-significance. The scope of this Initial Study was based on the content requirement pursuant to CEQA. In accordance with CEQA Guidelines, this Initial Study includes a standard checklist, which is included as Appendix A. Complete explanations of all responses to questions on the checklist, including explanations of why a particular question received a "No impact" response, is included in the "Environmental Impacts" sections that follow.

Proposed project:	Oakland Telecommunication Access Building, Second and Brush streets, Oakland
Lead agency:	Port of Oakland, 530 Water Street Oakland, California, 94607
Project location:	The block bounded by Second, Third, Brush, and Castro streets, near Jack London Square, in Oakland
Project sponsor:	M.A. Mortenson Development Company of Minneapolis, Minnesota Project Sponsor Contact: James Fey, Construction Management (510) 261-6622
Date checklist submitted:	14 March 2000

B. PROJECT DESCRIPTION

The project is the construction and operation of a 120,000-square foot telecommunications facility on Brush Street, between Second and Third streets, in Oakland (Figure 1). The site consists of two parcels, one of which is owned by the Port of Oakland; first reading of the purchase agreement between the Port and the applicant was approved on 1 February 2000 by the Board of Port Commissioners. The applicant has the second parcel under contract for purchase.

The site is being proposed for the construction and operation of a major telecommunications facility. The telecommunication facility has been sited to specifically take advantage of the existing fiber optic infrastructure in Brush, Second, and Third streets and the PG&E substation located at Second and Castro streets, as well as the potential for direct line-of-sight microwave link between the Oakland waterfront and nearby cities such as San Francisco. The facility would receive electricity from the nearby Pacific Gas & Electric substation. The applicant, M.A. Mortenson Development Co. of Minneapolis, intends to lease out space within the building to multiple fiber optic, telephony, and cable and internet service providers. The project would allow the tenants to establish a Point of Presence for their companies at the site, with access to worldwide communications networks.

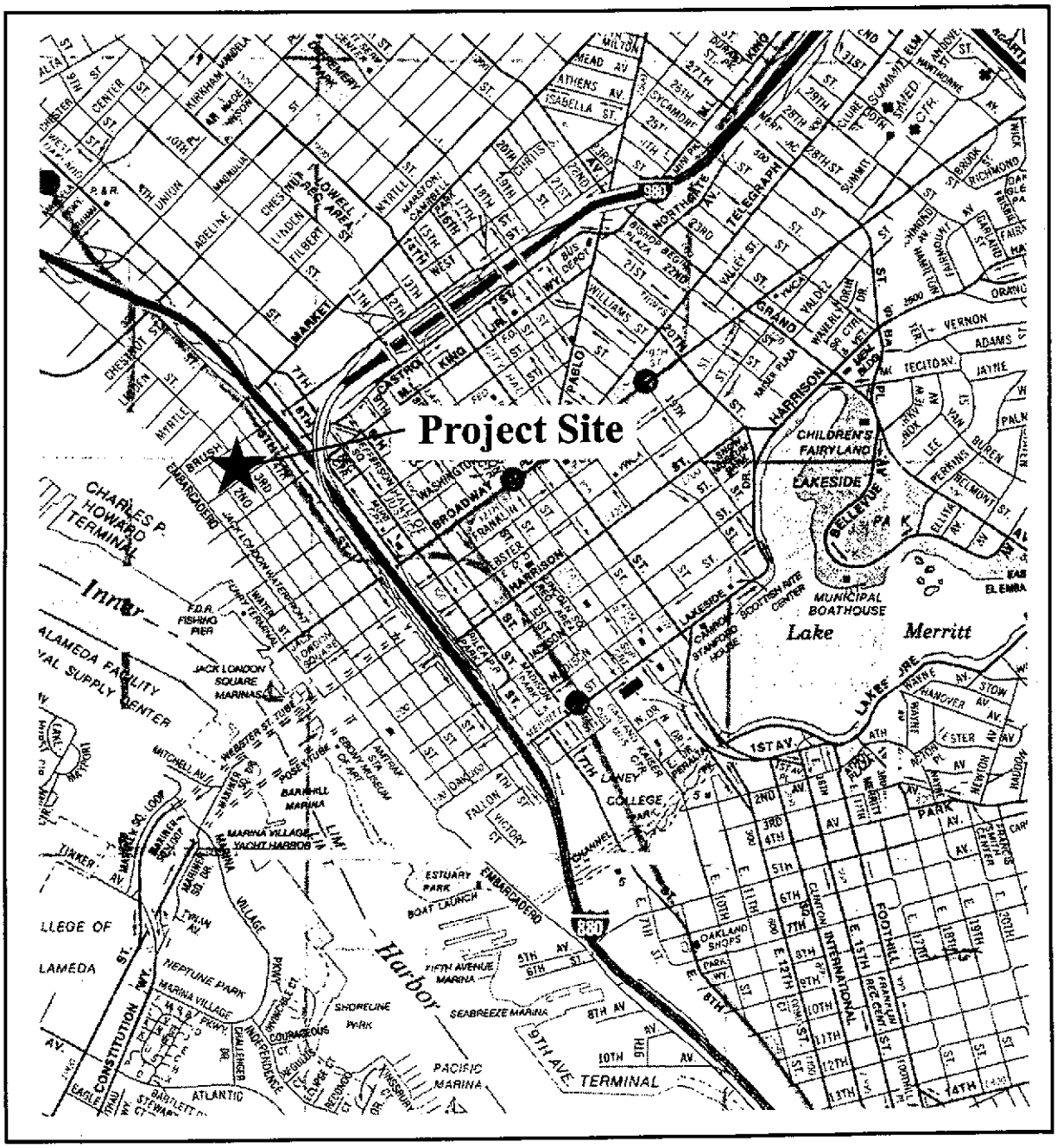
The proposed telecommunications building is located in an area that is primarily industrial in use. The existing uses on the project site include a brick industrial building with truck loading docks along Castro Street, as well as metal sheds and a parking lot occupied by heavy equipment. Surrounding uses include a large PG&E substation to the southwest; a telecommunications tower and an existing four story concrete warehouse that is currently being converted into a live/work structure, to the west, across Second Street; the Port of Oakland corporation yard and associated buildings, and a corner bar, to the north along Brush Street; a multiple story storage facility to the south; and a paper and office supply warehouse to the east along Third Street.

The recently adopted 1998 Land Use and Transportation Element of the Oakland General Plan designates the entire Jack London Square area as "Waterfront Mixed Use." The Oakland Zoning Ordinance zones the site for General Industry (M-30 zoning district). The site is designated by the recently approved *Estuary Policy Plan* for Light Industrial (LI-1) uses. The *Estuary Policy Plan* limits the building floor area ratio (FAR) in LI-1 districts to 2.0. The proposed building is located on a 60,000-square foot lot, and has been designed to comply with the FAR limit of 2.0.

The proposed structure would be 120,000 square feet of leasable tenant space over an at-grade parking area. Parking spaces would be provided for 76 vehicles. It is estimated that a total of 80 to 100 employees would be working within the building, with two-thirds of that total working during daytime hours. The building would be manned in three eight-hour shifts, 24 hours per day, seven days per week. A loading dock would allow trucks to deliver equipment to the building. Truck traffic is expected to be an average of three to five truck deliveries per day once the building is operational. Primary use of the loading dock would be during the initial tenant occupancy stage. Most truck deliveries would be expected during daytime hours. In addition to employee and truck trips, approximately three to ten field technicians are expected to visit the facility every day. The building would not be open to the general public for security reasons. The parking provided on the site would be more than adequate to accommodate employees and visitors.

REGIONAL LOCATION

Figure 1



Oakland Telecommunications Access Building
Oakland, California

BASELINE

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The project is designed as a rectangular four-story building containing 120,000 net useable rentable square feet, which would be leased to tenants (Figure 2). The project is proposed in two phases. Phase I would consist of construction of a telecommunications building on the eastern one-third of the site, which is under contract for purchase by the applicant (Figure 3 through Figure 6). Phase II would consist of construction of the remaining two-thirds of the building (Figure 7 through Figure 11). The Phase II work would be dependent on the timing of the Port vacating the corporation yard. If the Port equipment can be relocated immediately, Phase II construction could occur concurrently with Phase I. Phase I construction is anticipated to begin in June 2000 and would be completed in five months. If Phase II were constructed concurrently, construction would last for twelve months. A construction staging area would be identified adjacent to the project site to accommodate construction equipment and supplies. The applicant is negotiating to lease a vacant lot owned by PG&E on Second Street, or a vacant lot at the stub end of Brush Street, for construction staging.

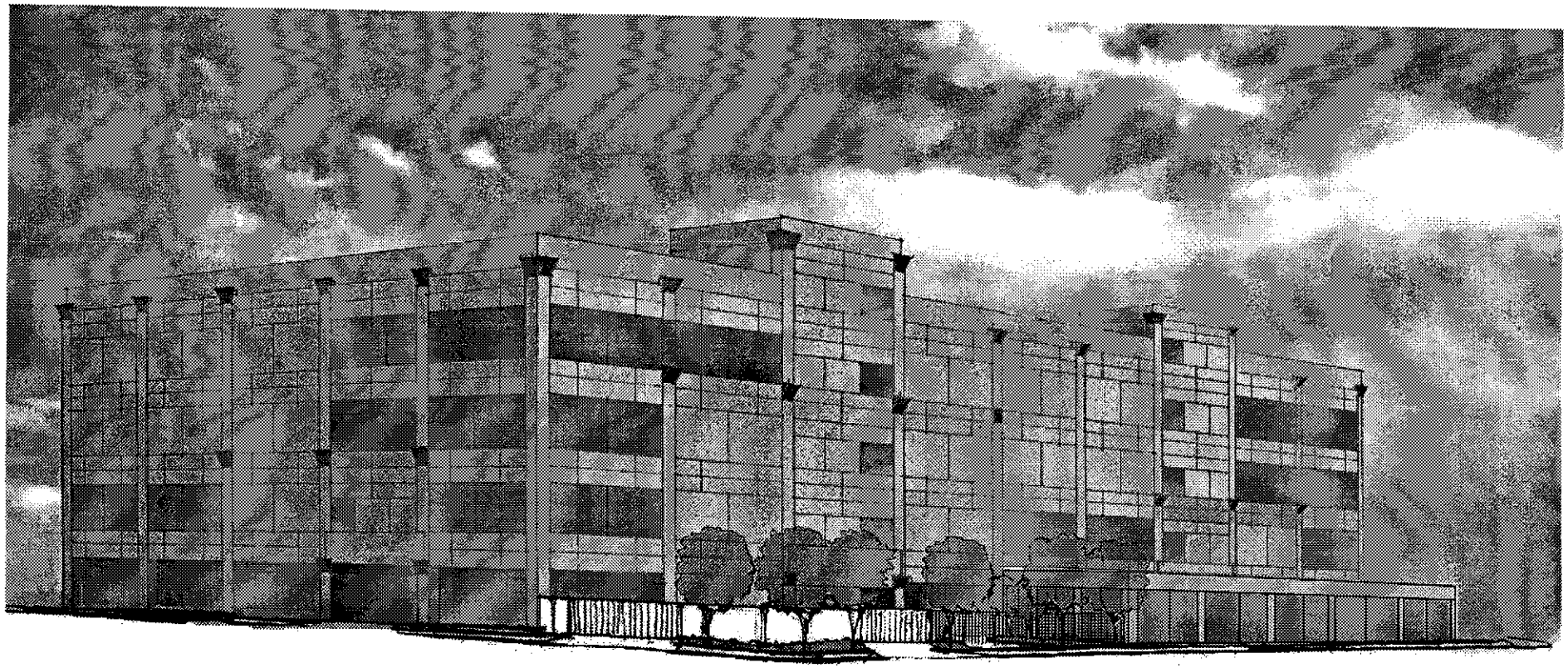
The building would be 70 feet in height to the roof, with screening for telecommunications or mechanical equipment on the roof. The surface treatment of the building would consist of stucco facade of variable planes. The building frontage along a portion of Second and Third streets would be landscaped with trees, to comply with an *Estuary Policy Plan* policy calling for a landscaped bicycle corridor along the key roadway corridor.

Inside the building would be a hardened structure designed to meet the unique and capital-intensive needs of the telecommunications industry. All electrical systems would be redundant including standby power generation. An average tenant space would be approximately 20,000 square feet in size, with a small control room where three to six employees could work at computers. The control room would be surrounded by electronic equipment.

The electronic equipment would not generate any noise or any air emissions. The only noise that would be generated by the proposed building would be when diesel standby generators are turned on periodically for maintenance. All testing would take place between the hours of 7 AM and 6 PM.

PHASE I AND II TELECOMMUNICATIONS ACCESS BUILDING

Figure 2



Perspective - Phase II from Corner of 2nd and Brush Streets
Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 03-30-00.

BASELINE

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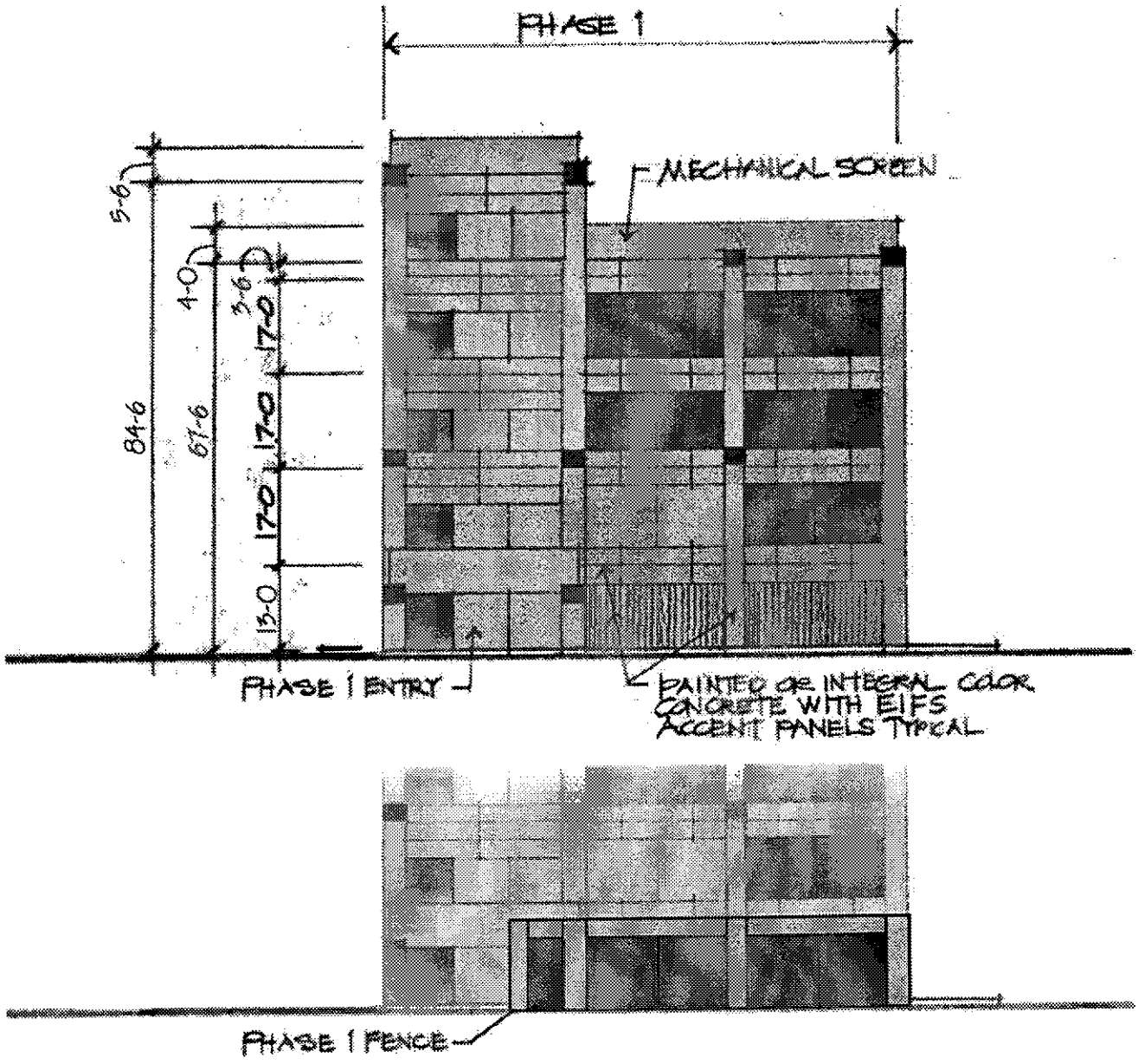
PHASE I ELEVATION DRAWING

Figure 3



2nd Street Elevation - Phase I
Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 04-03-00

BASELINE

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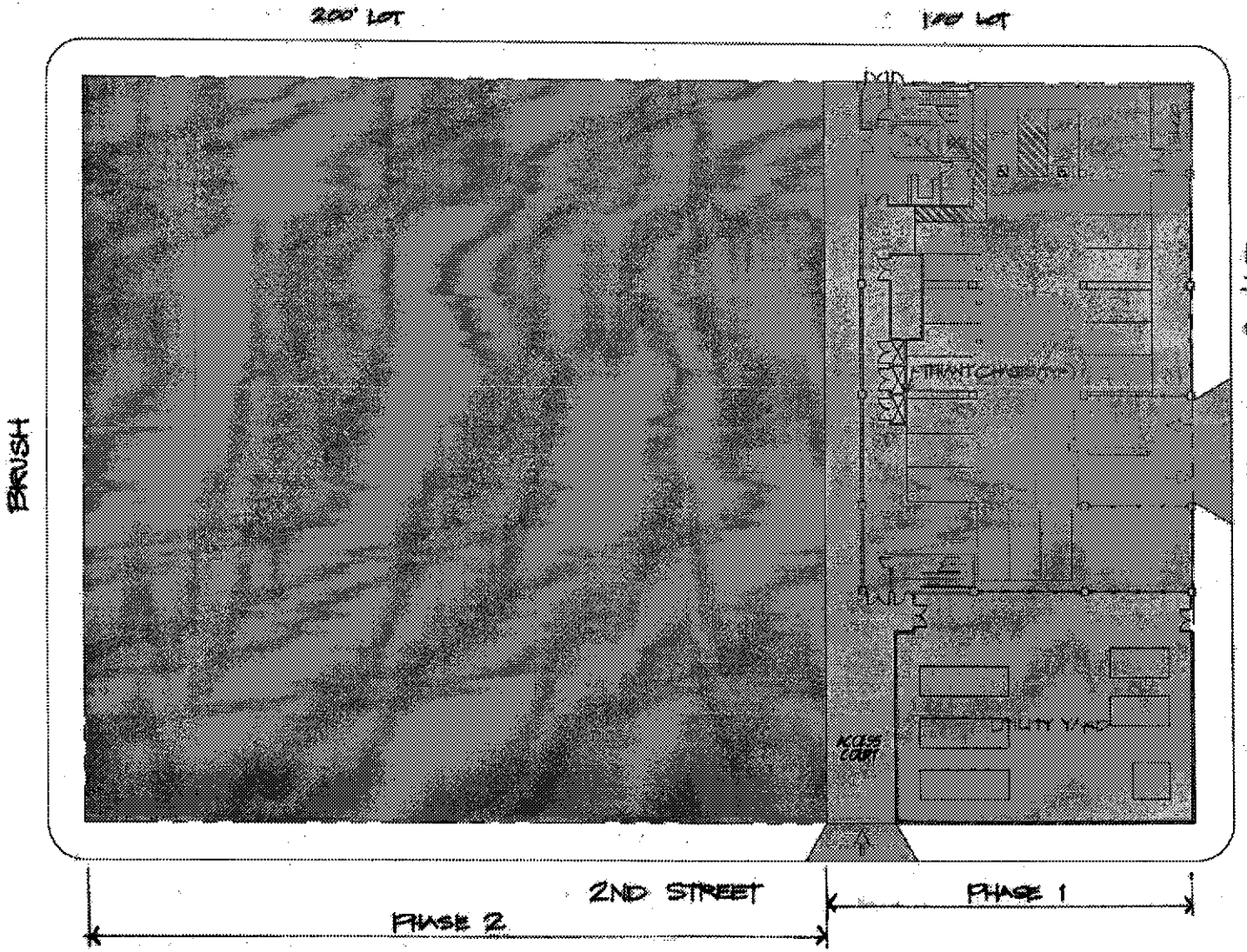
PHASE I GROUND FLOOR PLAN

Figure 4



PHASE 1 F.A.R. STATISTICS

1ST FLOOR PARKING		=	10,620 SF
1ST FLOOR COMMON SPACE F.A.R.		=	1,946 SF
3 FLOORS TELECOM TENANTS X	12,466 SF / FLOOR	=	37,398 SF
TOTAL F.A.R. GROSS SF AREA		=	39,344 SF
F.A.R. ALLOWABLE	20,000 SF LOT X 2	=	40,000 SF
PARKING	1 STALL PER 2,105 SF	=	19 STALLS

0' 15' 22'-6" 30'

Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 03-29-00.

BASELINE

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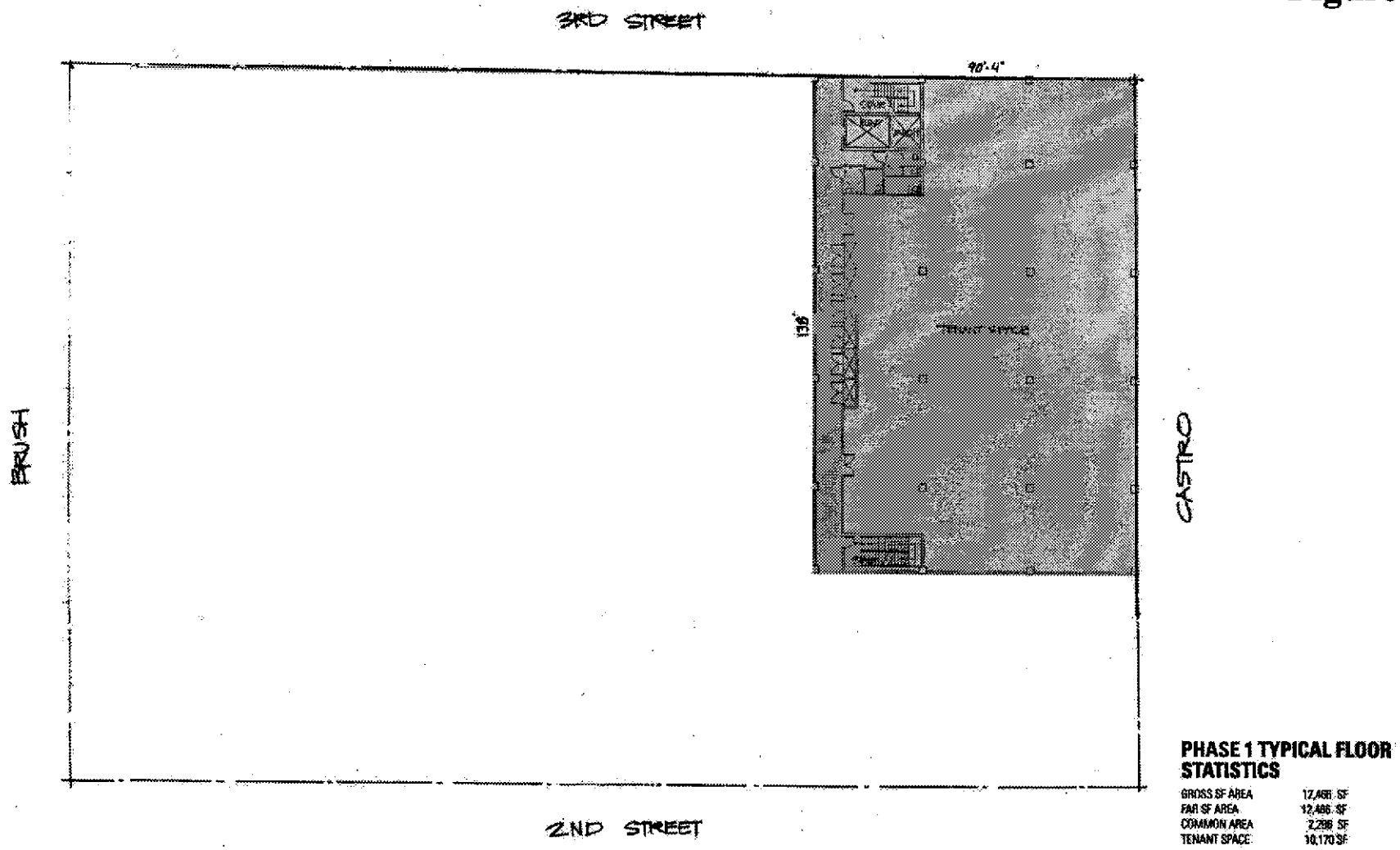
PHASE I TYPICAL UPPER FLOOR PLAN

Figure 5



Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 03-29-00.

BASELINE

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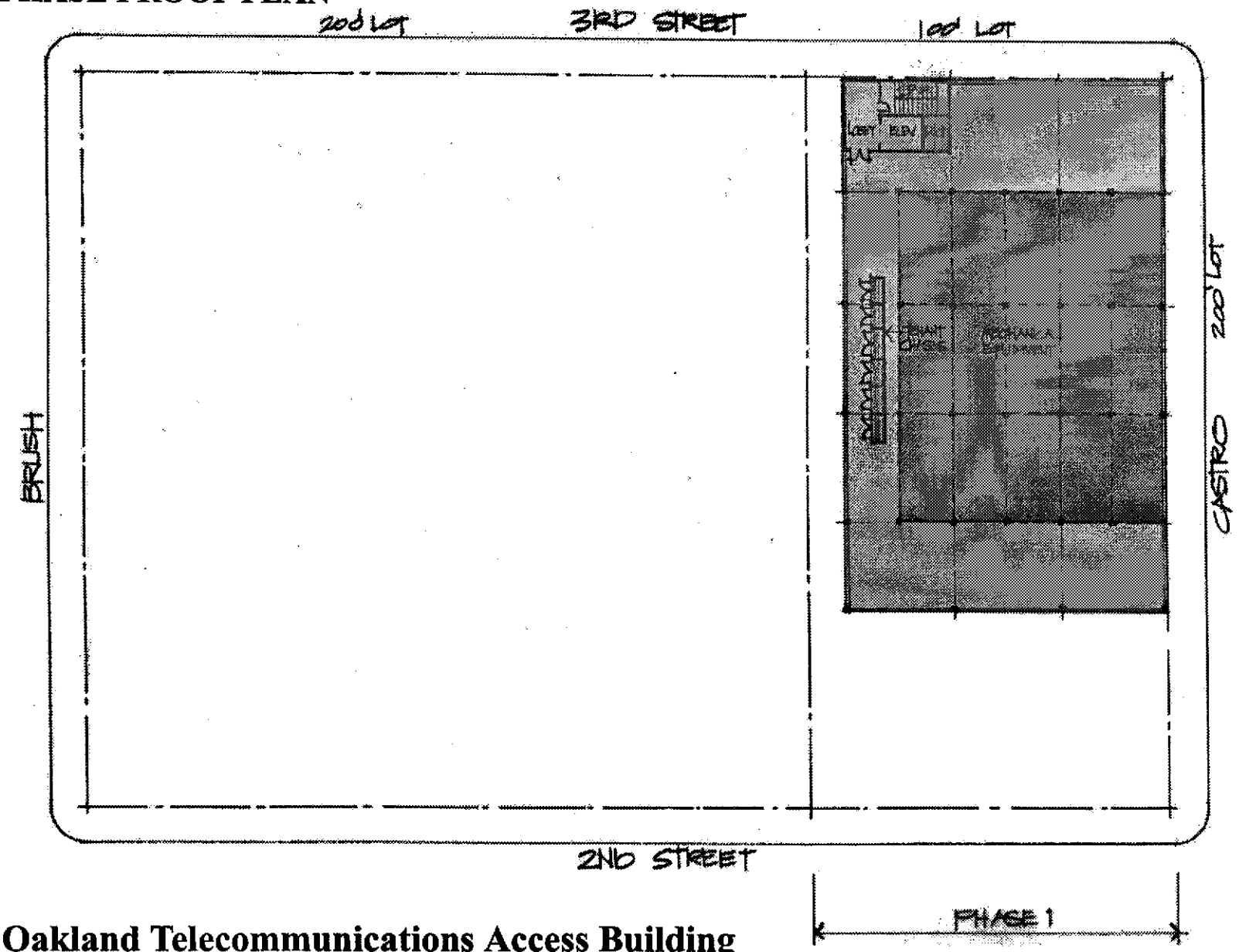
PHASE I ROOF PLAN

Figure 6



Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 03-30-00.

0' 15' 22'-6' 30'

BASELINE

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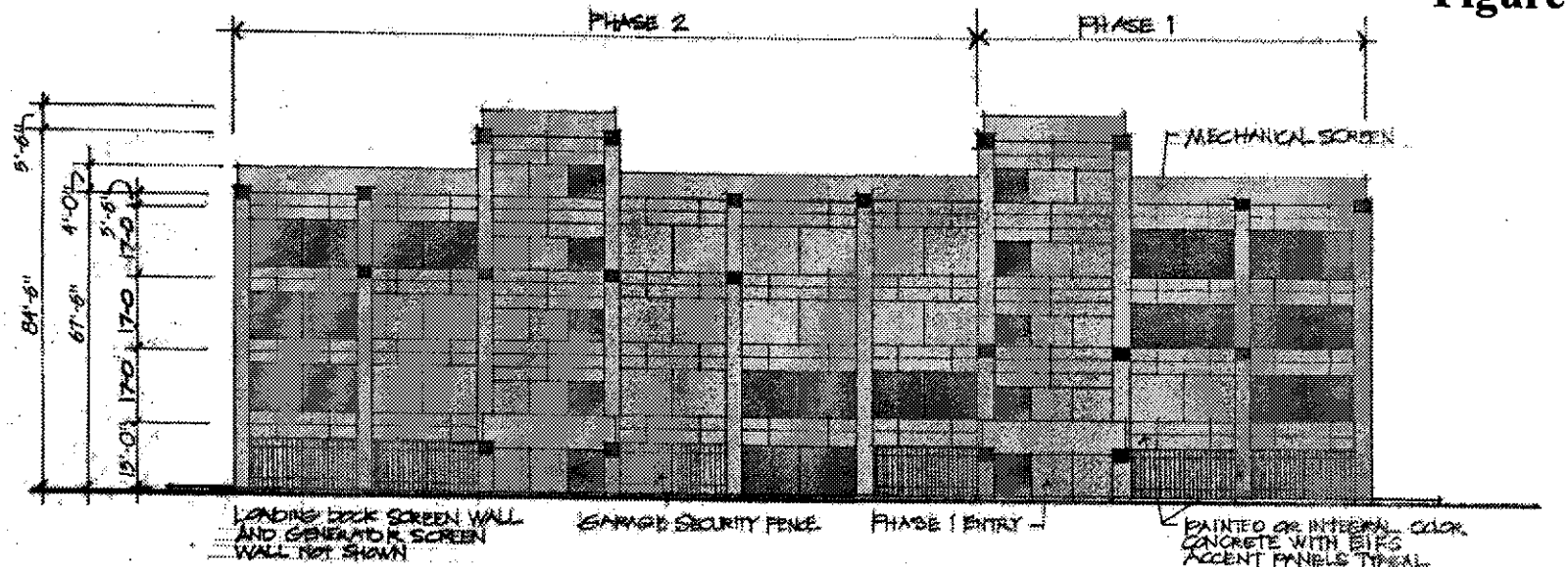
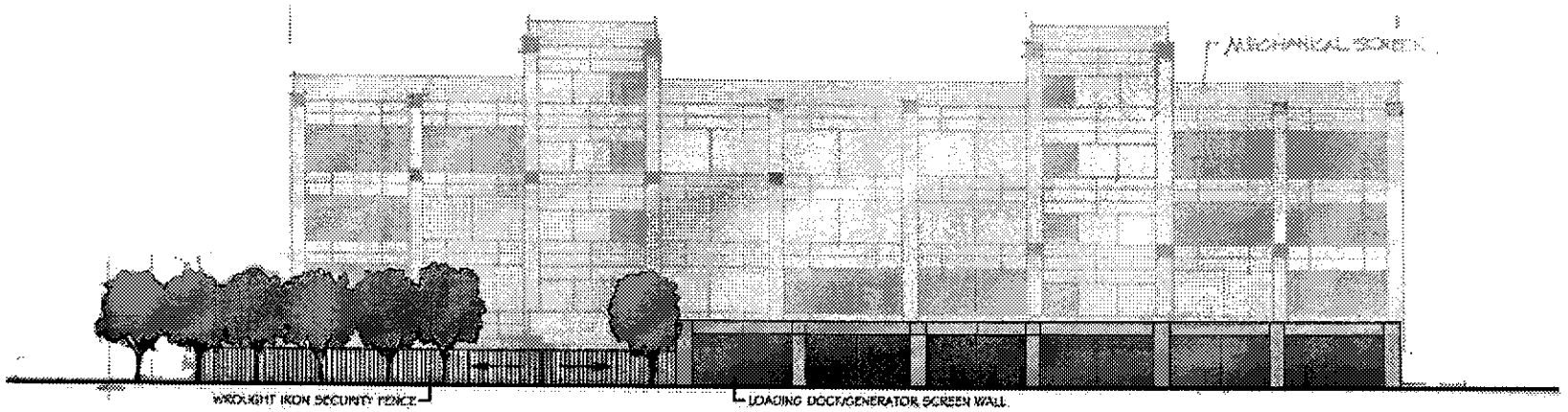
PHASE II ELEVATION DRAWING

Figure 7



2ND STREET ELEVATION - PHASE 2



2ND STREET FENCE ELEVATION - PHASE 2

Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 04-03-00.

BASELINE

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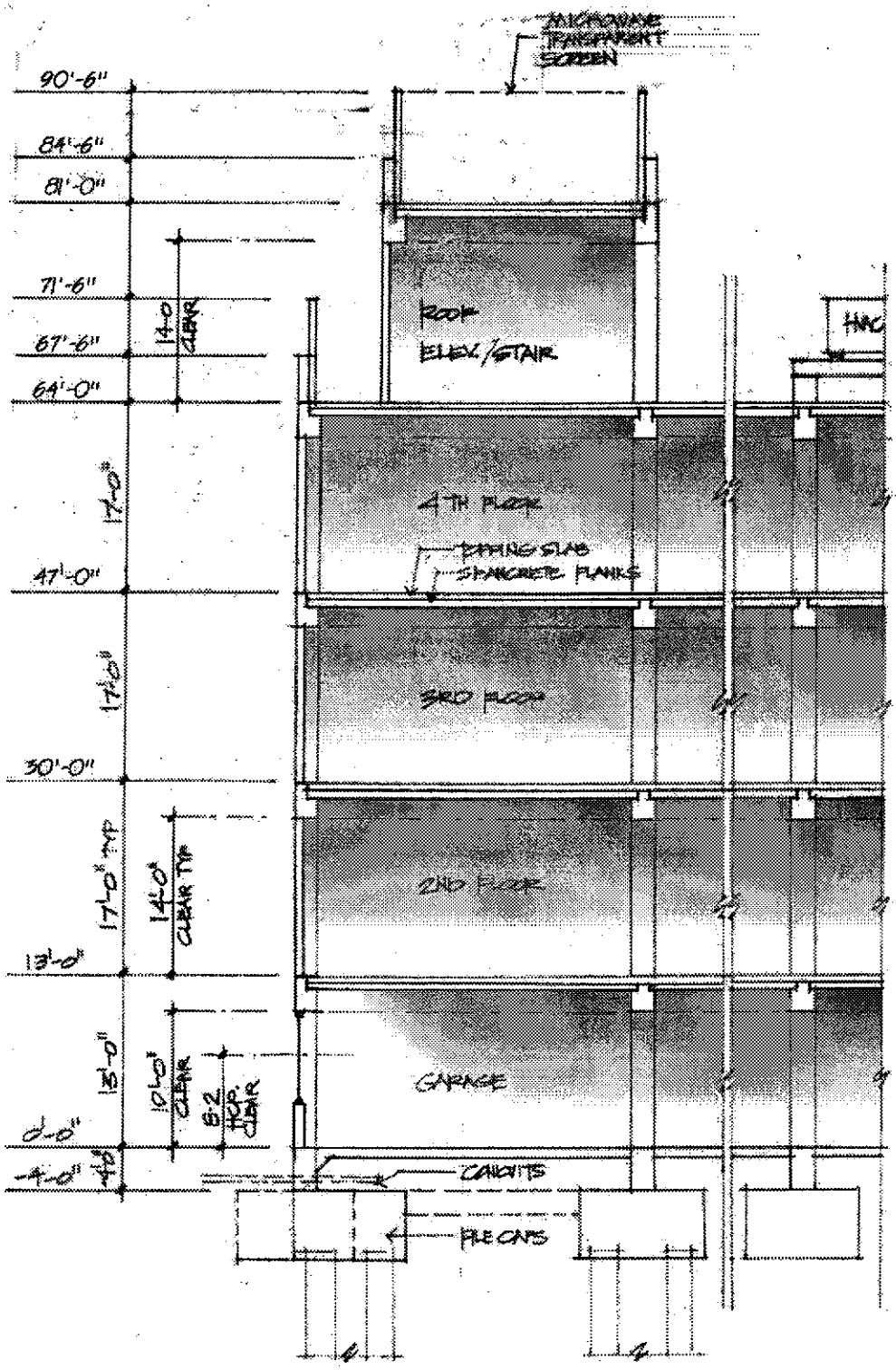
PHASE I AND II ELEVATION DRAWING

Figure 8



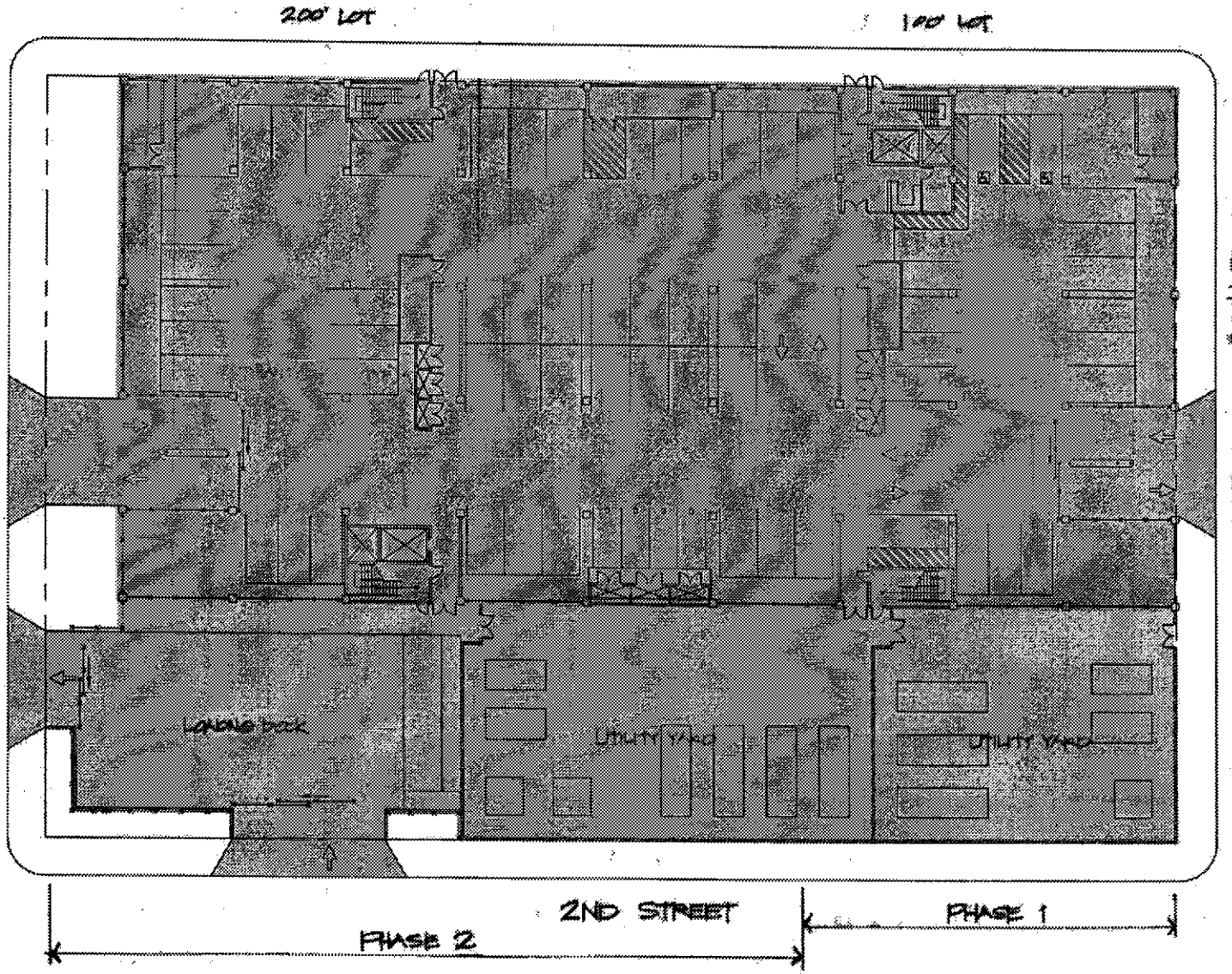
Typical Section - Phase I and II
Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 04-03-00.

BASELINE

PHASE II GROUND FLOOR PLAN

Figure 9



PHASE 1 & 2 F.A.R. STATISTICS

1ST FLOOR PARKING		=	34,786 SF
1ST FLOOR COMMON SPACE F.A.R.		=	3,768 SF
3 FLOORS TELECOM TENANTS X	38,744 SF / FLOOR	=	116,232 SF
TOTAL F.A.R. GROSS SF AREA		=	120,000 SF
F.A.R. ALLOWABLE	60,000 SF LOT X 2	=	120,000 SF
PARKING	1 STALL PER 1,818 SF	=	66 STALLS

GROUND FLOOR PLAN - PHASE 2

0' 15' 22'-6" 30'

Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 03-29-00.

BASELINE

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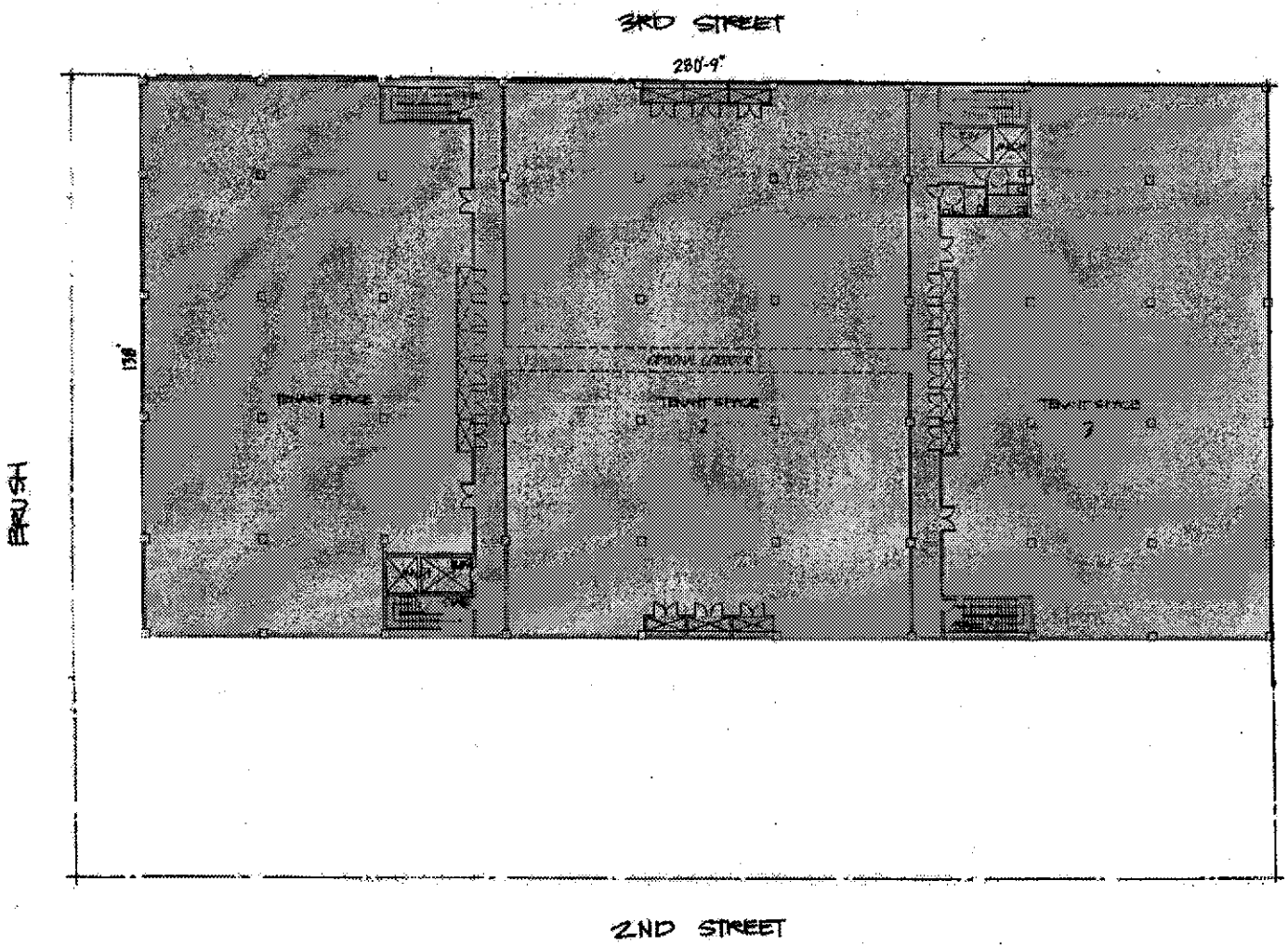
PHASE II TYPICAL UPPER FLOOR PLAN

Figure 10



PHASE 1 & 2 TYPICAL FLOOR STATISTICS

GROSS SF AREA	38,744 SF
FAR SF AREA	38,744 SF
COMMON AREA	5,088 SF
OPTIONAL CORRIDOR	801 SF
TENANT SPACE 1	10,220 SF
TENANT SPACE 2	13,493 SF
TENANT SPACE 3	9,943 SF

0' 15' 22'-6" 30'

Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 03-29-00.

BASELINE

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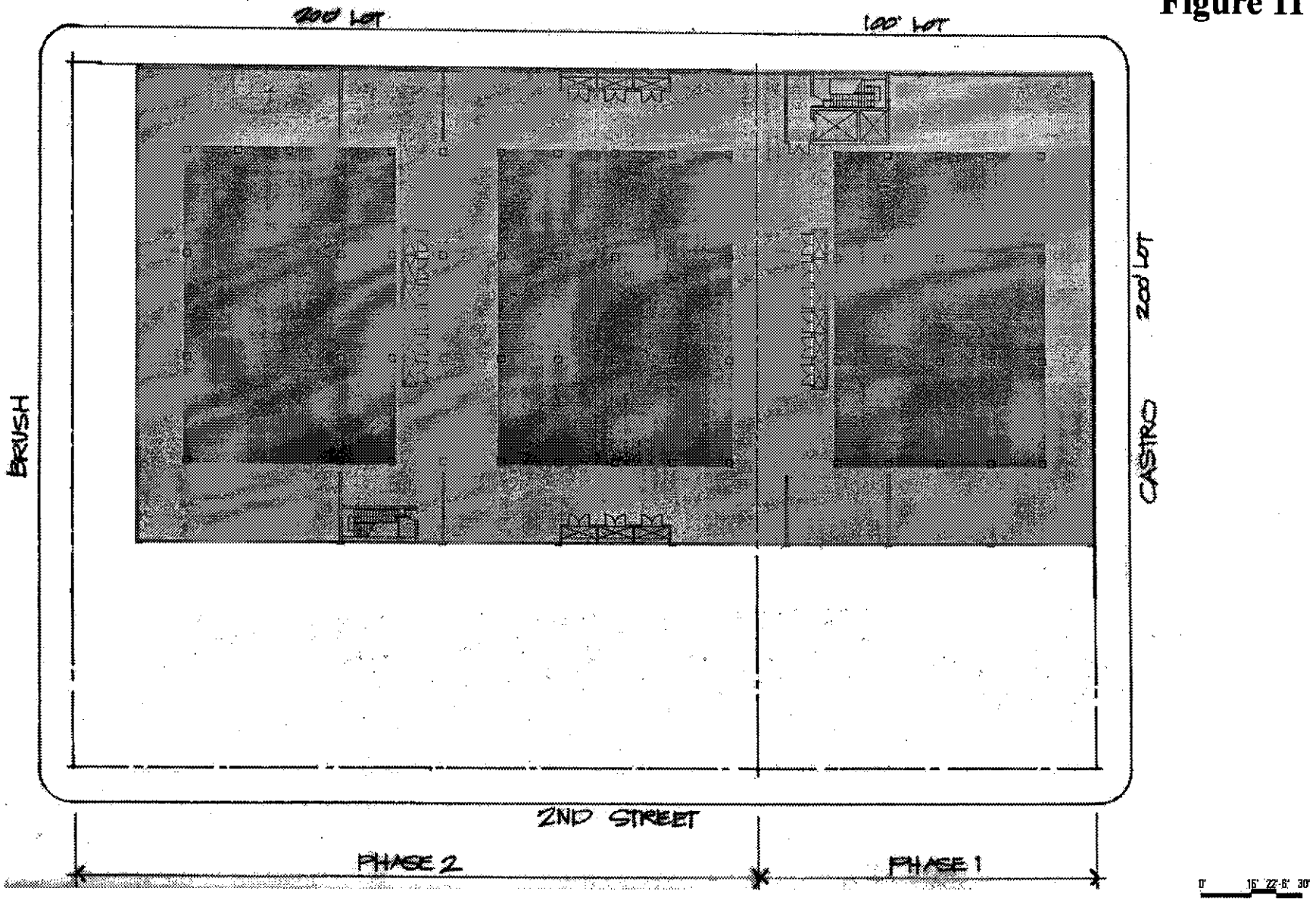
PHASE II ROOF PLAN

Figure 11



Oakland Telecommunications Access Building
Oakland, California

Source: M.A. Mortenson Development Company; Carrillo Architectural Group Inc., 04-03-00.

BASELINE

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C. SUMMARY OF FINDINGS

Table 1 provides a summary of potential impacts and recommended mitigation measures for the proposed telecommunications building.

No significant unavoidable impacts have been identified. Some potentially significant impacts were identified related to cultural resources; geology; hazardous materials; water quality; and transportation. Each of these impacts would be mitigated to a less than significant level if the identified mitigation measures are implemented. A detailed description of potential impacts and recommended mitigation measures is provided in Section D, Environmental Impacts.

TABLE 1: **Summary of Findings**

Potential Impacts	Mitigation Measures
I. AESTHETICS	
No impacts associated with aesthetics were identified.	
II. AGRICULTURAL RESOURCES	
No impacts associated with agricultural resources were identified.	
III. AIR QUALITY	
Impact III-1: Increased pollutant emissions from project traffic and construction activities.	*Mitigation Measure III-1* The bid specifications for the project shall incorporate the following measures established by BAAQMD to minimize and control dust emissions generated during construction activities: • All active construction areas shall be watered at least twice daily. • All trucks hauling soil, sand, and other loose materials shall be covered with tarpaulins or other effective covers. • Water or non-toxic soil stabilizers shall be applied on all unpaved access roads, parking areas, and staging areas at the construction site. In addition, paved access roads, parking areas, and staging areas shall be swept daily with a water sweeper. Streets shall be swept daily with a water sweeper in areas where visible soil material is carried onto adjacent public streets.
IV. BIOLOGICAL RESOURCES	
No impacts associated with biological resources were identified	

Table 1: Summary of Findings - *continued*

Potential Impacts	Mitigation Measures
	(c) A site-specific health and safety plan must be prepared by a trained professional and must include action levels for dust at the site boundary and air monitoring provisions at the site boundary to ensure that contaminated dust does not move off-site at concentrations that could affect the environment and off-site populations. The air monitoring results must be submitted to the Port of Oakland Real Estate Department on a weekly basis during construction for review and demonstration that the action levels have not been exceeded. If action levels are exceeded, mitigation must be implemented that will reduce contaminated dust generation at the project boundary. Such measures could include more frequent watering, reducing the size of excavated areas, or covering excavated areas on an interim basis. (d) The identified UST along Third Street shall be removed in accordance with local and State requirements. Following removal and any required remediation, a copy of the tank closure report shall be submitted to the Port of Oakland Real Estate Department. (e) Any soil excavated from the site must be classified and disposed of off-site if found to be a hazardous waste. The material must be managed in accordance with applicable local, State, and Federal statutes and regulations.
Impact VII-2: Contaminants in structures	*Mitigation Measure VII-2* (a) Inventory and dispose of all hazardous materials present on the site prior to initiation of construction. (b) Perform a lead and asbestos survey of structures on the site prior to demolition. Prior to demolition work, all asbestos and lead paint shall be removed in accordance with Federal, State, and local requirements for lead and asbestos abatement. Submit documentation of lead and asbestos survey and abatement activities to the Port of Oakland Real Estate Department.
Impact VII-3: Electromagnetic frequency (EMF) waves	*Mitigation Measure VII-3* Installation of any telecommunications equipment that emits radio frequency electromagnetic energy shall be permitted only after authorization by the Federal Communications Commission, if required, and submittal of documentation to the City of Oakland that demonstrates compliance with FCC guidelines.
VIII. HYDROLOGY AND WATER QUALITY	
Impact VIII-1: Contaminated groundwater may exceed discharge requirements to the sanitary sewer.	*Mitigation Measure VIII-1* If groundwater were to be discharged to the sanitary sewer from the site during construction, it should be characterized to ensure that it meets East Bay Municipal Utility District discharge requirements. A permit must be obtained from EBMUD prior to discharge of dewatered groundwater to the sanitary sewer.

Table 1: Summary of Findings - *continued*

Potential Impacts	Mitigation Measures
IX. LAND USE AND PLANNING	
No impacts associated with land use and planning were identified.	
X. MINERAL RESOURCES	
No impacts associated with mineral resources were identified.	
XI. NOISE	
No impacts associated with noise were identified.	
XII. POPULATION AND HOUSING	
No impacts associated with population and housing were identified.	
XIII. PUBLIC SERVICES	
No impacts associated with public services were identified	
XIV. RECREATION	
No impacts associated with recreation were identified	
XV. TRANSPORTATION/TRAFFIC	
Impact XV-1: Construction activities could affect local intersections and parking.	*Mitigation Measure XV-1* The applicant shall provide copies of the West Oakland Truck Circulation Program that identifies preferred truck routes and parking areas to all contractors and suppliers
XVI. UTILITIES AND SERVICE SYSTEMS	
No impacts associated with utilities and service systems were identified.	

D. ENVIRONMENTAL IMPACTS

I. AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?

No impact.

The project site is within an industrial area situated approximately three blocks from the Port of Oakland shipping facilities. Views from the project site to the waterfront are of large container cargo cranes and the commercial uses along the Oakland Estuary, a shipping channel that separates Oakland and the City of Alameda. The project site is flat and is at a similar elevation as the surrounding buildings and streets. The building is located two blocks west of an elevated freeway (I-880). The four story building would not block any scenic views. The *Estuary Policy Plan* does not identify any scenic vistas or view corridors in the area.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic state highway?

No impact.

See response to I(a) above.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No impact.

The proposed building would be similar in visual style and architecture to the primarily industrial uses in the immediate area. The proposed four-story stucco and concrete building would not degrade the existing visual character of the area, and would be consistent with the heights of nearby structures, which include a four-story concrete warehouse that is currently being converted into a live/work structure, to the west, across Second Street, and a multiple story storage facility to the south.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No impact.

The proposed building is located in an urban area that is already subject to day and nighttime light and glare. The introduction of a new source of light and glare would not affect existing day or nighttime views.

II. AGRICULTURAL RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance?

No impact.

The project site is located in an urban setting. No agricultural fields are located near the project site.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact.

See response to II(a) above.

a) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?

No impact.

See response to II(a) above.

III. AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially-significant impact unless mitigation is incorporated.

See response to III(b) below.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially-significant impact unless mitigation is incorporated.

The project site is located in the San Francisco Bay Area Air Basin, which is a non-attainment area for the Federal and State ozone standards and State particulate matter standard. Recordings at air quality monitoring stations within the City of Oakland, on Alice Street near Jack London Square, have indicated exceedances of the Federal and State ozone standards.

Impact III-1: Increased pollutant emissions from project traffic and construction activities.

The uses within the proposed telecommunications building would generate a slight increase in traffic in the area, and a corresponding slight increase in traffic exhaust emissions is expected to occur due to the project.

The project would include 80 to 100 employees on-site over a 24-hour period, representing an increase of 65 workers over the 35 to 40 employees that now work at the site. The net increase of up to 65 employees would generate 196 auto trips. It is estimated that between three and five truck round-trips per day would also be generated by the new building. Exhaust from these vehicle trips would generate emissions, including reactive organic gases (ROGs), carbon monoxide (CO), nitrogen oxides (NOx), and particulate matter (PM_{10}) emissions. Using emission factors developed by the Bay Area Air Quality Management District (BAAQMD, 1996), the combined auto and truck trips would result in emissions of 33.2 pounds per day of CO, 2.45 pounds of ROG, 3.25 pounds of NOx, and 2.9 pounds of PM_{10}.

These estimated emissions are well below the significance thresholds adopted by the BAAQMD. The BAAQMD thresholds of significance for ROG, NOx, and PM_{10} during project operation are 80 pounds of emissions per day or 15 tons per year. The threshold for CO is 20 parts per million (ppm) (for 1 hour), or 9 ppm (for 8 hours). If the project operation caused emissions of CO, ROG, NOx, and/or PM_{10} greater than the BAAQMD thresholds, the impacts would be considered significant. Thresholds of significance for construction-related emissions have not been developed by BAAQMD.

The BAAQMD CEQA Guidelines (1996) state that further air quality analysis for carbon monoxide "hot spots" is not required for projects that are under 550 pounds per day of emissions; that do not impact intersections or roads that are operating at Levels of Service D, E, or F; and that would increase traffic volumes on nearby roadways by less than ten percent. Traffic generated by the proposed project is under these thresholds, so further CO modeling has not been conducted.

The standby diesel generators in the building would also generate some emissions when they are periodically maintained. Installation and operation of the standby generators would not require an operating permit from the BAAQMD. The BAAQMD regulations specifically exempt "any internal combustion engine used solely as an emergency standby source of power" (Regulation 1-110.2).

It is estimated that up to fourteen individual generators may be located in the building. The size of the generators would be between 750 kW (kilowatts) and 2,000 kW. Each of the generators would require regular maintenance, which involves running the generator for approximately 40 minutes once or twice each month.

The specifications for typical Caterpillar generators indicate a range of air emissions for each size of generator, measured in grams per hour of operation of nitrogen oxide (NOx) emissions. The largest generator causes emissions of 12,700 to 25,300 grams per hour of NOx, depending on the model type and assuming 100 percent load with a fan (Caterpillar, Inc., 1999). Assuming a worst case scenario of fourteen large (2,000 kW) generators operating for two hours per month, total annual emissions would be in the range of 305 to 607 kilograms per year, or 672 to 1,339 pounds

per year. This range of NOx emissions is well below the BAAQMD thresholds of significance for NOx of 15 tons (30,000 pounds) per year.

The project would also result in short-term localized air emissions during construction of the proposed new structure. Soil excavation and backfill activities would occur during placement of the storm drain and outfall and grade beam installations, resulting in a temporary increase in localized particulate matter (PM_{10}) emissions. PM_{10} emissions from construction-related activities could create a nuisance to residents and other sensitive receptors near the project site. These emissions could also potentially exacerbate chronic respiratory problems of nearby sensitive receptors. The Bay Area Air Quality Management District considers PM_{10} emissions to be the greatest pollutant of concern associated with construction activities and has, therefore, established feasible control measures for PM_{10} emissions from construction-related activities. Air quality effects resulting from construction activities would be considered significant if feasible construction control mitigation measures listed in the Bay Area Air Quality Management District CEQA Guidelines (BAAQMD, 1996) were not incorporated.

Construction equipment exhaust would generate short-term exhaust emissions, including reactive organic gases (ROGs), carbon monoxide (CO), and nitrogen oxide (NOx) emissions; asphalt paving would generate hydrocarbons, particulates, NOx, and CO emissions. Exhaust emissions from construction equipment are not expected to result in violations of air quality standards because: 1) only a few pieces of equipment would be used at a time due to the size and nature of the project; and 2) air emissions would be distributed throughout the extent of the construction period.

Mitigation Measure III-1

The bid specifications for the project shall incorporate the following measures established by BAAQMD to minimize and control dust emissions generated during construction activities:

- All active construction areas shall be watered at least twice daily.
- All trucks hauling soil, sand, and other loose materials shall be covered with tarpaulins or other effective covers.
- Water or non-toxic soil stabilizers shall be applied on all unpaved access roads, parking areas, and staging areas at the construction site. In addition, paved access roads, parking areas, and staging areas shall be swept daily with a water sweeper. Streets shall be swept daily with a water sweeper in areas where visible soil material is carried onto adjacent public streets.

Incorporation of these mitigation measures would reduce the potential impact of pollutant emissions to a less-than-significant level.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?*

Less-than-significant impact.

Air emissions generated by operation and construction of the building would not contribute significantly to the cumulative regional air pollution. The project's air emission calculations for reactive organic gases (ROGs), carbon monoxide (CO), nitrogen oxides (NOx), and particulate matter (PM_{10}) are well below the daily thresholds of significance adopted by the Bay Area Air Quality Management District.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact.

There are currently no sensitive receptors (e.g., schools, hospitals, or significant groups of residences) in the area within 1,000 feet of the project site. The nearest existing residences are four apartment units within a building on Brush Street, one-half block (approximately 150 feet) east of the project site. In addition, the adjacent concrete warehouse building to the west of the project site across Second Street is in the process of being converted into live/work space.

Future occupants of the live/work space, as well as the four apartment units, could be exposed to air pollutant emissions from the proposed construction activities. These air emissions would be primarily particulate matter or dust. Increased dustfall at the neighboring properties could be perceived as a nuisance of the project. However, it would be a temporary condition associated with construction operations. See response to III(b) and Mitigation Measure III-1.

e) Create objectionable odors affecting a substantial number of people?

Less-than-significant impact.

There would be vehicle exhaust emissions during construction of the building due to operation of construction equipment and vehicles. These odors would be most noticeable in proximity to the construction site, would be temporary, and would not constitute a significant impact.

Operation of the building would include the periodic maintenance of several standby diesel generators. Diesel emissions would be released for approximately 40 minutes once or twice per month during the periodic maintenance of the generators.

IV. BIOLOGICAL RESOURCES

Would the proposal:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No impact.

The project site is located in an urban setting. There is no biological habitat associated with the project site and the surrounding area, and the project will therefore have no impact on special status species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No impact.

See response to IV(a) above.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact.

See response to IV(a) above.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native nursery sites?

No impact.

See response to IV(a) above.

e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

No impact.

See response to IV(a) above.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact.

There are no habitat conservation plans that have been adopted for the project area.

V. CULTURAL RESOURCES

Would the proposal:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §151064.5?*

Less-than-significant impact.

Currently, the project site is covered by a brick warehouse running the length of Castro Street between Second and Third streets, and a corrugated steel building at 720 Second Street (the former Phoenix Iron Works Foundry); there is a small steel baton-sided building (E422) located along Third Street near its intersection with Brush Street. The remainder of the project site is covered by parking lot.

As part of the preparation of this Initial Study, Holman & Associates made a request to the Northwest Information Center at Sonoma State University. This request was for information regarding recorded historic and prehistoric archaeological sites at the project site and in the general vicinity and any information regarding properties listed on the Historic Properties Directory and the California Inventory of Historic Resources within a block of the project site.

The Northwest Information Center reported that there were no recorded prehistoric or historic sites inside or within a block of the project site (Holman, 2000). The nearest historic archaeological resources to have been discovered are found along the right of way of the Cypress project to the north of the project site. There are, however, a number of buildings located within a block of the project area that are found on the Office of Historic Preservation's Historic Properties Directory. These are listed below:

Brush Street:

Curtis and William Tract District (no address)
The James McElroy House (402 Brush Street)
The Rushmore House (412 Brush Street)

2nd Street:

The Muller Brothers Pickle Factory (618 2nd Street)
The Daziel Warehouse (737 2nd Street)

3rd Street:

Cobbledick-Kibbe Glass Co. Warehouse (518 3rd Street)
Muller Brothers Pickle Factory (629 3rd Street)
C. Markus Hardware/East Side Boiler (636 3rd Street)

Castro Street:

Bay City Bottle Supply Warehouse (200 Castro)
Borden Pacific Cheese Plant (300 Castro)
California Stevedore & Ballast Warehouse (303 Castro)
Christensen Flats (321 Castro)

Impact V-1: Potential disturbance of historic or prehistoric resources.

The eastern portion of the site contains a brick industrial building that is currently used as a warehouse. A truck loading dock is in use along the Castro Street frontage. This building is made of brick installed on top of a four- to six-foot high concrete foundation and is covered with a flat roof.

Adjacent to the brick building on the project site is a tall corrugated metal building. The building is known as the Phoenix Iron Works Foundry (720 Second Street). Based on research of Sanborn maps and the history of building permits for the site, the Foundry building was constructed in 1965, but appears to have been built with some construction materials that pre-date 1950. Because the building itself is not 50 years old, the building is designated by the City of Oakland historian with an asterisk ("*") which means "too recent to rate" (Marvin, 2000).

The brick warehouse building adjacent to the Foundry building dates from November, 1950, which means it also is "too recent to rate" (less than 50 years old).

The four-story warehouse building across the street from the project site (737 Second Street), that is being renovated into live-work space, has received an historical rating of "C" or "secondary importance." The building was previously considered a "C(b)" rating, which means that it could have been included in an historic district along Market Street. However, an intervening building that would have linked the four-story warehouse structure with the remaining buildings in the district was recently demolished, so the warehouse building at 737 Second Street is no longer within two miles of any proposed historic district, and would not now be eligible for inclusion (Marvin, 2000).

Policy 3.8 of the Oakland General Plan Historic Preservation Element defines properties that are considered to constitute the City's "Local Register of Historical Resources" as including: "All designated historic properties; and those Potential Designated Historic Properties that have an existing rating of "A" or "B" or are located within an "Area of Primary Importance." In addition, Policy 3.8 says that until implementation of Action 2.1.2 (Redesignation), the Local Register of Historical Resources will also include Oakland Landmarks, S-7 Preservation Combining Zone properties, and Preservation List properties.

Policy 3.8 states that "Complete demolition of a Historical Resource will normally be considered a significant effect that cannot be mitigated to a level of less than significant and will, in most cases, require preparation of an Environmental Impact Report."

The two structures on the site of the proposed project are not Historical Resources, as defined by the Oakland General Plan. The site is not within an "Area of Primary Importance," the property is not an Oakland Landmark, or within a S-7 Preservation Combining Zone, or listed on the Preservation List. Neither the Phoenix Iron Works Foundry building or the adjacent brick warehouse are designated with an historic rating of "A" or "B."

The demolition of properties that have a rating other than "A" or "B" is not considered by the General Plan Historic Preservation policy to be a significant impact. No mitigation is required because the potential historic impact of demolishing the two buildings on the site is less-than-significant.

b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §151064.5?

Potentially significant impact if mitigation is not incorporated.

The Northwest Information Center reported that there were no recorded prehistoric or historic sites inside or within a block of the project area (Holman, 2000). The nearest historic archaeological resources to have been discovered are found along the right of way of the Cypress project to the north of the project area.

In spite of the lack of recorded archaeological sites in the general vicinity, there still remains some potential that the area could contain buried prehistoric archaeological materials; given its proximity to the estuary, the project site is located in a zone of moderate archaeological sensitivity. Historic development of this area could have resulted in the covering up of archaeological deposits in the late 19th century prior to the first systematic archaeological survey of the area, which occurred in 1905-07.

Mitigation Measure V-1

A qualified archaeologist shall be hired to monitor initial ground clearing at the project location to inspect it for evidence of buried prehistoric resource deposits. If any such material is uncovered, work should be halted within 50 feet of the discovery until the archaeologist has had the opportunity to assess the discovery for significance. If an intact and potentially significant resource deposit is located inside areas where further impacts will occur, the project applicant shall develop a program of archaeological mitigation for those portions of the project that will be further impacted by earth-moving activities associated with construction.

c) Directly or indirectly destroy a unique paleontological resource or site or unique feature?

No impact.

See answer to questions V(a) and (b), above.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant impact.

See answer to question V(b) above.

VI. GEOLOGY AND SOILS

Would the project:

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No impact.

The project site is not traversed by any identified active faults (CDMG, 1994); thus, fault rupture would not be expected to occur within the project site.

(ii) Strong seismic ground shaking?

Potentially significant impact if mitigation is not incorporated.

The project site is located in a region of California with a high degree of seismic activity. The site is not traversed by any identified active faults; however, several nearby active faults could impact the project (CDMG, 1994). The nearest active faults include the Hayward Fault, approximately 4.4 miles to the east; the San Andreas Fault, approximately 13 miles to the southwest; and the Calaveras Fault, approximately 16 miles to the east. It is reasonable to expect that the project site would be subject to intense groundshaking during the life of the project. The Working Group on California Earthquake Probabilities has estimated that there is a 70 percent probability that one or more large earthquakes (magnitude 6.7 or greater) will occur along one of the major fault zones (San Andreas, San Gregorio, Hayward, Calaveras, or Rodgers Creek) and minor faults in the San Francisco Bay Area during the 30-year period 2000 to 2030 (USGS, 1999).

The occurrence of an earthquake produces seismic waves that produce groundshaking as the waves move through the earth. The "magnitude" (M) of an earthquake is a measure of the size or energy release at the source of the earthquake. The severity of groundshaking at any particular point is referred to as "intensity" and is a subjective measure of the effects of groundshaking on people, structures, and earth materials. The level of intensity is commonly defined by comparison to the Modified Mercalli Intensity (MMI) Scale, which subjectively categorizes the intensity on the basis of observed effects of seismic shaking on common objects. The level of groundshaking can also be expressed quantitatively as ground acceleration (a) measured as a fraction or percentage of gravity (g).

The effects of groundshaking on structures depend on the design, quality of construction, and foundation materials. A critical factor affecting intensity at a site is the geologic material underneath that site. Deep, unconsolidated soils, such as those found on the project site, tend to amplify and prolong shaking during earthquakes. Earthquake shaking intensity maps

prepared by the Association of Bay Area Governments (ABAG) indicate that shaking intensity at the site could be violent (Modified Mercalli Intensity IX) during a major earthquake on the Hayward Fault, and very strong (MMI VIII) for a seismic event similar to the 1906 earthquake on the San Andreas. By comparison, the area of the site experienced MMI VII shaking during the 1989 Loma Prieta earthquake.

Impact VI-1: Project site structures may be subject to anticipated strong groundshaking from regional active faults.

On the basis of regional geologic mapping and earthquake probability assessments, the California Division of Mines and Geology estimates the peak acceleration in the area of the project site (with a 10 percent chance of being exceeded in the next 50 years) to be greater than 0.7g (CDMG, 1996).

Where underlying geologic materials at a site consist of unconsolidated sediments, artificial fill, and/or Bay Mud, groundshaking during an earthquake can be amplified, resulting in greater damage to structures. Shaking amplification maps provided by ABAG indicate that shaking amplification at the project site would be extremely high during a major earthquake on either the San Andreas or Hayward faults.

It is reasonable to expect that the project structure would be subject to intense groundshaking associated with an earthquake during its expected life span. Potential failure of the structure during intense seismic events could endanger users of the future building. Seismic events during construction of the structure could also endanger site workers.

The majority of developed areas along the eastern margin of San Francisco Bay, including Oakland and the project site, would be subject to moderate to extreme groundshaking during the expected earthquake on the Hayward Fault. It is generally recognized by the residents of the region that they could experience damaging earthquakes from regional active faults. On-going development within the region indicates that this is an apparently acceptable risk.

The proposed new building would be constructed under the seismic provisions of the Uniform Building Code for Seismic Zone 4, providing design criteria that minimize the potential for collapse during seismic shaking.

Mitigation Measure VI-1

(a) The new office buildings and parking structure at the site would be constructed to 1997 Uniform Building Code (UBC) standards (ICBO, 1997). The UBC requires the determination of expected seismic shaking at the specific location of the project site. The design engineers for the on-site structures would design the structure and foundations based on the results of the site-specific geotechnical study and the determination of the expected seismic shaking. Appropriate grading, shoring, and construction practices would be implemented during construction to ensure safety of workers and/or equipment.

(b) Preparation of a site-specific earthquake preparedness plan for the project shall be made a condition of approval for issuance of a Building Permit for construction activities at the

project site. The plan shall include requirements for securing non-structural features of the facility and an emergency response program, including evacuation procedures.

The risk of damage resulting from strong groundshaking during expected regional earthquakes cannot be eliminated at the project site or throughout large portions of the San Francisco Bay Area. However, implementation of these mitigation measures would reduce impacts to a less-than-significant level through minimization of the potential for building collapse and increased earthquake preparedness. The majority of seismically-induced damage would be expected to be repairable and comparable to the damage expected for similar development projects in areas of expected similar levels of seismic shaking.

(iii) Seismic ground failure, including liquefaction?

Potentially significant impact if mitigation is not incorporated.

Liquefaction is a secondary effect of amplified groundshaking in unconsolidated, cohesionless sediments, such as silts and sands. Liquefaction occurs when saturated, cohesionless soils become "liquid" due to groundshaking. When liquefaction occurs, the soil loses its load-bearing strength.

Impact VI-2: Project site structures may be subject to settlement or displacement caused by liquefaction during anticipated strong groundshaking.

The Association of Bay Area Governments (ABAG, 1980) classifies the project vicinity as having a high liquefaction susceptibility. Subsurface investigations (Krazan and Associates, 2000) at the project site indicate that loose, saturated sands, silty sands, and clayey sands underlie the project site at shallow depths. The loose sands and silty sands may be susceptible to liquefaction. During liquefaction, lateral spreading and seismically-induced settlement could occur at the project site.

Mitigation Measure VI-2

(a) The proposed building shall be designed and constructed in compliance with recommendations prepared by a qualified Geotechnical Engineer that minimize the potential for structural deformation caused during liquefaction. Design of the new structures shall also incorporate recommendations in the geotechnical investigation to minimize the impacts of total and differential settlement at the project site. The recommendations shall be submitted to and reviewed by the City of Oakland Public Works Department prior to issuance of a Building Permit.

(b) Following any strong groundshaking event, the building and pavement at the project site shall be inspected by a qualified engineer to determine if significant damage has occurred. The results of the inspection and any recommendations for repairs shall be submitted to the City of Oakland Public Works Department.

Incorporation of these mitigation measures would reduce the potential impact of liquefaction and associated ground failure to a less-than-significant level.

(iv) Landslides?

No impact.

The topography of the project site is relatively flat; therefore, landslides or mudflows would not occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-significant impact.

Following construction, the project site would be almost completely covered with impermeable surfaces. Soil excavation during construction of the proposed telecommunications building would be expected to be limited and unlikely to expose significant quantities of excavated soil to potential erosion. Best Management Practices (BMP), to be implemented as part of the Storm Water Pollution Prevention Program (SWPPP) for the project (see Hydrology and Water Quality section), would further reduce the potential for erosion during construction. Therefore, the potential for substantial soil erosion or loss of topsoil would be low.

c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially significant impact if mitigation is not incorporated.

The project site is on the western margin of the East Bay Plain, an alluvial plain located between the Oakland Hills to the east and the Oakland Inner Harbor to the west. Regional geologic mapping (Hickenbottom and Muir, 1988) identifies the area of the site to be underlain by Merritt Sands, a member of the San Antonio Formation. The Merritt Sands are typically characterized as a fine-grained, well sorted, aeolian (windblown) sand deposit.

The geotechnical investigation (Krazan and Associates, 2000) indicated that uppermost site soils consist of one to seven feet of sand, silty sand, and gravelly sand fill. The fill is underlain by silty sand, sand, and clay sand of the Merritt Sands, which extend to depths in excess of 50 feet. The deepest boring installed at the project site encountered bluish gray sandy clay from a depth of 62 feet to the bottom of the boring (70 feet). As discussed in Impact VI-2, some of the shallow saturated sands may be susceptible to liquefaction and seismically-induced settlement. These soils would not create other unstable conditions. The project does not propose features that would cause landslides or subsidence on the site.

See Mitigation Measure VI-2(a) above.

d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life and property?

Less-than-significant impact.

The geotechnical investigation for the project site, discussed above in Section VI(c), indicated that surficial soils at the project site have low expansion potential. Seasonal shrink-swell potential of the soils is low because of the relatively low clay content of the surface soils (sandy fill). The site has moderately expansive soils (USDA, 1968). Construction and long-term impacts associated with expansive soils on the site would be assessed as part of the geotechnical study and recommendations would be provided for the design and construction of the building, reducing this impact to a less-than-significant level.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No impact.

Sewers are available at the project site for the disposal of waste water. The project does not involve septic tanks or alternative waste systems.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the proposal:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less-than-significant impact.

The proposed project would include the storage of fuels for the emergency standby generators. Up to fourteen generators would be located in the electrical room adjacent to the garage on the ground floor of the proposed building (Figure 9). Each generator would be fueled by diesel, stored in up to 2,000-gallon aboveground tank located under the generator. Thus, a total of up to 24,000 gallons of diesel could be stored at the site.

The storage of the fuel would comply with the requirements of the City of Oakland Fire Department. These requirements consist of obtaining a permit for aboveground storage of fuel, and preparation and submittal of Hazardous Materials Management Plans (Business Plans) to the City.

No additional mitigation measures would be required above and beyond adherence to the City of Oakland requirements for proper fuel storage.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Potentially significant unless mitigation incorporated.

The construction and operation of the proposed project would entail the generation and/or use of hazardous materials that could potentially affect the construction workers, future site users, adjacent properties, and the environment. The issues of concern pertain to:

- Presence of contaminated materials and emissions from residual contaminants in the soil into the interior of the building during building occupancy.

- Potential lead- and asbestos-containing building materials requiring removal prior to construction of the proposed project and removal of hazardous materials currently stored on-site and removal of an underground storage tank (UST).

- Electromagnetic frequency waves (EMF) from equipment constructed on the roof of the proposed building.

Each of these issues is discussed in detail below, and mitigation measures are recommended to reduce the impacts to less than significant, when applicable.

Contaminated Fill and Soil. The project site is located near the Oakland Inner Harbor which, at the turn of the century, was near the edge of the Estuary. At some time, artificial fill was placed at the site over the native materials. The native materials consisted of sand deposits (Merritt Sands) and the fill above the sands has been identified to range in thickness from two to seven feet. The origin of the fill is unknown, but during the geotechnical investigation for the project (Krazan, 2000), portions of the fill were noted to contain various metal and glass debris and bricks. Debris could contain hazardous materials that could affect construction workers, future users of the site, and the environment.

A Phase I environmental assessment was performed for the project site (Krazan, 2000a). The Phase I investigation identified historic and current land uses on the project site and in the vicinity that could have the potential to affect the quality of the subsurface materials at the site. Historic records from before the turn of the century were examined. Based on these records (fire insurance maps, aerial photographs, and directories) the site has been in various residential, commercial, and industrial uses for more than 100 years.

In 1889, the site contained residences along Second and Third streets. At least by 1902, industrial (a feed mill and machinery depot) and commercial uses were added to the residential uses on the site. This mix of uses appears to have continued until at least 1951, when Phoenix Iron Works occupied the western portion of the site and the current brick structure on the southeastern portion of the site was present; residences were no longer present at the site. By 1967 and 1970, the existing structures on the site appeared to have been constructed. On the western portion of the site, the fire insurance maps also identified a "paint dip tank and iron drying rack." These historic land uses could have affected the quality of the subsurface materials, which could potentially affect construction workers, site users, and the environment.

The Phase I investigation also identified a vent pipe in the sidewalk on Third Street near Castro Street. No data were located by Krazan (2000) in regulatory agency or permit files pertaining to the potential presence of an underground storage tank (UST).

A Phase II investigation was performed (Krazan, 2000b) to evaluate the quality of the materials underlying the site as well as the shallow groundwater (refer to Appendix A for a summary of the Phase II investigation). Eight soil borings were installed on the site and one soil boring was installed in the sidewalk near the intersection of Third and Castro streets, where a vent pipe had been identified during the Phase I investigation (suggesting the possible presence of an underground tank). Six of the on-site soil borings were located randomly at the site and two of the borings were located at the historic "paint dip tank." A geophysical survey was conducted prior to the Phase II field investigation and a metal object was identified at the location of the vent pipe indicating that a tank was present at that location.

The analytical results have been compared to the criteria for the definition of hazardous wastes and U.S. EPA screening threshold values for effects to human health. A hazardous waste is defined in CCR Title 22; a material is considered a hazardous waste if it exceeds toxicity thresholds. A material becomes a waste once it is excavated and if it exceeds the hazardous waste thresholds then the waste must be managed as a hazardous waste. Managing a waste as a hazardous waste involves transportation of the hazardous waste by a hazardous waste hauler to the disposal facility, and disposal of the waste at a permitted facility (Class I landfill in California).

The U.S. EPA screening thresholds are Preliminary Remediation Goals (PRGs). PRGs have been developed by U.S. EPA to evaluate whether materials containing chemical compounds could potentially result in a human health risk assuming very conservative conditions. The PRGs have been developed for various exposure pathways (i.e., would people be exposed to the chemicals through ingestion, inhalation, or dermal contact). If chemical compounds on a site are below the PRGs, it is unlikely that human health would be affected by the chemicals. PRGs are different for residential and industrial land uses, reflecting that, for industrial land uses, people would not be residing at the site and would not have backyards where they could be exposed to the chemicals. If a chemical compound at a site exceeds the PRG for a certain exposure route (e.g., ingestion), then risk management measures can be implemented for a development to eliminate that exposure (e.g., placement of a cap across a site, such as concrete foundations).

Soil samples were collected from the shallow fill materials underlying the site and analyzed for metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and total petroleum hydrocarbons (TPH). The samples collected from the fill were analyzed discretely (individually). In addition, soil samples were collected from the underlying Merritt Sands. These samples were composited into two samples before being analyzed by the laboratory for the same compounds as those analyzed for in the fill samples. Additional samples were collected adjacent to the suspected underground tank location.

The analytical results indicate that the fill material has been affected by previous land uses but that the underlying Merritt Sands do not appear to have been affected by chemical compounds. The fill contained levels of lead and zinc that would render the material a hazardous waste, if excavated; however, the concentrations were below the PRGs for industrial land uses. Near the UST on Third Street, four soil samples were collected at depths ranging from 3.5 to 15.5 feet bgs. These samples were analyzed for TPH as gasoline and diesel, and VOCs. Diesel was not identified above the laboratory reporting limits, but gasoline was identified up to 430 mg/kg. In addition, benzene, toluene, ethylbenzene, and xylenes (BTEX) were identified, with benzene up to 3.6 mg/kg. The

benzene concentration exceeded the PRG for inhalation. These results indicate that the tank formerly contained gasoline and that a release has occurred some time during the operation of the tank.

Polynuclear aromatic compounds (PAHs) were detected at relatively high concentrations in one location at the site at a depth of about three feet below the ground surface (bgs) (location B9 on Figure in Appendix A). Some of the individual PAH compounds in the sample exceeded the PRGs for dermal/ingestion routes for industrial land uses. The Merritt Sands did not contain PAHs above the laboratory reporting limits.

Volatile organic compounds were detected in low concentrations in some of the soil samples from the fill and two of the eight Merritt Sands samples on the site (refer to Table 3 in Appendix A). None of the concentrations was above PRGs for industrial land uses. Adjacent to the tank in the sidewalk, relatively high concentrations of BTEX were found in the samples collected from seven to 15.5 feet bgs (up to 3.6 mg/kg of benzene); the highest benzene concentration was above the PRG for inhalation.

The results indicate that excavated materials from the site may require management as a hazardous waste and specific risk management procedures would be required to eliminate a human health risk.

Groundwater. Groundwater samples were collected from temporary well points at six locations on the site. The samples were analyzed for VOCs; none of the samples contained compounds above the laboratory reporting limit. At the location adjacent to the tank in the sidewalk, the groundwater sample was also analyzed for TPH. VOCs from this sample were identified at concentrations up to 6.6 mg/L (toluene) and 3.4 mg/L (benzene). Diesel was not identified but gasoline was reported at 25 mg/L. These results suggest that the release from the tank has possibly affected the shallow groundwater immediately near the tank location in the sidewalk but that the groundwater underlying the site has not been affected by the compounds analyzed for at the locations sampled.

Impact VII-1: Subsurface contaminants

The presence of contaminants in the subsurface could result in construction workers being exposed during construction. In accordance with Federal and State regulations, construction workers must be trained and perform work in accordance with a site-specific health and safety plan. The presence of contamination in the fill could also result in generation of contaminant-containing dust being blown off-site during construction. That could affect the environment as well as off-site residents or workers. The compounds identified in the fill could also adversely affect the health of future site users.

Mitigation Measure VII-1

(a) Prior to construction of the proposed project, a human health risk assessment shall be prepared. The risk assessment shall evaluate any excess cancer and non-cancer risks that could result from the residual chemical compounds present in the fill underlying the site. If risks are found to exceed Department of Toxic Substances Control guidelines of 10^{-4} to 10^{-6}, risk management measures must be included in the project. Such risk management measures must eliminate exposure pathways that cause the excess cancer and non-cancer risks to exceed

established thresholds and may include capping the site (i.e., complete coverage with concrete foundations) or removal of contaminated materials. The human health risk assessment and risk management plan (if applicable) must be prepared by a trained professional and submitted to the Port of Oakland Real Estate Department prior to construction.

(b) All construction at the site shall be undertaken in accordance with a site-specific health and safety plan by trained workers. Prior to start of construction, the health and safety plan shall be submitted for review to the Port of Oakland Real Estate Department.

(c) A site-specific health and safety plan must be prepared by a trained professional and must include action levels for dust at the site boundary and air monitoring provisions at the site boundary to ensure that contaminated dust does not move off-site at concentrations that could affect the environment and off-site populations. The air monitoring results must be submitted to the Port of Oakland Real Estate Department on a weekly basis during construction for review and demonstration that the action levels have not been exceeded. If action levels are exceeded, mitigation must be implemented that will reduce contaminated dust generation at the project boundary. Such measures could include more frequent watering, reducing the size of excavated areas, or covering excavated areas on an interim basis.

(d) The identified UST along Third Street shall be removed in accordance with local and State requirements. Following removal and any required remediation, a copy of the tank closure report shall be submitted to the Port of Oakland Real Estate Department.

(e) Any soil excavated from the site must be classified and disposed of off-site if found to be a hazardous waste. The material must be managed in accordance with applicable local, State, and Federal statutes and regulations.

Impact VII-2: Contaminants in structures

The current structures on the site were constructed before the 1970s. Therefore it is possible that lead and asbestos may be present in the structures on-site. No surveys have been performed to date. Federal and State regulations govern the demolition of structures where lead[1] and asbestos[2] are present. Air monitoring, appropriate respiratory protection, and other personal protective equipment for workers, methods of compliance (e.g., engineering controls, work practices), housekeeping measures, hygiene facilities, medical surveillance, medical removal protection, employee information and training, signage of work areas containing lead and asbestos, and record-keeping are all required actions for removal of asbestos- and lead-containing materials.

[1] 8 California Code of Regulations- CCR - Section1532.1 and 29 Code of Federal Regulations - CFR - Part 1926.62.

[2] 29 CFR 1926.1101, 40 CFR Parts 61 and 152, 8 CCR Section 1529, and Bay Area Air Quality Management District Regulation 11, Rule 2.

Mitigation Measure VII-2

(a) Inventory and dispose of all hazardous materials present on the site prior to initiation of construction in accordance with applicable local, state, and Federal statutes and regulations.

(b) Perform a lead and asbestos survey of structures on the site prior to demolition. Prior to demolition work, all asbestos and lead paint shall be removed in accordance with Federal, State, and local requirements for lead and asbestos abatement. Submit documentation of lead and asbestos survey and abatement activities to the Port of Oakland Real Estate Department.

Impact VII-3: Electromagnetic frequency (EMF) waves

The project would include installations of telecommunications equipment on the roof of the proposed building. The specific types of telecommunications equipment would be dependent on the needs of the future tenants of the building. However, it is reasonable to assume that expected tenants could require the installation of transmitting and receiving equipment for a range of technologies, possibly including microwave point-to-point radio links, satellite communications, personal communications services (PCS), cellular telephones, and paging systems. Operation of these technologies makes use of electromagnetic energy, including radio frequency (RF) energy. There are many published reports in the scientific literature concerning possible biological effects resulting from animal or human exposure to RF energy (Cleveland and Uleck, 1999).

In compliance with the Federal Telecommunications Act of 1996, extensive Federal guidelines have been developed by the Federal Communications Commission (FCC) to minimize potential adverse human health impacts related to RF emissions. The operation of most major telecommunications services, facilities, and devices that generate RF (e.g., radio and television broadcast stations, satellite-earth stations, experimental radio stations, and certain cellular, PCS, and paging facilities) are required to be authorized and/or licensed by the FCC. The FCC licensing procedures require that applications to construct or modify regulated RF sources comply with guidelines for evaluating any significant environmental impacts, including human exposure. The applicants must demonstrate (with submittal of an environmental/engineering statement) that no significant impact would be caused by the proposed RF source. If a significant impact is indicated, the application must submit an Environmental Assessment (EA) or possibly an Environmental Impact Statement (EIS) prepared in compliance with the National Environmental Protection Act (NEPA).

The FCC guidelines for evaluating environmental impacts associated with RF sources are based on two general principles, the strength of RF emissions and the potential for exposure to the emissions (Cleveland, Sylar, and Uleck, 1997). The guidelines establish limits for Maximum Permissible Exposure (MPE) (expressed in terms of electric and magnetic field strength and power density) for transmitters operating at frequencies between 300 kilohertz (kHz) and 100 gigahertz (GHz).

The applicant has indicated that the expected RF sources on the roof or sides of the proposed building would potentially be relatively low power transmitters operating within this range of frequencies (Fey, 2000). Separate MPEs have been established for two general categories of people potentially exposed to RF emissions. *Occupational/controlled exposure limits* apply mainly to conditions where people are exposed to RF emissions as a consequence of their employment (e.g., transmitter maintenance personnel or other workers required to perform tasks close to transmitters).

Workers in these conditions are required to have awareness training that fully describes any health hazards and controls to limit exposure. *General public/uncontrolled exposure limits* apply to exposure of the general public to radio frequency electromagnetic energy under conditions where the exposed persons have not received awareness training. In general, *occupational/controlled exposure limits* allow a higher level of RF emissions but controls are required to limit the duration of exposure. The guidelines require controls that minimize the access to situations under which the *occupational/controlled exposure limits* apply. For example, reasonable barriers (e.g., locked doors or gates) to entry and posting of warnings can be required.

The project is required to comply with the Oakland General Plan and *Estuary Policy Plan*, but is not required to comply with zoning and related regulations of the Oakland Municipal Code, since the property is within the Port of Oakland's jurisdiction (Koh, 2000). The following discussion of relevant Oakland zoning regulations is advisory to the project only.

Title 17 (Planning) of City of Oakland Zoning Ordinance includes Telecommunications Regulations (Chapter 17.128). These regulations identify the categories of telecommunications equipment that are permitted within General Industrial Zones, the zoning designation for the proposed project site. The expected equipment for the project site would likely include devices classified as micro, mini, and possibly macro telecommunication facilities. Micro facilities are small antennas (four feet or less in height with a surface area of less than 480 square inches) and associated equipment. Mini facilities consist of not more than 12 antennas that project 15 or fewer feet above the roof line. All other large facilities are classified as macro facilities. The Zoning Ordinance (Section 17.128.070) has specific development standards for macro facilities, including the requirement for documentation that emissions from the facility are within limits set by the FCC.

Mitigation Measure VII-3

Installation of any telecommunications equipment that emits radio frequency electromagnetic energy shall be permitted only after authorization by the Federal Communications Commission, if required, and submittal of documentation to the City of Oakland that demonstrates compliance with FCC guidelines.

With proper implementation of all of the above mitigation measures, this potential impact would be reduced to a less-than-significant level.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No impact.

There are no public schools located within one-quarter mile of the project site.

d) *Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?*

No impact.

The Phase I investigation conducted for the site (Krazan, 2000a) included a search of Federal, State, and local databases pertaining to generators of hazardous wastes sites where contaminants have been identified and regulatory agencies have required investigations and/or remediation. The project site was not listed on any such databases.

e) For a project located within an airport land use plan or, where such as plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No impact.

There are no public airports located within two miles of the project site.

(f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact.

There are no private airstrips located in the vicinity of the project site.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact.

The building construction activity would not cause any delay in response time for fire and police protection.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urban areas or where residences are intermixed with wildlands?

No impact.

The project site is located in an urban, mostly paved environment.

VIII. HYDROLOGY AND WATER QUALITY

Would the proposal:

a) Violate any water quality standards or waste discharge requirements?

Less-than-significant impact.

Construction of the building at the project site may require excavation below the depth of groundwater to accommodate pile caps and utilities. According to the project applicant, the only construction activity that could affect groundwater would be excavation for the building's elevator shaft (Fey, 2000). Groundwater may have been affected by petroleum hydrocarbons and volatile organic compounds near the underground storage tank on Third Street.

Impact VIII-1: Contaminated groundwater may exceed discharge requirements to the sanitary sewer.

If groundwater dewatering during construction were required, pretreatment of groundwater may be required to meet discharge requirements from the East Bay Municipal Utility District for discharges into the sanitary sewer. Compliance with discharge requirements would reduce any impacts to a less-than-significant level.

Mitigation Measure VIII-1

If groundwater were to be discharged to the sanitary sewer from the site during construction, it should be characterized to ensure that it meets East Bay Municipal Utility District discharge requirements. A permit must be obtained from EBMUD prior to discharge of dewatered groundwater to the sanitary sewer.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Less-than-significant impact.

No use of groundwater is proposed at the project site, although some dewatering could potentially be required during construction activities. The project would not substantially alter the percentage of low permeability surfaces at the project site; no substantial change would occur in the amount of precipitation currently infiltrating through the soil to groundwater. Due to its poor quality (high total dissolved solids and poor chemical quality), shallow groundwater underlying the Port of Oakland waterfront is currently not used as a source of drinking water; therefore, the potential temporary effects to groundwater during construction would not be significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site?

No impact.

The project site is almost entirely covered with low permeability surfaces (either buildings, pavement, or compacted soil). Therefore, precipitation falling onto the project site runs off into the storm sewer system. Implementation of the proposed project would not substantially change the

amount of low permeability surfaces at the project site and therefore would not substantially alter the drainage pattern.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

No impact.

No streams or rivers cross the site. The project site is almost entirely covered with low permeability surfaces (either pavement or compacted soil). Therefore, precipitation falling onto the project site runs off into the storm sewer system. Implementation of the proposed project would not substantially change the amount of low permeability surfaces at the project site and therefore would not affect the rate or amount of surface runoff at the site. A drainage plan would be prepared by the applicant for review and approval by the City of Oakland prior to issuance of building permits. This process would ensure that all drainage inlets and conveyance structures are adequately sized to accommodate anticipated runoff.

e) Create or contribute runoff water that could exceed the capacity of the existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No impact.

The project site is almost entirely covered with low permeability surfaces (either buildings, pavement, or compacted soil). Therefore, precipitation falling onto the project site runs off into the storm sewer system. This runoff eventually flows into the Oakland Inner Harbor. Implementation of the proposed project would not significantly change the percentage of low permeability surfaces at the project site and therefore would not substantially change the existing volume of surface runoff at the site. No increased flooding impacts would be expected.

Because the project site is covered with low permeability surfaces, any contaminants associated with on-site soils would not be expected to be entrained in surface runoff. However, during project grading and construction activities, degradation in runoff water quality could occur due to disturbance of site soils. The excavation, handling, and transport of soils could expose soil to erosion during storms. Fine soil particles and contaminants potentially contained in the soils could be transported in runoff and enter the storm sewer system, and eventually the Oakland Inner Harbor and San Francisco Bay, impacting surface water quality.

The project site is less than five acres; therefore, construction activities would not be regulated by the construction activity general permit (NPDES non-point source permit). However, the applicant would be required to comply with erosion control measures included in the City's grading ordinance. Projects proposing to disturb more than one acre and/or 500 cubic yards of soil are required to submit a grading plan to the City for review and approval. The grading plan would include Best Management Practices (BMPs) to minimize the potential for erosion and sedimentation associated with soil handling (excavations, stockpiles, transportation). Even if the project would not disturb more than one acre or 500 cubic yards of soil, the building permit for the project would require

implementation of BMPs to mitigate potential impacts associated with erosion and off-site sedimentation. BMPs during construction may include scheduling excavation, grading, and paving activities for dry weather periods; taking measures to prevent erosion; keeping construction materials protected from rain; and general good housekeeping practices.

Proposed use of a portion of the project site for a parking lot would have the potential to affect the quality of surface water runoff if the Phase II portion of the project were not constructed at the same time as Phase I; runoff from the parking lot could come into contact with pollutants from automotive fluids, which include petroleum hydrocarbons and metals. This would have the potential to impact the quality of water discharging to the storm sewers and eventually to San Francisco Bay. However, relative to the existing use of the site as an equipment and materials storage yard, the proposed land use would be expected to generate less of a pollutant load to runoff.

BMPs during site operation, after completion of construction, would include regular sweeping of the parking areas, posting signs to control litter, using absorbent material to clean up automotive fluids, and ensuring that any waste water from parking area cleaning activities is not discharged to the storm sewer. Compliance with existing regulatory programs would adequately mitigate this potential impact to a less-than-significant level.

f) Otherwise substantially degrade water quality?

No impact.

Aside from potential impacts from vehicle parking and construction activities on surface runoff quality (Section VIIIe, above), the project would not affect water quality.

g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact.

No housing is proposed for the project. In addition, according to the Federal Emergency Management Agency (FEMA), the project site is not within a flood zone (ESRI/FEMA, 2000).

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

No impact.

According to FEMA, the project site is not within a flood zone (ESRI/FEMA, 2000).

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No impact.

According to FEMA, the project site is not within a flood zone (ESRI/FEMA, 2000). The project site is not located within a mapped dam failure inundation area (ABAG, 1980).

j) Inundation by seiche, tsunami, or mudflow?

No impact.

No surface water bodies likely to be affected by seiches are present in the project vicinity. The estimated runup from a tsunami with a 100-year return period (i.e., expected to occur once every 100 years, on average) is 5.0 feet above mean sea level at the shoreline near the project site (Garcia and Houston, 1975). The elevation of the proposed project site is approximately ten feet above mean sea level (USGS, 1980). Given the surface elevation of the project site, inundation from a 100-year tsunami would not be expected. As the project vicinity is relatively level, no impacts from mudflows would be expected.

IX. LAND USE AND PLANNING

Would the proposal:

a) Physically divide an established community?

No impact.

Construction and operation of the proposed building would not physically divide or affect any existing residential neighborhoods.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No impact.

The project is consistent with all applicable policies and development regulations contained in the Oakland General Plan and the 1999 *Estuary Policy Plan*. A General Plan Conformity analysis has been prepared by Port of Oakland staff and sent to City of Oakland staff for their concurrence. The analysis is included in Appendix C.

The project is required to comply with the Oakland General Plan and *Estuary Policy Plan*, but is not required to comply with zoning and related regulations of the Oakland Municipal Code, since the property is within the Port of Oakland's jurisdiction (Koh, 2000). The following discussion identifies the *Estuary Policy Plan* policies that apply to the project, and also discusses relevant Oakland zoning regulations, which are advisory only.

The 1998 Land Use and Transportation Element of the Oakland General Plan designates the entire Jack London Square area as "Waterfront Mixed Use/Estuary Plan Area." The *Estuary Policy Plan*

was adopted as part of the Oakland General Plan in June, 1999. The *Estuary Policy Plan* is the main document that guides development proposals in the waterfront area, since it is much more detailed in its recommended policies than the City General Plan.

The proposed telecommunications building is consistent with all of the applicable *Estuary Policy Plan* policies. The *Estuary Policy Plan* designates the project site for Light Industrial (LI-1) uses. According to the plan, the intent of the LI-1 land use classification area is to "Maintain light industrial and manufacturing uses that provide support to the adjacent maritime area and the downtown, but are compatible with the adjacent West Oakland neighborhood." The "desired character" of the classification is that "future development in this area should be primarily industrial and manufacturing in nature." The *Estuary Policy Plan* limits the building floor area ratio (FAR) in LI-1 districts to 2.0 (Summary of Estuary Policy Plan Land Use Classification revised table, page 132 of the *Estuary Policy Plan).*

The proposed telecommunications building is located on a 60,000-square foot lot, and has been designed to comply with the FAR limit of 2.0. The building's FAR is calculated based on Building Owner Management Association (BOMA) industry standards, which exclude non-rentable space such as the first floor parking garage and stairways. Because the proposed building includes a ground floor parking garage, the building is four stories with a height to the roof of approximately 70 feet.

The *Estuary Policy Plan* contains Policy JL-12.5, which states the intent to "Reinforce Second Street and Third Street as an east-west connector for pedestrian, vehicular and bicycle movement. Second Street is the principal east-west movement corridor through the Jack London Square district. This route connects to Third Street at Brush towards Mandela Parkway and plays an important role as a direct connection between Mandela Parkway in West Oakland, Jack London District, Oak Street and the proposed Embarcadero Parkway along the remainder of the Estuary" (page 78). The policy envisions that Second and Brush streets in the vicinity of the project will be improved as two-lane, two-way roadways with parallel bike lanes and curbside parking. The policy states that "Distinctive landscaping and lighting along the street should be introduced to establish a strong continuity between West Oakland and the waterfront" (page 78). The architectural renderings of the proposed project comply with these recommendations by including landscaping along the Second, Third, and Brush street frontages, as well as bicycle lockers in the building.

The site is within the City of Oakland's M-30 General Industrial zoning district. As noted above, the project is not required to comply with these regulations to receive a building permit from the City. The City's M-30 zoning regulations (Chapter 17.70 of the Oakland Municipal Code) do not include height, lot coverage, or building density limits. Telecommunications facilities are a permitted use by right within the M-30 district (Chapter 17.70.030). Chapter 17.128 of the code contains telecommunications regulations; however, microwave dishes and "rooms completely located inside of structures and whose purpose is to enhance communications within the structures" are specifically exempted from any regulations.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No impact.

There are no habitat conservation plans that have been adopted for the project area.

X. MINERAL RESOURCES

Would the proposal:

a) *Result in the loss of a known mineral resource that would be of value to the region and the residents of the state?*

No impact.

There are no known mineral resources at or near the project site.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No impact.

There are no mineral resource recovery sites in the project area.

XI. NOISE

Would the proposal result in:

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less-than-significant impact.

There are currently no sensitive receptors (e.g., schools, hospitals, or significant groups of residences) in the area within 1,000 feet of the project site. The nearest existing residences are four apartment units within a building on Brush Street, one-half block (approximately 150 feet) east of the project site. In addition, the adjacent concrete warehouse building to the west of the project site across Second Street is in the process of being converted to live/work space.

The operation of the proposed building would not cause any permanent change to noise levels in the area. The building is proposed to be constructed as a hardened structure designed to meet the unique and capital-intensive needs of the telecommunications industry. The electronic equipment stored in individual leased spaces within the building does not generate any substantial noise.

Temporary noise from on-site standby generators is discussed under XVI(d) below.

b) *Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?*

No impact.

The operation of the proposed building would not generate any groundborne vibrations or noises.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less-than-significant impact.

The project would not generate any substantial permanent noise, since all operations would be enclosed in the structure. The only permanent noise increase would be caused by the increase in traffic to the site. The addition of employee and truck traffic to nearby roads is estimated to be 196 daily one-way employee trips and six to ten daily truck trips. The addition of approximately 200 daily trips to the existing low traffic levels in the project area (6,500 daily vehicles on Third Street) will not cause any significant increase in ambient noise levels.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less-than-significant impact.

Future occupants of the live/work space, and the four nearby apartment units, could be exposed to temporary noise from the periodic maintenance of the standby diesel generators within the project site, and by noise from construction activities. The City of Oakland Planning Code contains noise performance standards that apply to temporary, short-term noise such as standby generators and construction activity. However, the project is not required to comply with zoning and related regulations of the Oakland Municipal Code, since the property is within the Port of Oakland's jurisdiction (Koh, 2000). Chapter 17.120.050(H) of the City Planning Code requires that any "nonscheduled, intermittent, short-term construction or demolition operation" for industrial uses shall not exceed a noise level of 85 dBA during the daytime hours, or 70 A-weighted decibels (dBA) during weekends.

Up to 14 individual generators located within the project building would run for 40 minutes once or twice per month. The generators would be installed in an electrical room on the first floor of the building, adjacent to the parking garage. Noise generated by the generators is estimated to be 50 dBA at the muffler and 105 dBA at the back of the generator (Fey, 2000).

When the individual generators are installed, a condition of the building lease will require the tenant that is ordering the machine to meet a level of noise attenuation. The generators in the electrical room will be surrounded by noise attenuation walls that can lower the noise from the generators. The generators would be situated so that the generator noise is directed into the garage. Noise caused by the standby generators would also be significantly attenuated by the hardened structure of the building and the lack of any windows. Outside noise levels at the building property line would

comply with Oakland Planning Code performance standards of 85 dBA during normal business hours (Fey, 2000).

Future occupants of the live/work space, as well as the four apartment units, could be exposed to noise from the proposed construction activities at the project site. Increased noise levels due to heavy equipment involved in demolition of the existing structures and construction of the new building could be perceived as a nuisance of the project.

Construction of the new building would involve the use of diesel-powered heavy equipment for earth moving, delivery of materials, cement mixing, backfilling of excavated areas, and paving. Based on U.S. EPA data on typical noise ranges generated by construction equipment, impact equipment (jackhammers and rock drills) would generate temporary noise levels of approximately 82 to 98 dBA at 50 feet from the source. Earth moving vehicles (excavators, backhoes, and trucks) would generate temporary noise levels of about 72 to 95 dBA at a distance of 50 feet.[3] Materials handling equipment (concrete mixers, cranes) would generate noise levels ranging from 75 to 88 dBA at 50 feet. In general, noise levels generated from the proposed project would range from 72 to 95 dBA at 50 feet, with the loudest noise being caused by impact equipment used during demolition of the existing structure and pile driving.

Due to the relatively moderate scale of the project and the temporary nature of construction noise, this increase in noise level would not be substantial and would not be considered a significant impact of the project.

e) For a project located within an airport land use plan or, where such as plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact.

There are no public airports within two miles of the project site.

f) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact.

There are no private airstrips within two miles of the project site.

[3] In the absence of acoustical barriers, noise levels are reduced by 6 dBA for every doubling of distance from noise sources (due to atmospheric and ground absorption).

XII. POPULATION AND HOUSING

Would the proposal:

a) *Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less-than-significant impact.

Construction of the telecommunications building would not induce substantial new population growth in the area, since the net increase in the number of workers on the site over a 24-hour period would be relatively small (an increase of 65). No retail or visitor services would be offered in the building. The construction of a state-of-the-art telecommunications facility could possibly induce other high technology firms that rely on the facility to locate in the Port area, although proximity of its customers to the facility is not required.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No impact.

Construction of the telecommunications building would not require displacement of existing residences, because there are no residences currently on the site.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No impact.

See response to question XII(b) above.

XIII. PUBLIC SERVICES

Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a) *Fire Protection?*

Less-than-significant impact.

The project would have a less-than-significant impact on fire protection services due to the presence of flammable liquids stored on the site. The proposed telecommunications building would contain

up to 14 emergency standby generators; each generator would be powered by diesel fuel stored in an aboveground tank. Each tank would be 2,000 gallons or less in size. A Fire Code permit, issued by the Oakland Fire Department, would be required for the tanks. One permit could be issued for the entire building, or permits could be issued for each tank that is installed by each tenant. A business plan would need to be prepared for all the tanks individually or as a group (Crawford, 2000).

b) Police Protection?

No impact.

Operation of the new telecommunications building would not result in any additional need for police protection in the area since only 65 workers would occupy the site during a normal 24-hour shift and no visitors would be allowed access. The Port of Oakland makes annual payments to the City of Oakland for increased police needs for Port-related activities. The Port funds two full-time police officer positions to enforce truck regulations in the West Oakland neighborhood (Port of Oakland, 1998).

c) Schools?

No impact.

Operation of the new telecommunications building would not result in any additional need for schools in the area since no new housing, residents, or school age children would be generated by the project.

d) Parks?

No impact.

Operation of the new telecommunications building would not result in any additional need for, or impacts to, park facilities in the area since no new housing and residents would be generated by the project.

e) Other public facilities?

No impact.

The project would not affect any other public facilities.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact.

The project would not affect the demand for recreational facilities, because it would not result in an increase in local population and the small number of employees on the site (65 over a 24-hour period) would not increase demand for park facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?

No impact.

The nearest recreational facilities are located five blocks away along the shoreline in the Jack London Square retail center. There are no parkland or recreational areas close to the project site, and the project does not offer any recreational opportunities.

XV. TRANSPORTATION/TRAFFIC

Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Potentially significant impact if mitigation is not incorporated.

The project's operational traffic, after the building is occupied, would cause a less-than-significant impact to nearby intersections and roadways. However, the construction traffic associated with demolition and construction activities could cause a significant impact if mitigation is not incorporated.

The following discussion is summarized from a longer traffic study prepared by Dowling Associates. The complete study is included in the Appendix C to this Expanded Initial Study.

Current Traffic Conditions. The project would be served by several local (city) streets, as well as the I-880 and I-980 freeways. Project access routes include the new (relocated) Fifth Street, Third Street, Brush Street, Castro Street, and Market Street. Two intersections in the area have no traffic controls, as is true with many low volume intersections: Second and Brush streets, and Second and Castro streets. Two other nearby intersections of Third Street have STOP sign controls on the minor streets: Brush and Castro streets.

Current traffic volumes on streets adjacent to the project site are low (Table 2).

TABLE 2: **1998 Traffic Volumes on Nearby Streets**

	AM Peak Hour	Mid-day Peak Hour	PM Peak Hour	Daily Total
Third Street between Adeline and Market streets[1]	511	469	471	6,474
Union Street Northbound (I-880 southbound off-ramp)[2]	419	382	485	6,018
Union Street Southbound (I-880 northbound on-ramp)[2]	507	173	257	3,259

[1] Baymetrics counts, September 10-11, 1998;
[2] Oakland Traffic Engineering, October 22, 1998.

At the time these counts were taken, the Fifth Street improvements that are part of the Cypress Replacement project were under construction and not open to traffic. Generally, the morning peak hour was found to occur early, typically 7 to 8 AM. The afternoon peak hour also varies, but typically is 4:45 to 5:45 PM at most intersections.

Traffic level of service (LOS) is a method used by transportation engineers and planners to assess the quality of traffic flow. LOS for intersections is based on average delay, but it also reflects maneuverability and indirectly, safety, at an intersection. LOS uses six grades, from "A" (best) to "F" (worst), although LOS "F" does *not necessarily* imply "gridlock"; instead, it indicates that drivers are having to wait a long period of time (over a minute, on average) at traffic signals.

Table 3 shows the existing level of service results. Traffic level of service for signalized intersections and unsignalized intersections is similar, although the delays associated with each letter LOS are somewhat shorter at unsignalized intersections based on the presumption that people are somewhat more impatient at stop-controlled intersections than at traffic signals. The LOS results for the four intersections noted above are shown below; the average delay[4] per vehicle (in seconds) is shown in parentheses:

TABLE 3: **Existing Intersection Level of Service**

Intersection	AM Peak LOS (delay)	PM Peak LOS (delay)
Third/Adeline streets	B (9.0)	B (8.5)
Third/Market streets (unsignalized)	B (6.4)	B (5.8)
Fifth/ Market streets	B (7.3)	B (7.8)
Seventh/Adeline streets	B (7.7)	C (16.9)
Seventh/Union streets	B (9.2)	C (12.3)

Source: Baymetrics counts, and Dowling Associates calculated delay using *Highway Capacity Manual 1994 Update* (HCM) operational method and the TRAFFIX® software.

[4] Average delay includes vehicles stopped by traffic controls, as well as those that pass through without stopping (e.g., on a green light). For unsignalized intersection, the delay is for the worst turn movement.

The average delay includes the delay to all vehicles traveling through the intersection, including those not stopping (due to a green light). All intersections are within the City of Oakland's desired standard of maintaining level of service "D" (or better) during peak hours.

Project Trip Generation. The existing site has approximately 35 to 40 employees working on it. It is not known where these activities would move to when displaced by the project. At full occupancy of the project, there will be between 80 and 100 employees working over three shifts, representing an increase of as many as 65 new employees on the site. This has been used as the basis for the number of vehicle trips generated, shown in Table 4. This table includes expected truck trips.

The trip generation rates assume that the AM peak hour occurs between 7:30 and 8:30 AM, and represents 11 percent of the daily traffic; the PM peak hour occurs between 3:30 and 4:30 PM, and represents 12 percent of the daily traffic. The trip generation rates in Table 4 reflect the net new number of employees for the daily trip generation analysis, and the gross number for the peak hour.

TABLE 4: **Project Trip Generation (vehicle-trips, average weekday at occupancy)**

Time Period	Number of Employees	Vehicle-Trip Rate per Employee	Total Trips Generated	Trips Inbound	Trips Outbound	In:Out Split
Weekday (24-hours)	65	3.02	196	98	98	50:50
AM Peak Hour	65	0.44	29	26	3	90:10
PM Peak Hour	65	0.42	27	5	22	20:80

After construction and occupancy of the building, it is estimated that the site would generate between three and five truck round-trips (i.e., six to ten truck trip-ends). These trips would be primarily for maintenance of equipment, upgrading equipment, delivering supplies, garbage pick-up, and so on. This is consistent with the project sponsor's description and observations of other similar sites. Truck trips are most likely to occur between 7 AM and 4 PM.

Cumulative Traffic Volumes. In developing the cumulative (year 2010) traffic forecasts, the *Envision Oakland* General Plan Update, the Mandela Parkway Specific Plan, and various Port of Oakland planning studies were used.

Fifth Street between Union and Adeline Streets: This street segment was not open at the time most of the counts noted here were taken. Based on travel forecasting work for the Cypress Replacement project, and assuming that eight to ten percent of the daily traffic is in the peak, the ADT on this segment should be 7,600 to 9,500 in the year 2010.

Forecasted 2015 traffic volumes from the I-880/Cypress Replacement project report indicate that Interstate 880 would carry approximately 157,000 vehicles/day west of the Fifth/Union ramps, and 140,000 vehicles/day south (east) of the ramps.

The LOS results for the analysis intersections for the year 2010 cumulative traffic volumes are shown in Table 5. All nearby intersections are projected to operate within acceptable levels of

service. The addition of the relatively small amount of project traffic to the cumulative year 2010 volumes at the key intersections will not cause any significant impacts.

TABLE 5: **Future (Year 2010) Cumulative Level of Service at Intersections**

Intersection	AM Peak LOS (delay)	PM Peak LOS (delay)
Third/Adeline streets	B (11.9)	B (8.2)
Third/Market streets (2-way stop)	B (6.2)	B (5.2)
Seventh/Adeline streets	C (15.7)	C (17.2)
Seventh/Union streets[1]	B (12.6)	C (16.9)
Fifth/ Adeline streets	C (21.4)	C (17.1)
Fifth/Union streets (I-880 freeway ramps)	B (10.2)	C (15.8)

Source: Dowling Associates (1999) calculated delay using *Highway Capacity Manual 1994 Update* (HCM) operational method and the TRAFFIX® software.

[1] Assumes left turns on Seventh Street are protected (green arrow), and northbound right turn (Union Street) overlaps with westbound left turns (from Seventh).

Impact XV-1: Construction activities could affect local intersections and parking.

The number of construction workers on the site will depend on the phase of development. The project sponsor has estimated that the peak number of construction workers on the site will be 132 workers during construction of the Phase I building, and 198 workers during Phase II. The number of estimated truck deliveries (materials and equipment) also varies by phase. During Phase I, seven trucks per day (14 truck one-way trips) are expected, with ten trucks (20 truck one-way trips) during Phase II.

However, during the period where the existing site is being cleared/demolished, or when concrete pouring is occurring, there are likely to be additional trips. The sponsor estimates that Phase I demolition may require a total of 220 truck round-trips, or perhaps 18 truck one-way daily trips during the construction period (about one month for demolition/clearance activities). Although this represents more trips (worker and trucks) than the stable operation period, the added traffic is expected to be a minor inconvenience to traffic.

Mitigation Measure XV-1

The applicant shall provide copies of the West Oakland Truck Circulation Program that identifies preferred truck routes and parking areas to all contractors and suppliers.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No impact.

The project would not affect any level of service standard.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact.

The project would not change any air traffic patterns.

d) Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-significant impact.

The intersection of Brush Street and Third Street has STOP signs on the Brush Street approaches. Field observations indicate that the sight lines from traffic stopping on Brush Street may be short given the travel speeds on Third Street. The project would add traffic to this intersection.

As a possible future improvement for this existing problem, the City of Oakland is urged to examine the sight lines at this intersection, make speed measurements, and consider eliminating some on-street parking spaces near the corner of this intersection (especially the northeast corner, in front of the Arvey Paper store).

e) Result in inadequate emergency access?

No impact.

The project site is approximately one block from the Union Pacific Railroad main line. However, no rail access will be needed to the site, and the blockage that sometimes inconveniences motorists and pedestrians in Jack London Square will not be a problem at this site, as the site is located north (east) of the railroad tracks. There is no impact on emergency vehicle access.

f) Result in inadequate parking capacity?

No impact.

The site is within the City of Oakland's M-30 General Industrial zoning district. As noted above, the project is not required to comply with these regulations to receive a building permit from the City. The project design is in general compliance with the parking requirements for the M-30 district, which are contained in Chapter 17.116.090 of the Oakland Municipal Code, even though the parking requirements do not apply to Port projects. City zoning requires one parking space for each three employees or every 1,500 square feet of floor area, whichever is greater. The 120,000 square feet of net rentable space in the proposed building, upon completion of Phases 1 and 2, would require approximately 80 on-site parking spaces; 76 spaces have been proposed in the first floor parking structure. Chapter 17.116.150 of the City Municipal Code requires a total of three off-street loading berths for a building of 120,000 square feet. The project proposes to construct a large loading dock area on the ground floor with access off Second Street, which would comply with off-street loading requirements, including Chapter 116.220 (loading berth dimensions).

g) *Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No impact.

The proposed project would not conflict with any alternative transportation policies and would be consistent with plans for alternative forms of transportation.

Bicycles. The *Estuary Policy Plan* contains Policy JL-12.5, which states the intent to "Reinforce Second Street and Third Street as an east-west connector for pedestrian, vehicular and bicycle movement. Second Street is the principal east-west movement corridor through the Jack London Square district. This route connects to Third Street at Brush towards Mandela Parkway and plays an important role as a direct connection between Mandela Parkway in West Oakland, Jack London District, Oak Street and the proposed Embarcadero Parkway along the remainder of the Estuary" (page 78).

The policy envisions that the old railroad tracks will be removed from Third Street and will be improved as a two-lane, two-way roadway with parallel bike lanes and curbside parking. The policy states that "Distinctive landscaping and lighting along the street should be introduced to establish a strong continuity between West Oakland and the waterfront" (page 78). The proposed project complies with these recommendations by including landscaping around all sides of the building, including along all the Second, Third, and Brush street frontages, as well as bicycle lockers within the building. (However, the applicant is willing to delete the street landscaping from the plans, as requested by a neighborhood association, if the Port agrees.) The project should provide bicycle parking for five bicycles, based on the actual, expected demand from the site.

Bus Service. The site is served by both bus (AC Transit) and rail (BART) service. Nearby AC Transit routes 13, 82, and 82L operate on Seventh Street, about four blocks from the site. The 59/59A operate on Martin Luther King, Jr. Street, about three blocks from the site. These buses serve the former Oakland Army Base and former Naval Supply Center, the East Fourteenth Street corridor in Oakland, Montclair, and the Lake Merritt/Trestle Glen neighborhoods of Oakland. Late night ("owl") bus service is provided by Route 82, which may be useful for late-shift workers. Several transbay routes operate on Seventh Street and provide express services to San Francisco's Transbay Terminal.

BART Access. BART's West Oakland station is located approximately three-quarters of a mile from the site. However, this is generally considered to be outside the walking distance acceptable to most transit users. At an average speed of three mph, this would be approximately a 15-minute walk. A few site employees could make use of this BART station. In addition, the Port of Oakland has funded lunch-time shuttle service between the 11th Street BART station and Jack London Square.

Passenger Rail. Additional passenger rail service has recently been initiated on the Capitol Corridor line, making rail commute between the project site and other parts of the Bay Area much more convenient and less expensive.

Ferry Service. Passenger ferry services to Alameda Island and San Francisco are available approximately three blocks away at the foot of Clay Street.

The project conforms to City of Oakland goals to promote transit usage by its location. Additional actions that could be instituted by the applicant and/or individual tenant within the building include: encouraging employees to use non-auto modes of travel, such as BART or AC Transit; instituting preferential car pool parking; and improving the project's pedestrian/bicycle access to BART and AC Transit, by providing information on these services in a convenient location, e.g., building lobby, or vending or break rooms.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No impact.

Operation of the new telecommunications building would not cause any waste water treatment requirements to be exceeded. The East Bay Municipal Utility District provides waste water service to the project site.

b) *Require or result in the construction of new water or waste water treatment facilities or expansion of facilities, the construction of which would cause significant environmental effects?*

No impact.

Operation of the new telecommunications building would not require any new water or waste water facilities. The East Bay Municipal Utility District provides water and waste water service to the project site. A 1997 analysis of the Port of Oakland's FISCO/Vision 2000 program, which proposes numerous development projects in the Port area including demolition of buildings formerly occupied by the U.S. Navy Fleet Industrial Supply Center Oakland, the Port area has adequate water supply and waste water capacity since water and waste water demand will be decreased by approximately one-half (U.S. Navy and Port of Oakland, 1997).

c) *Require or result in the construction of storm water drainage facilities or expansion of facilities, the construction of which would cause significant environmental effects?*

No impact.

Operation of the new telecommunications building would not require any new drainage facilities. The East Bay Municipal Utility District provides combined storm drain and waste water collection service to the project site. The Port area has adequate storm drain and waste water capacity since

waste water demand for the Vision 2000 program of construction will be decreased by approximately one-half from existing levels (U.S. Navy and Port of Oakland, 1997).

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No impact.

The project would be supplied by the East Bay Municipal Utility District, which has sufficient water supplies to serve the Port area, see XVI(b) above.

e) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No impact.

The project would be served by the East Bay Municipal Utility District, which has sufficient waste water treatment capacity to serve the Port area, see XVI(a) above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No impact.

The new building would be served by a local solid waste collector, which disposes of waste at the Altamont Landfill in eastern Alameda County. The Altamont Landfill has capacity for several decades. The environmental report for the Port of Oakland's FISCO/Vision 2000 program found that no expansion of landfill capacity would be required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No impact.

The new building is not required to comply with local (City of Oakland) solid waste regulations. There are no applicable Federal or State regulations that would affect the building. The facility would be served by a local waste collector.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

No impact.

Construction and operation of the new telecommunications building does not have the potential to degrade the environment, affect the habitat or population of any special status species, or affect historic or prehistoric resources.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less-than-significant impact.

The only cumulative impacts related to the project are its small contributions to area-wide and region-wide traffic volumes, and to cumulative air quality emissions in the regional air basin. Mitigation measures that have been recommended in this Expanded Initial Study would reduce project impacts related to traffic and air quality to a less than significant level (see mitigation measures in Section III and Section XV, above).

c) *Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?*

Less-than-significant impact.

The proposed project would not cause significant adverse effects on human beings. There are some potentially significant environmental impacts that can be reduced to a level of less than significant following adoption of recommended mitigation measures. These environmental effects include public health risks associated with on-site soil contamination, construction-related emissions of dust, increased traffic generation. These potential impacts, following mitigation, would not expose people to substantial health hazards or other adverse effects.

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APPENDIX A

INITIAL STUDY CHECKLIST

INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XI. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Other public facilities?	☐	☐	☐	☒
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

APPENDIX B

PHASE II SUMMARY OF RESULTS

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

Project No. 044-00006

February 21, 2000

Mr. Tom Lander
MORTENSON
700 Meadow Lane North
Minneapolis, MN 55422

RE: Summary of Phase II Environmental Site Assessment
Proposed Commercial Development
Castro and Second Street
Oakland, California

Dear Mr. Lander:

Krazan & Associates, Inc. (Krazan) has prepared this letter to transmit the soil and groundwater sample analytical results from the above-referenced site. The field investigation portion of the scope of work presented in Krazan's proposal, dated February 10, 2000, was completed on February 11, 2000. Due to subsurface conditions, groundwater samples were not obtained from two of the 10 borings proposed. Additionally, one of the 10 borings was not completed due to weather conditions. The locations of the completed borings completed are shown in the attached Figure 1.

The soil profile was consistent throughout the subject site and consisted of approximately two feet of fill material underlain by three to four feet of dark-brown to black, fine-grained sand, which was underlain by light-brown silty sand to the depth that was explored. Most of the borings were advanced to 16 feet below the ground surface (bgs) with borings B6 and B9 advanced to 18 and 12 feet bgs, respectively.

Twenty soil samples and seven groundwater samples were collected as part of the investigation. Two soil samples from each of the eight borings that were advanced at the Port of Oakland (Port) portion of the subject site (Port parcel) were retained for laboratory analysis. One soil sample collected from the fill/black sand material and one soil sample from the underlying native material were retained for analysis. The shallow soil samples (from the fill/black sand) were each analyzed for polynuclear aromatic hydrocarbons (PAHs) and Title 22 metals in accordance with Environmental Protection Agency (EPA) Methods 8270 and Series 6010/7000, respectively. The soil samples collected from the native material were composited by the laboratory into two samples and analyzed from PAHs and Title 22

metals. Additionally, the fill and native soils samples were each analyzed for volatile organic compounds (VOCs) in accordance with EPA Method 8260. Groundwater samples were collected from six of the eight borings advanced at the Port parcel. The six groundwater samples (collected from B1, B2, B3, B5, B6, and B7) were analyzed for VOCs and three of the samples (collected from B1, B6, and B7) were analyzed for PAHs.

One of the borings was advanced near a fill port and vent pipe observed near the north side of the warehouse at 229 Castro Street. Prior to advancement of the boring a metal detector was used to assess buried metal in this area. A metal object is present below the ground surface in the location of the fill port, likely represents an underground storage tank (UST). Three soil samples and one groundwater sample were collected from this boring and submitted for analysis. These soil samples were analyzed for PAHs, Title 22 metals, VOCs, and total petroleum hydrocarbons as gasoline and diesel (TPHg and TPHd). The groundwater sample was analyzed for VOCs and TPHg.

The attached four tables summarize the analytical results of the soil and groundwater samples submitted for analyses. Where applicable, Total Threshold Limit Concentrations (TTLCs) established by the State of California Administrative Code, Title 22, are presented in the tables. The TTLCs are one criteria used to determine if a waste material is considered hazardous. Additionally, where applicable, the EPA Region IX Preliminary Remedial Goals (PRGs) for these compounds for industrial land use are presented in the tables. The PRGs are conservative values used for screening human-health risks associated with contaminated media. For the metals table, only the PRGs for soil ingestion are presented as these are not volatile compounds. For the PAHs and VOCs, PRGs for both inhalation of vapors from soil and soil ingestion are presented. The PRGs presented are based on a non-residential land use scenario.

Because PAHs were not detected in the three groundwater samples in concentrations greater than the laboratory reporting limit, a summary table was not prepared.

Based on the soil analytical results, elevated concentrations of PAHs were detected in two of the shallow soil samples collected from the Port parcel. Several PAH compounds were detected in concentrations greater than the PRGs for dermal contact and soil ingestion. The concentrations of PAHs were, however, below the PRGs for inhalation of vapors from soil. PAHs were not detected in the composited soil samples collected from the deeper, native material. Based on this information, it appears that the soil containing PAHs is limited to the fill/black sandy material.

Elevated concentrations of lead and zinc were detected in several of the shallow soil samples collected from the Port parcel. Zinc was detected in one sample at concentrations greater than the TTLC, but was below the PRG. Lead was detected in four samples at concentrations equal to or greater than the TTLC and PRG. The remaining concentrations of metals were below their respective TTLCs and PRGs. The metals detected in the composited soil samples collected from the deeper, native material were all below their respective TTLCs and PRGs. Based on this information, it appears that the soil impacted by metals at concentrations at or above the respective TTLCs or PRGs is limited to the fill/black sandy material.

Low concentrations of certain VOCs were reported in the shallow soil samples collected from the Port parcel. However, the concentrations were below the PRGs established for these specific compounds.

Elevated concentrations of petroleum hydrocarbons and related constituents were detected in the soil samples collected near the UST, suggesting that the UST may have leaked in the past. Additionally, elevated concentrations of petroleum hydrocarbons and related constituents were detected in the groundwater sample collected near the UST.

The results of the Phase II Environmental Site Assessment indicate that the development of the site involving the handling of the fill materials will need to be conducted under a health and safety plan to minimize worker exposure to the constituents detected in the soil samples. If material containing elevated concentrations of the above detected constituents remains in place, then a health risk assessment will likely be needed to demonstrate that future on-site workers will not be exposed to hazardous constituents. Additionally, the UST located at the 229 Castro Street parcel will likely need to be removed under the oversight of the Oakland Fire Department and/or Alameda County Environmental Health Department. Further groundwater investigation pertaining to the release of gasoline from the UST will likely be required by the regulatory agencies. Finally, if shallow soil is to be removed from the subject site as part of development, the material may have to be treated as hazardous and will need to be characterized for hazardous constituents prior to removal and disposal.

Krazan is in the process of preparing a report that will discuss the procedures used during the Phase II Environmental Site Assessment, the results presented in this letter, and the laboratory analytical results.

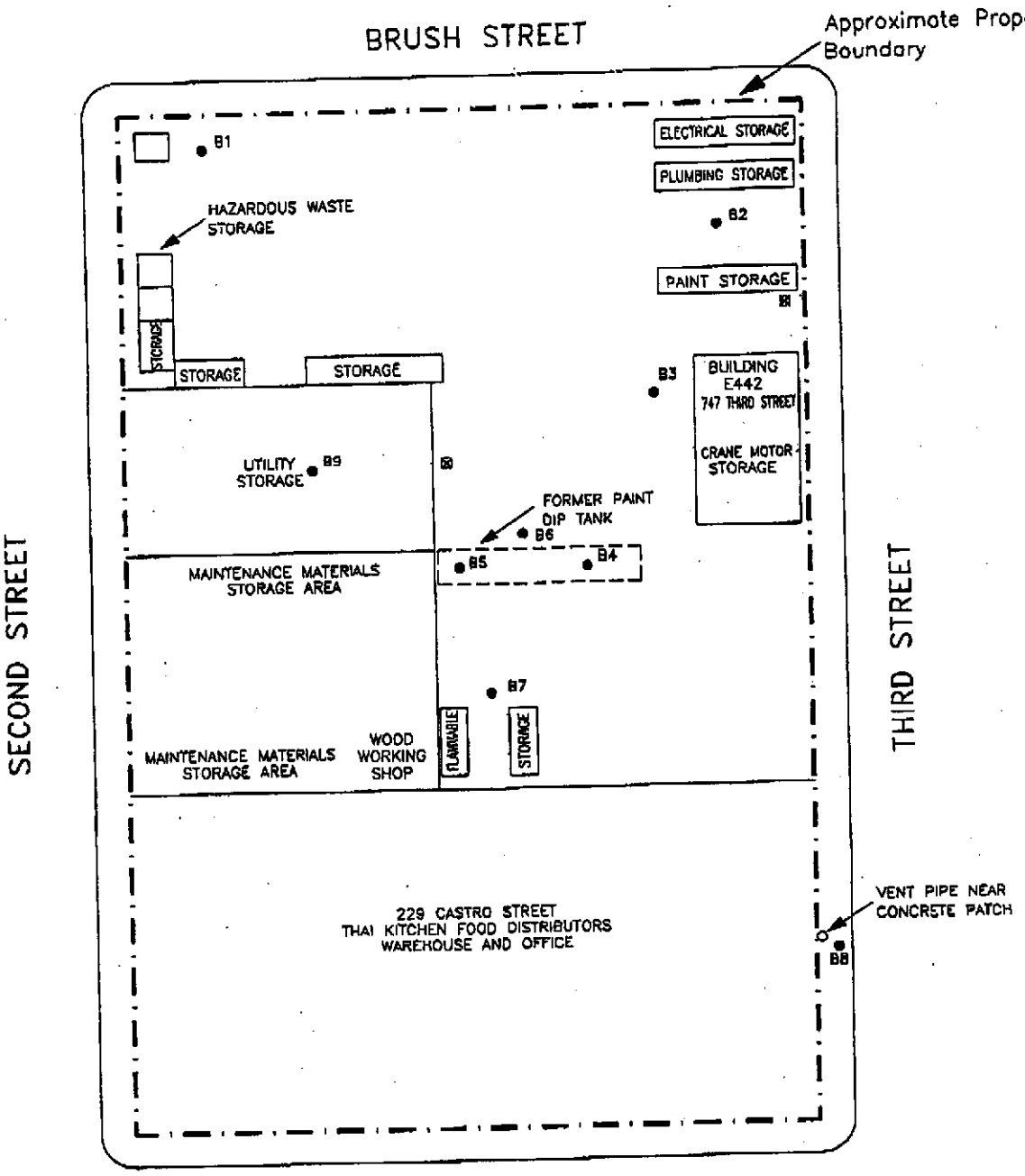
You may contact me at (408) 271-2200 if you have questions regarding the information in this letter.

Very truly yours,
Krazan & Associates, Inc.

REGISTERED GEOLOGIST
ALEX J. GALLEGO
NO. 6349
STATE OF CALIFORNIA

ALEX J. GALLEGO, RG 6349
Environmental Department Manager

Attachments



EXPLANATION

- ⊠ STORM DRAIN
- ● B1 BORING LOCATION AND DESIGNATION
- ⊠ PROPOSED BORING NOT COMPLETED

NORTH

0 50 100

SCALE IN FEET (±)

NOTES:
1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE
2. BASE MAP FROM FIELD MEASUREMENTS AND SANBORN MAPS

SITE MAP	Scale: AS SHOWN	Date: 02/00
City Block Bound By: Second, Third, Castro, & Brush Streets Oakland, California	Drawn by: AJG	Approved by: AJG
	Project No. 044-00006	Figure No. 1

Krazan
ENGINEERS, GEOLOGISTS AND ENVIRONMENTAL SPECIALISTS
Offices Serving the Western United States

TABLE 1
SOIL SAMPLE ANALYTICAL RESULTS
POLYNUCLEAR AROMATICH HYDROCARBONS
PROPOSED COMMERCIAL DEVELOPMENT
229 CASTRO STREET AND 720 SECOND STREET, OAKLAND, CALIFORNIA

Sample No	Depth	naphthalene	acenaphthylene	acenaphthene	fluorene	phenanthrene	anthracene	fluoranthese	pyrene	benzo (a) anthrancene	chrysene	benzo (b) fluoranthese	benzo (k) fluoranthene	benzo (a) pyrene	indeno (1,2,3,-cd) pyrene	dibenz (a, h) anthracene
B1-2	2	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B2-2	2	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B3-2	2	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B4-3	3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B5-3	3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B6-3.5	3.5	<0.3	<0.3	<0.3	<0.3	1.3	<0.3	1.7	2.6	<0.3	0.95	0.7	<0.3	0.8	<0.3	<0.3
B7-3	3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	0.5	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B8-3.5	3.5	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B8-13.5	13.5	4.7	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B8-15.5	15.5	0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
B9-3	3	31	87	1	11	180	30	190	150	12	120	110	61	280	310	87
COMP1[3]	6 to 7.5	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
COMP2[4]	7	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3	<0.3
PRGs - dermal/ingest		41000	NA	120000	82000	NA	610000	48000	61000	4.6	460	4.6	46	0.46	4.6	0.46
PRGs - Inhalation		190	NA	56000	56000	NA	1.1E+06	2.7E+06	470000	61000	6100000	61000	610000	6100	61000	6100

Notes:
1 All results given in milligrams per kilogram.
2 The samples were analyzed for polynuclear aromatic hydrocarbons by Environmental Protection Agency Method Number 8270.
Only constituents detected in concentrations greater than the reporting limit are presented in this table.
3 Depth is given in feet below the ground surface.
4 COMP1 = samples from B1, B2, B3, and B4 collected from 6 to 7.5 feet below the ground surface composited by the laboratory for a single analyses.
5 COMP2 = samples from B5, B6, B7, B8, and B9 collected from 7 feet below the ground surface composited by the laboratory for a single analyses.
6 PRGs = preliminary remedial goals established by the EPA Region IX. The PRGs are conservative values used for screening human-health risks associated with contaminated media in an industrial setting.
PRGs - dermal/ingest for dermal contact or ingestion of soil. The lower of the two values is presented. PRGs - Inhalation are values for inhalation of vapors from soil.
7 NA = not applicable
8. The less than symbol (<) indicates that the constituent was not detected in concentrations greater than the value given.

TABLE 2
SOIL SAMPLE ANALYTICAL RESULTS
METALS ANALYSES
PROPOSED COMMERCIAL DEVELOPMENT
229 CASTRO STREET AND 720 SECOND STREET, OAKLAND, CALIFORNIA

Sample No.	Depth	antimony	arsenic	barium	beryllium	cadmium	chromium	cobalt	copper	lead	mercury	molybdenum	nickle	selenium	silver	thallium	vanadium	zinc
B1-2	2	<2	<5	2	<1	6	24	8	13	46	<0.1	3	10	18	<2	46	48	26
B2-2	2	<2	<5	97	<1	2	43	8	660	140	<0.1	3	20	<5	<2	10	31	220
B3-2	2	<2	<5	140	<1	2	33	9	49	410	<0.1	3	21	5	<2	12	278	140
B4-3	3	<2	<5	230	<1	6	41	10	78	780	<0.1	4	38	8	<2	11	29	650
B5-3	3	<2	<5	560	<1	9	30	10	940	2600	<0.1	5	52	<5	<2	42	39	2900
B6-3.5	3.5	<2	<5	1200	<1	11	83	14	280	3300	<0.1	7	51	18	<2	45	39	5200
B7-3	3	<2	<5	260	<1	2	20	7	55	1000	<0.1	2	130	3	<2	7	18	340
B8-3.5	3.5	<2	<5	38	<1	<1	27	3	5	ND	<0.1	<1	12	<5	<2	3	14	13
B8-13.5	13.5	<2	<5	52	<1	2	67	10	10	1	<0.1	3	38	<5	<2	12	29	29
B8-15.5	15.5	<2	<5	61	<1	3	62	12	14	2	<0.1	3	45	9	<2	16	34	32
B9-3	3	<2	<5	570	<1	20	40	20	170	3300	<0.1	7	100	18	<2	27	50	4500
COMP1[3]	6 to 7.5	<2	<5	52	<1	2	59	10	17	ND	<0.1	3	28	6	<2	12	30	23
COMP2[4]	7	<2	<5	27	<1	<1	120	4	11	ND	<0.1	2	13	<5	<2	3	53	31
TTLCs		500	500	10000	75	100	2500	8000	2500	1000	20	3500	2000	100	500	700	2400	5000
PRGs - ingest		820	3.8	140000	4100	1000	3.1E+06	120000	76000	NA	610	10000	41000	10000	10000	NA	14000	610000

Notes:
1 All results given in milligrams per kilogram.
2 The samples were analyzed for metals by EPA Methods 6010 and 7471.
3 Depth is given in feet below the ground surface.
4 COMP1 = samples from B1, B2, B3, and B4 collected from 6 to 7.5 feet below the ground surface composited by the laboratory for a single analyses.
5 COMP2 = samples from B5, B6, B7, B8, and B9 collected from 7 feet below the ground surface composited by the laboratory for a single analyses.
6 TTLC = total threshold limit concentrationse stablished by the State of California Administrative Code, Title 22. The TTLCs are one criteria used to determine if a waste material is considered hazardous.
7 PRGs = preliminary remedial goals established by the EPA Region IX. The PRGs are conservative values used for screening human-health risks associated with contaminated media in an industrial setting.
PRGs - ingest for ingestion of soil.
8 NA = not applicable
9. The less than symbol (<) indicates that the constituent was not detected in concentrations greater than the value given.

TABLE 3
SOIL SAMPLE ANALYTICAL RESULTS
PETROLEUM HYDROCARBONS AND VOLATILE ORGANIC COMPOUNDS
PROPOSED COMMERCIAL DEVELOPMENT
229 CASTRO STREET AND 720 SECOND STREET, OAKLAND, CALIFORNIA

Sample No.	Depth	TPHg	TPHd	benzene	toluene	ethylbenzene	total xylenes	isopropyl benzene	n-propyl benzene	1,3,5-trimethyl benzene	1,2,4-trimethyl benzene	p-isopropyl toluene	napthalene
B1-2	2	NA	NA	0.084	0.200	0.067	0.420	0.011	0.032	0.010	0.190	0.007	0.180
B1-7.5	7.5	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B2-2	2	NA	NA	0.050	0.140	0.042	0.219	<0.005	0.014	<0.005	0.077	<.005	0.096
B2-6	6	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B3-2	2	NA	NA	0.010	0.029	0.009	0.048	<0.005	<0.005	<0.005	0.017	<.005	0.023
B3-7.5	7.5	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B4-3	3	NA	NA	<0.005	0.006	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B4-7	7	NA	NA	<0.005	0.035	0.029	0.138	<0.005	0.015	<0.005	0.069	<0.005	<0.005
B5-3	3	NA	NA	<0.005	0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B5-7	7	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B6-3.5	3.5	NA	NA	<0.005	0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B6-7	7	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B7-3	3	NA	NA	<0.005	0.009	<0.005	0.012	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B7-7	7	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B8-3.5	3.5	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B8-7	7	310	<10	1.7	6.0	4.4	10.4	1.2	1.3	0.600	2.5	0.470	0.450
B8-13.5	13.5	430	<10	3.6	18	4.2	7.5	0.82	2.2	1.4	2.6	0.12	1.6
B8-15.5	15.5	230	<10	0.4	0.24	2	3.17	0.58	0.88	0.37	1.7	0.36	0.8
B9-3	3	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B9-7	7	NA	NA	<0.005	0.027	0.014	0.068	<0.005	<0.005	<0.005	0.042	<0.005	0.087
PRGs - dermal/ingest		NA	NA	200	410000	200000	3100000	200000	20000	100000	100000	NA	190
PRGs - inhalation		NA	NA	1.5	2000	6200	4500	520	580	70	170	NA	41000

Notes:
1 All results given in milligrams per kilogram.
2. TPHg and TPHd = total petroleum hydrocarbons as gasoline and diesel by Environmental Protection Agency (EPA) Method 8015M.
3. Volatile organic compounds (VOCs) by EPA Method 8260. Other VOCs by EPA Method 8260 not reported in concentrations greater than the reporting limit.
4. The less than symbol (<) indicates that the constituent was not detected in concentrations greater than the value given.
5 PRGs = preliminary remedial goals established by the EPA Region IX. The PRGs are conservative values used for screening human-health risks associated with contaminated media in an industrial setting.
PRGs - dermal/ingest for dermal contact or ingestion of soil. The lower of the two values is presented. PRGs - inhalation are values for inhalation of vapors from soil.
6 NA = not applicable

TABLE 4
GROUNDWATER SAMPLE ANALYTICAL RESULTS
PETROLEUM HYDROCARBONS AND VOLATILE ORGANIC COMPOUNDS
PROPOSED COMMERCIAL DEVELOPMENT
229 CASTRO STREET AND 720 SECOND STREET, OAKLAND, CALIFORNIA

Sample No.	TPHg	TPHd	benzene	toluene	ethylbenzene	total xylenes	isopropyl benzene	n-propyl benzene	1,3,5-trimethyl benzene	1,2,4-trimethyl benzene	p-isopropyl toluene	napthalene
B1-W	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B2-W	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B3-W	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B5-W	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B6-W	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B7-W	NA	NA	<0.005	<0.005	<0.005	<0.015	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B8-W	25	NA	3.4	6.6	2.0	3.9	<0.005	4.1	2.4	5.4	<0.005	0.970

Notes:
1 All results given in milligrams per liter.
2. TPHg and TPHd = total petroleum hydrocarbons as gasoline and diesel by Environmental Protection Agency (EPA) Method 8015M.
3. Volatile organic compounds (VOCs) by EPA Method 8260. Other VOCs by EPA Method 8260 not reported in concentrations greater than the reporting limit.
4. The less than symbol (<) indicates that the constituent was not detected in concentrations greater than the value given.

APPENDIX C

TRANSPORTATION/TRAFFIC STUDY

TRANSPORTATION/CIRCULATION

Would the proposal result in:

a) Increased vehicle trips or traffic generation?
Less-than-significant impact.

The proposed project is located on the block bounded by Second and Third Streets, and Brush and Castro Streets, in West Oakland.

Surrounding Street System and Access: The project would be served by several local (city) streets, as well as the I-880 and I-980 freeways. Project access routes include the new (relocated) 5th Street, 3rd Street, Brush Street, Castro Street, and Market Streets. Two intersections in the area have no traffic controls, as is true with many low volume intersections: 2nd and Brush Streets, and 2nd and Castro Streets. Two other nearby intersections of 3rd Street have STOP sign controls on the minor streets: Brush and Castro Streets.

The access routes to the site would be as follows:

From I-80 (Bay Bridge or Berkeley): Using the I-880 Union Street ramps, via the relocated 5th Street, Market Street, and 3rd Street, to the site.

From I-880 South (east Oakland/southern Alameda County): Market Street ramps, Market Street, and 3rd Street.

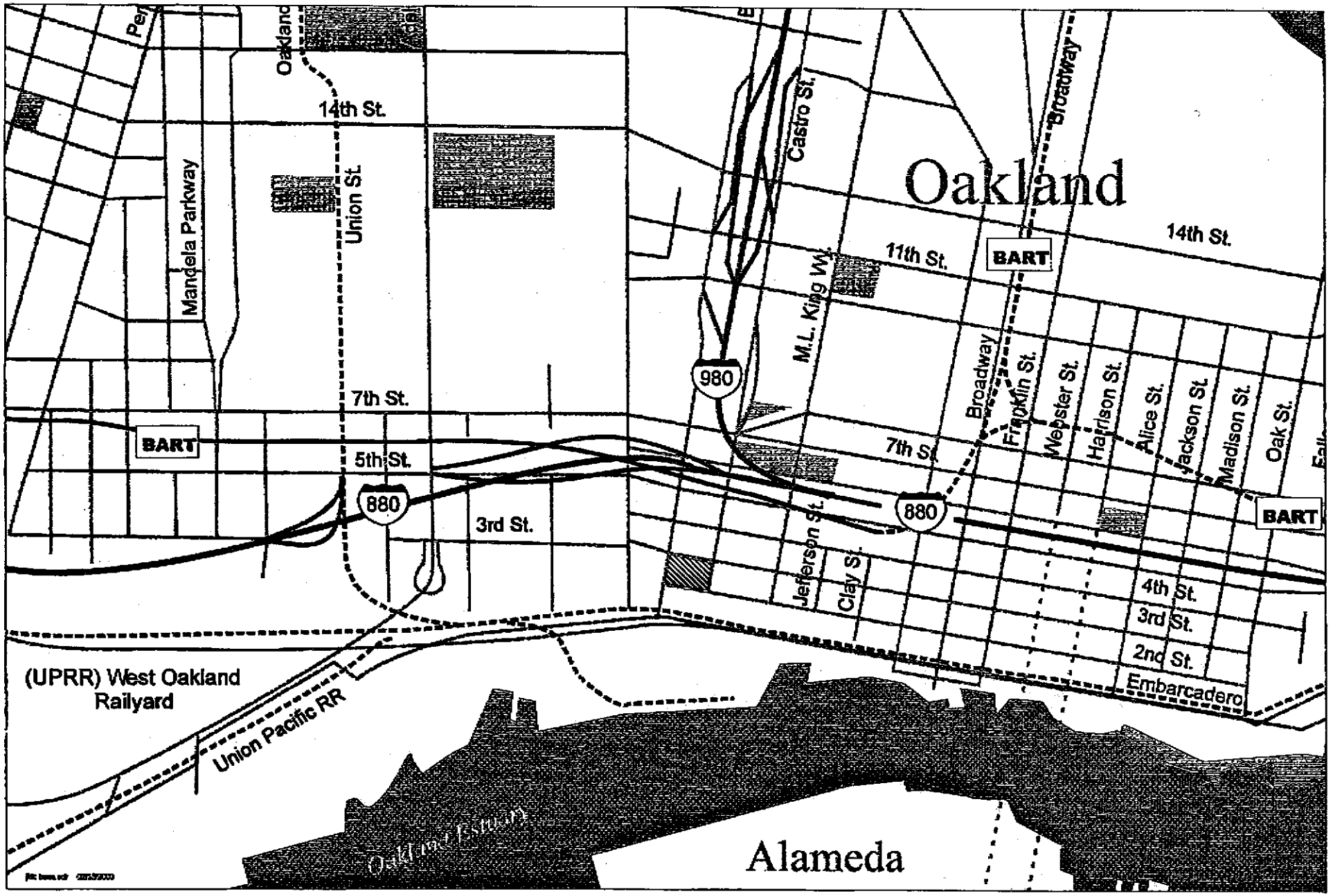
From State Route 24/I-980 (North Oakland and Central Contra Costa County): 11th Street ramps; Brush (inbound) or Castro (outbound) to Third Street.

Most of the frontage on these streets is commercial or industrial in nature, so the impacts on residential property is expected to be minimal.

Existing Traffic

Dowling Associates made several traffic counts in the surrounding area in the last two years for other studies. These counts were conducted just prior to the opening of the Union Street ramps to the 880 freeway. Weekday traffic volumes were collected with machine counters for a continuous 24-hour period on weekdays at these four locations:

- 3rd Street between Adeline and Market Streets



Dowling Associates, Inc.

Oakland Telecom Access Center Expanded EA

Not to Scale For Planning Purposes Only

FIGURE 1
Location Map

- 3rd Street between Union and Adeline Streets
- Adeline Street between 3rd and 7th Streets
- 7th Street between Union and Adeline Streets

In addition, the City of Oakland supplied traffic count data for the Union Street ramps to/from I-880, conducted on Thursday, October 22, 1998. The results of the traffic counts are summarized below.

Table T-1
1998 Traffic Volumes on Nearby Streets

Street	AM Peak Hour	Mid-day Peak Hour	PM Peak Hour	Daily Total
3rd Street between Adeline and Market Streets	511	469	471	6,474
Union Street Northbound (I-880 southbound off-ramp)*	419	382	485	6,018
Union Street Southbound (I-880 northbound on-ramp)*	507	173	257	3,259

Source: Baymetrics counts, September 10-11, 1998; *Oakland Traffic Engineering, October 22, 1998.

At the time of these counts were taken, the 5th Street improvements that are part of the Cypress Replacement project were under construction and not open to traffic. Generally, the morning peak hour was found to occur early, typically 7-8 AM. The afternoon peak hour also varies, but typically is 4:45-5:45 PM at most intersections.

Traffic level of service (LOS) is a method used by transportation engineers and planners to assess the quality of traffic flow. LOS for intersections is based on average delay, but it also reflects maneuverability and indirectly, safety, at an intersection. LOS uses six grades, from "A" (best) to "F" (worst), although LOS "F" does *not necessarily* imply "gridlock"; instead, it indicates that drivers are having to wait a long period of time (over a minute, on average) at traffic signals.

Table T-2 shows the existing level of service results, and Table T-3 provides a more detailed interpretation of traffic level of service for signalized intersections. The concept is similar for unsignalized intersections, although the delays associated with each letter LOS are slightly somewhat shorter, based on the presumption that people are somewhat more impatient at stop-controlled intersections that at traffic signals.

The LOS results for the four intersections noted above are shown below; the average delay[1] per vehicle (in seconds) is shown in parentheses:

Table T-2
Existing Intersection Level of Service

Intersection	AM Peak LOS (delay)	PM Peak LOS (delay)
3rd/Adeline Streets	B (9.0)	B (8.5)
3rd/Market Streets (unsignalized)	B (6.4)	B (5.8)
5th/ Market Streets	B (7.3)	B (7.8)
7th/Adeline Streets	B (7.7)	C (16.9)
7th/Union Streets	B (9.2)	C (12.3)

Source: Baymetrics counts, and Dowling Associates calculated delay using *Highway Capacity Manual 1994 Update* (HCM) operational method and the TRAFFIX® software.

The average delay includes the delay to all vehicles traveling through the intersection, including those not stopping (due to a green light). All intersections are within the City of Oakland's desired standard of maintaining level of service "D" (or better) during peak hours.

The existing site has approximately 35 to 40 employees working on it. It is not known where these activities would move to when displaced by the project. At full occupancy of the project, there will be between 80 and 100 employees working over three shifts, representing an increasing of as much as 65 new employees on the site. This has been used as the basis for the number of vehicle trips generated, shown in Table T-4. This table includes expected truck trips.

Table T-4
Project Trip Generation (vehicle-trips, average weekday at occupancy)

Time Period	Number of Employees	Vehicle-Trip Rate per Employee	Total trips generated	Trips inbound	Trips outbound	In:Out split
Weekday (24-hours)	65	3.02	196	98	98	50:50
AM Peak Hour	65	0.44	29	26	3	90:10
PM Peak Hour	65	0.42	27	5	22	20:80

[1] Average delay includes vehicles stopped by traffic controls, as well as those that pass through without stopping (e.g., on a green light). For unsignalized intersection, the delay is for the *worst* turn movement.

The trip generation rates assume that the AM peak hour occurs between 7:30 and 8:30 AM, and represents 11% of the daily traffic; the PM peak hour occurs between 3:30 and 4:30 PM, and represents 12% of the daily traffic.

The trip generation rates above reflect the net new number of employees for the daily trip generation analysis, and the gross number for the peak hour. The Institute of Transportation Engineers' (ITE) *Trip Generation 6th Edition* (1997), Light Industrial category (land use #110) was used for this analysis. Consideration was given to using the general office rates, but the light industrial rates were considered preferable for two reasons: they better reflect the proposed actually uses, and the office trip generation rate (per *employee*) are only

Table T-3
Level of Service Definitions - Signalized Intersections

Level of Service	Delay* (secs.)	Description
A	≤5.0	**Very Low Delay:** This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B	5.1-15.0	**Minimal Delays:** This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	15.1-25.0	**Acceptable Delays:** Delay increases due to fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	25.1-40.0	**Approaching Unstable/Tolerable Delays:** The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	40.1-60.0	**Unstable Operation/Significant Delays:** The City of Oakland considers this level of service undesirable for planning purposes (i.e., the upper limit of acceptable delay). These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	≥60.0	**Excessive Delays:** Describes operations with delay in excess of 60 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume/capacity ratios below 1.0 with when signal timing is poor. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

* Weighted average of delay on all approaches.
Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No.209, Washington D.C., 1985 and 1994 Update.

marginally different between office and light industrial uses. More information is provided in the appendix.

After construction and occupancy of the building, it is estimated that the site would generate between three and five truck round-trips (i.e., six to ten truck trip-ends). These trips would be primarily for maintenance of equipment, upgrading equipment, delivering supplies, garbage pick-up, and so on. This is consistent with the project sponsor's description and observations of other similar sites. Truck trips are most likely to occur between 7 AM and 4 PM.

Trip Distribution

The distribution of employee and other trips was estimated based upon zip code information provided by workers at another nearby industrial site.

Oakland/ Emeryville	33%
Southern Alameda County/Santa Clara Co.	13%
Bay Bridge/West Bay	4%
Alameda City	6%
I-80 North Corridor	31%
Contra Costa County	6.5%
Livermore/Pleasanton/Dublin	6.5%
TOTAL	100%

Because many Oakland employees would find it advantageous to use a freeway (even during rush hour), the employee/commute trips would use the following "approach corridors":

I-880 from the South	44%
I-880 from the North	35%
I-980 (11th Street Ramps)	17%
7th Street or Peralta	3%
Mandela Parkway	1%
TOTAL	100%

Cumulative Traffic Volumes

In developing the cumulative (year 2010) traffic forecasts, the *Envision Oakland* General Plan Update, the Mandela Parkway Specific Plan, and various Port of Oakland planning studies were used. No forecasts are available of the traffic related to the 3rd Street/ Mandela Parkway connection

Mandela Parkway between Union and 3rd Streets: There are no traffic projections for this connection, which does not now exist. Given the type of street, the availability of other parallel routes, and the fact that it is not connected to 3rd Street west of this location, the traffic consultant's opinion is that this route is likely to carry between 3,500 and 4,000 vehicles per day in the year 2010, assuming the northerly extension of Mandela Parkway to Shellmound Street in Emeryville.

5th Street between Union and Adeline Streets: This street segment is not open at the time most of the counts noted here were taken. Based on travel forecasting work for the Cypress Replacement project, and assuming that eight to ten percent of the daily traffic is in the peak, the ADT on this segment should be 7,600 to 9,500 in the year 2010.

The LOS results for the analysis intersections for the year 2010 cumulative traffic volumes are shown below:

Table T-5
Future (Year 2010) Cumulative Level of Service at Intersections

Intersection	AM Peak LOS (delay)	PM Peak LOS (delay)
3rd/Adeline Streets	B (11.9)	B (8.2)
3rd/Market Streets (2-way stop)	B (6.2)	B (5.2)
7th/Adeline Streets	C (15.7)	C (17.2)
7th/Union Streets[2]	B (12.6)	C (16.9)
5th/ Adeline Street	C (21.4)	C (17.1)
5th/Union Streets (I-880 freeway ramps)	B (10.2)	C (15.8)
3rd/Union Streets	B (5.2)	B (5.6)

Source: Dowling Associates (1999) calculated delay using *Highway Capacity Manual 1994 Update* (HCM) operational method and the TRAFFIX® software.

Forecasted 2015 traffic volumes from the I-880/Cypress Replacement project report indicate that Interstate 880 would carry approximately 157,000 vehicles/day westerly of the 5th/Union ramps, and 140,000 vehicles/day south (east) of the ramps.

[2] Assumes left turns on 7th Street are protected (green arrow), and northbound right turn (Union Street) overlaps with westbound left turns (from 7th).

Construction Period Impacts: The number of construction workers on the site will depend on the phase of development. The project sponsor has supplied the following estimates of the peak number of works on the site at each phase:

Phase I	132 workers
Phase II	198 workers

The number of estimated truck deliveries (materials, equipment, etc.) also varies by phase; the daily estimates by the project sponsor are:

Phase I	7 trucks per day (14 truck one-way trips)
Phase II	10 trucks (20 truck one-way trips)

However, during the period where the existing site is being cleared/demolished, or when concrete pouring is occurring, there are likely to be additional trips. The sponsor estimates that during Phase I demolition may require a total of 220 truck round-trips, or perhaps 18 truck one-way trips during the construction period (about one month for demolition/clearance activities). Although this represents more trips (worker and trucks) than the stable operation period, the added traffic is expected to be a minor inconvenience to traffic.

Recommended Mitigation: Project sponsor should provide copies of West Oakland Truck Circulation Program that identifies preferred truck routes and parking areas to all contractors and suppliers.

b) Hazards to safety from design features (e.g., sharp curves or potentially hazardous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact.

The intersection of Brush Street and 3rd Street has STOP signs on the Brush Street approaches. Field observations indicate that the sight lines from traffic stopping on Brush Street may be short given the travel speeds on 3rd Street. The project will add traffic to this intersection.

As a mitigation, the City is urged to examine the sight lines at this intersection, make speed measurements, and consider eliminating some on-street parking spaces near the corner of this intersection (especially the northeast corner, in front of the Arvey Paper store).

c) Inadequate emergency access or access to nearby uses?

No impact.

The project site is approximately one block from the UPRR mainline. However, no rail access will be needed to the site, and the blockage that sometimes inconveniences motorists and pedestrians in Jack London Square will not be a problem at this site, as the site is located north (east) of the railroad tracks. There is no impact on emergency vehicle access.

d) Insufficient parking capacity on-site or off-site?

No impact.

[ERIC TO ADD]

e) Hazards to barriers for pedestrians or bicyclists?

No impact with mitigation.

The *Oakland Bicycle and Pedestrian Plan* calls for a bike lane on 7th Street between Mandela Parkway and Maritime Streets, and in the Mandela Parkway median strip. There has been a proposal to link the Jack London area with these paths via 3rd Street. The Oakland General Plan reflects the extension of 3rd Street to Mandela Parkway. This would provide a convenient, non-freeway link between the project site and other West Oakland and Emeryville points. The proposed extension envisions a bicycle/pedestrian way parallel to the street, linking with Mandela Parkway.

Provide secure (indoors, if possible) bicycle parking for five bicycles. This is based on the actual, expected demand from the site.

f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No impact.

The site is served by both bus (AC Transit) and rail (BART) service. Nearby AC Transit routes 13, 82, and 82L operate on 7th Street, about four blocks from the site. The 59/59A operate on Martin Luther King, Jr. Street, about three blocks from the site. These buses serve the (former) Oakland Army Base and Naval Supply Center, the East 14th Street corridor in Oakland, Montclair, and the Lake Merritt/Trestle Glen neighborhoods of Oakland. Late night ("owl") bus service is provided by Route 82, which may be useful for late-shift workers. Several transbay routes operate on 7th Street and provide express services to San Francisco's Transbay Terminal.

BART's West Oakland station is located approximately ¾ of a mile from the site. However, this is generally considered to be outside the walking distance acceptable to most transit users. At an average speed of three mph, this would be approximately a 15 minute walk. However, a few site employees may make use of BART.

The project conforms to City of Oakland goals to promote transit usage. Encourage employees to use other modes of travel (such as BART or AC Transit); preferential carpool parking; and improved pedestrian/bicycle access to BART and AC Transit, by providing information on these services in a convenient location (e.g., building lobby, vending or break rooms, etc.).

g) Rail, waterborne or air traffic impacts?

No impact.

As noted above, there is no impact on the Union Pacific mainline, since it is on its own right-of-way in this area (Brush Street terminates at the tracks). Water transportation (goods and passenger) is present on the Port of Oakland waterfront, but will not be affected by this project. Passenger ferry services to Alameda Island and San Francisco are available approximately three blocks away, at the foot of Clay Street. The nearest air transportation is the Oakland International Airport, which is a considerable distance from the site. The airport can be reached in less than 30 minutes via the I-880 south-oriented ramps at Market Street.

Land Use: 110
General Light Industrial

Description

Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Nevertheless, the distinction between light industrial and manufacturing (land use 140) is sometimes vague. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations; all of the facilities surveyed were free-standing and devoted to a single use. General heavy industrial (land use 120), industrial park (land use 130), and manufacturing (land use 140) are related uses.

Additional Data

No vehicle occupancy data are available specifically for general light industrial, but the average is approximately 1.3 persons per automobile for all industrial uses.

The peak hour of the generator typically coincides with the peak hour of the adjacent street traffic. Facilities with employees on shift work may peak at other hours.

The sites were surveyed in the early 1970s and the mid to late 1980s throughout the United States.

Source Numbers

7, 9, 10, 11, 15, 17, 88, 174, 179, 184, 191, 192, 251, 253, 286, 300

General Light Industrial
(110)

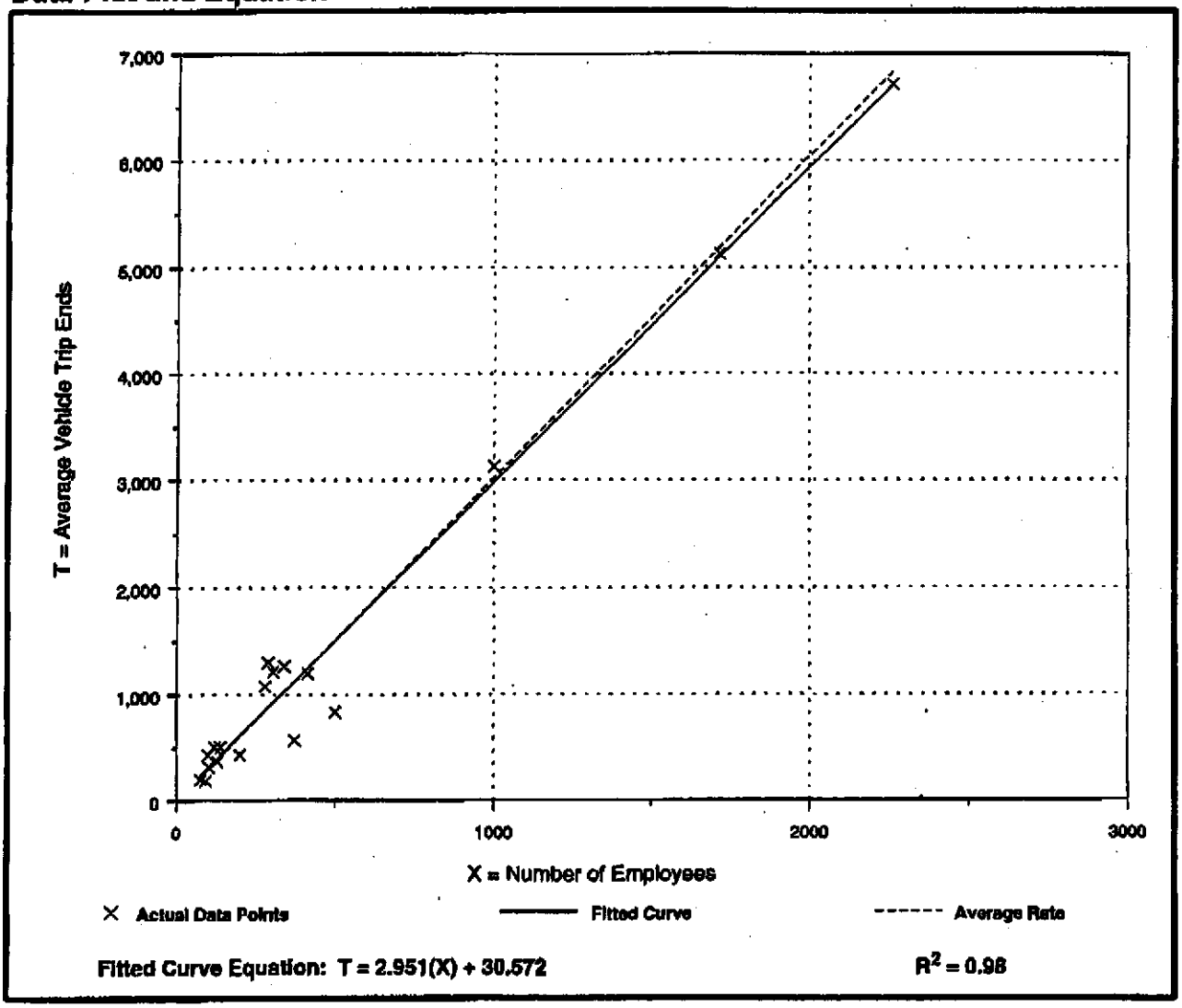
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 18
Avg. Number of Employees: 469
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.02	1.53 - 4.48	1.86

Data Plot and Equation



Fitted Curve Equation: T = 2.951(X) + 30.572

R^2 = 0.98

General Light Industrial
(110)

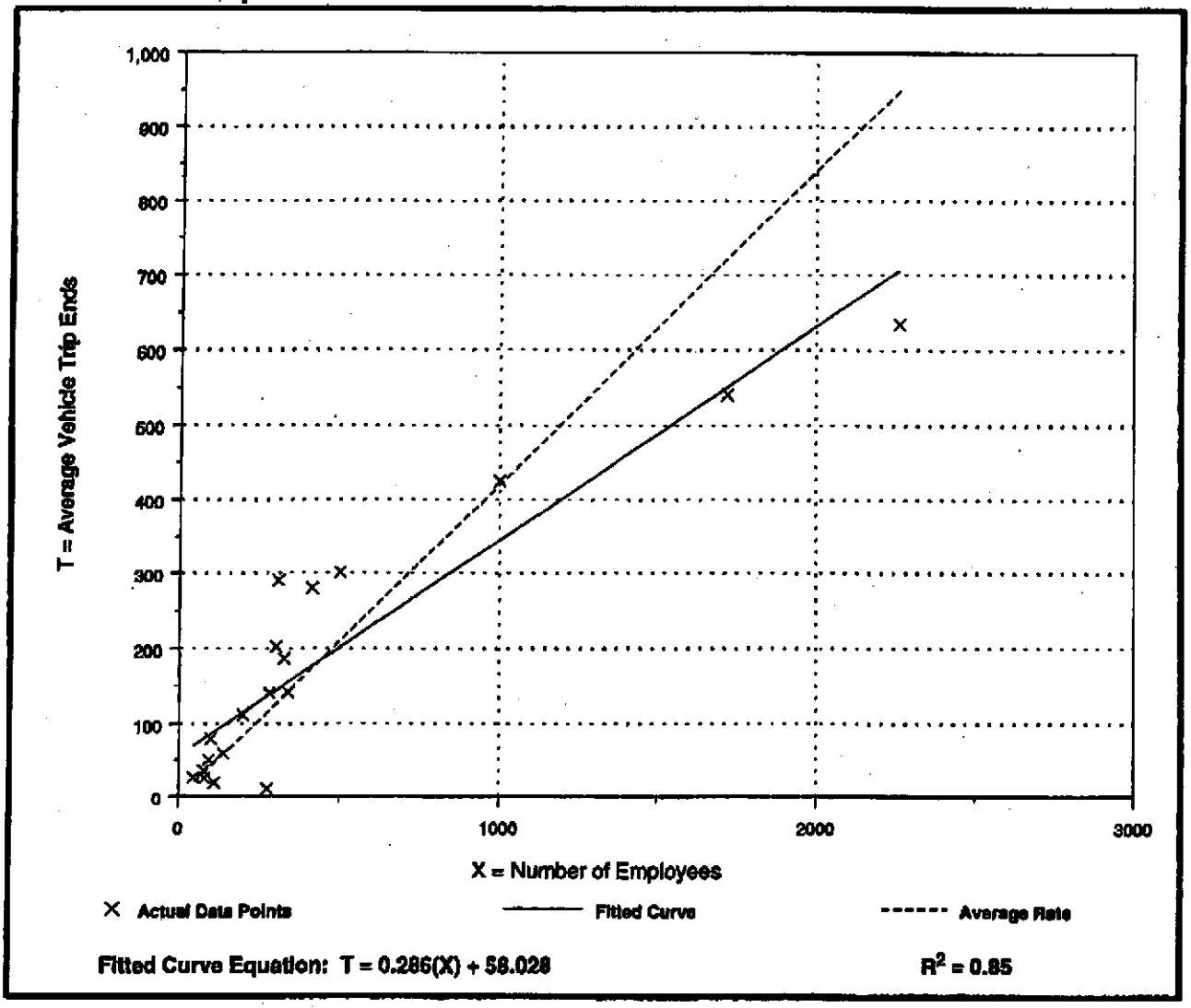
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 19
Avg. Number of Employees: 451
Directional Distribution: 21% entering, 79% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.42	0.04 - 0.95	0.67

Data Plot and Equation



Fitted Curve Equation: T = 0.286(X) + 58.028

R^2 = 0.85

General Light Industrial
(110)

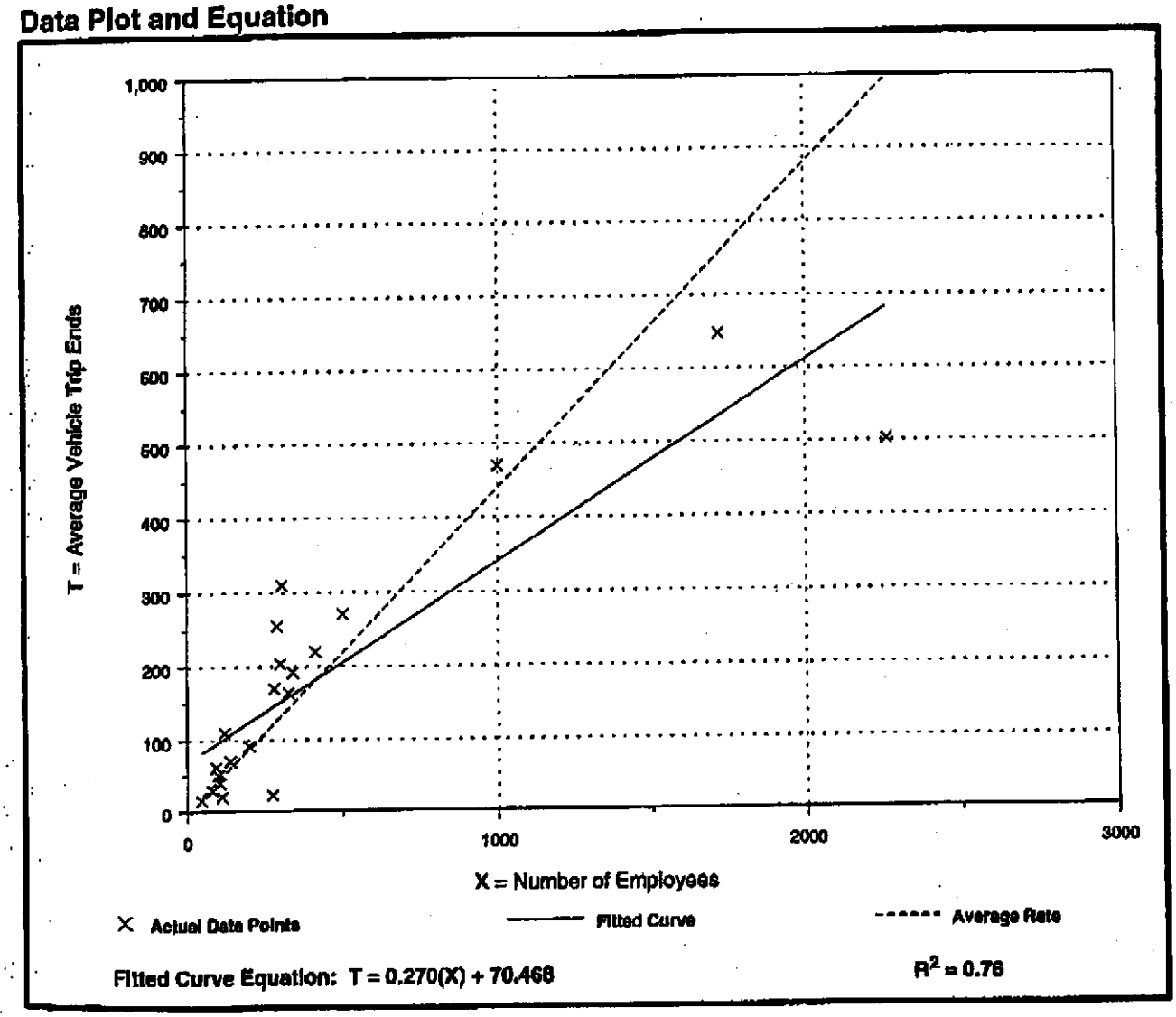
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 21
Avg. Number of Employees: 428
Directional Distribution: 83% entering, 17% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.44	0.08 - 1.02	0.69

Data Plot and Equation



Fitted Curve Equation: T = 0.270(X) + 70.468

R^2 = 0.76

APPENDIX D

GENERAL PLAN CONFORMITY ANALYSIS

CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA, SUITE 3330 • OAKLAND, CALIFORNIA 94612-2032

Community and Economic Development Agency
Planning & Zoning Services Division

(510) 238-3941
FAX (510) 238-6538
TDD (510) 839-6451

February 28, 2000

Joe Marsh
Port of Oakland
P.O. Box 2064
Oakland, CA 94604-2604

Dear Mr. Marsh:

The City Planning Division staff has received the General Plan conformance analysis for the telecommunications access project proposed for 2nd Street at Brush and have the following comments.

I believe the proposed project also entails demolition of an existing building on the subject site, yet there is no mention in the conformity analysis as to whether or not the building to be demolished is either a Designated Historic Property (DHP) or a Potential Designated Historic Property (PDHP) in accordance with the Historic Preservation Element of the General Plan. If the building is one of these two aforementioned categories of structures, various procedures, regulations and findings are listed within the Historic Preservation Element and may be applicable to the proposed project to ensure conformity with this Element of the General Plan. Prior to the approval of this project by the Port, this issue should be further researched and addressed if applicable.

The proposed project also entails the development of ground floor parking and loading areas which appear to be screened by some fencing material, rather than fully enclosed within the structure itself. While we typically encourage applicants to fully enclose structured parking within a structure and screen these activities behind other uses or solid walls, if this is not feasible in this case then we encourage you to provide high quality materials along the base of this building, and utilize either metal louver materials, decorative metal grillwork, wrought iron fencing, or some other appropriate upscale treatment to screen these activities from public view.

Thank you for providing the opportunity to review and comment on the proposed project. Please feel free to contact me if you have any questions regarding this matter.

Sincerely,

Leslie W. Gould

Leslie Gould
Director of Planning

Cc: file

PORT OF OAKLAND

February 17, 2000

Leslie Gould, Director
City Planning, CEDA
City of Oakland
250 Frank Ogawa Plaza

SUBJECT: General Plan Concurrence Request
2nd and Brush Telecommunication Proposal

Dear Ms. Gould,

Attached is a report on General Plan conformity for the telecommunications access project proposed for 2nd Street at Brush. The proposed project is on two parcels within the Port Area, one private property and one Port property. The applicant is in the process of purchasing both parcels with the intent to combine the properties within the block bounded by 2nd, 3rd, Brush, and Castro Streets. The permit will require Board approval, as it is scheduled prior to the final sale approval. Environmental review is in process. Please respond by the end of business Monday, February 28. Approval of the environmental documentation is contingent on the finding of conformity with the General Plan.

This project should be a welcome addition to the neighborhood, and will be a prototype for new projects to meet the growing demand of the telecommunications industry. We will be working with the applicant to ensure that the final design complements the neighborhood. The attached report provides greater detail to support our enthusiasm for the project.

Please feel free to contact me at 627-1361.

Sincerely,

Joe Marsh
Permit Coordinator

Please check the appropriate box below:

☐ No Comment

☐ Comment Attached

530 Water Street ■ Jack London Square ■ P.O. Box 2064 ■ Oakland, California 94604-2064
Telephone (510) 272-1100 ■ Fax (510) 272-1172 ■ TDD (510) 763-5703 ■ Cable address, PORTOFOAK, Oakland

By: Joe Marsh, Permit Coordinator

Subject: Construction of Telecommunications Project
General Plan Conformance Determination

Project Description

A private developer has submitted a permit application for approval of a telecommunications project on the block bounded by 2nd, 3rd, Brush, and Castro Streets. A portion of the site is owned by the Port, which is negotiating to sell its parcel, and the rest of the block is owned by a private party, also negotiating to sell to the applicant. The applicant proposes to construct a new building on the combined site for use as a telecommunications access facility. The project will include demolition of an existing warehouse building on the privately-owned parcel, and removal of maintenance sheds on the Port parcel.

The proposed building will be three stories of tenant spaces built over ground level parking. The building will be constructed to the lot line on three sides, and set back 50 feet from 2nd Street (built to 60% of the lot perimeter.) A loading dock and utility yard will be located in the 2nd Street setback space. Landscaping will be installed at the garage openings to help screen the parking. Due to the specialized use of the building, very few windows will be installed in the exterior walls. However, the façade will be articulated to provide some scale and visual interest.

The Port requires design review of the project, and has completed its initial review. The design details will be subject to final review prior to approval of the Port building permit. An Initial Study is being prepared for the project, and it is anticipated that the project will be ready for permit approval in April 2000.

Existing Neighborhood

To the west, across Brush Street, is the former site of the Port's Facilities Department offices, which is temporarily vacant and likely to be reused in the future for the same use. Across 2nd Street, to the south, are a cell phone antenna tower, electrical utility yard, and a 4-story warehouse building currently being redeveloped as a live-work project. Across Castro, to the east, is a storage facility covering the entire block. To the north, across 3rd Street, are a number of warehouse and light industrial buildings, primarily one-story. The surrounding area is characterized by marine terminal facilities, open utility yards, utility buildings, warehouse and light industrial buildings that reflect the industrial uses of the area. The most distinctive architecture are the older concrete utility buildings on either side of Embarcadero.

Estuary Plan

The site is within the Estuary Plan area, in the district referred to as Light Industrial within the Jack London District. The Light Industrial District has one policy statement in the Estuary Plan:

Policy JL-6: Maintain light industrial and warehousing uses west of Martin Luther King, Jr. Boulevard. The Estuary Policy Plan recommends maintaining light

industrial activities, including warehousing and distribution uses, west of Martin Luther King, Jr. Boulevard where a concentration of industrial activities exist. Office and retail uses should be encouraged within this area as well, to promote economic diversity. These uses should be carefully screened to ensure that they are compatible with existing industrial activities and with the adjacent West Oakland neighborhood north of the I-880 freeway. Light industrial uses should also be considered within other portions of the Jack London District, including the Off-Price Retail.

The proposed facility is a telecommunications distribution center. It is a between office and utility/light industrial uses. The proposal complies with Policy JL-6.

The Plan also calls for a maximum FAR of 2.0 for this area, but does not contain any other specific recommendations that would apply to this project. The Port agrees with the applicants FAR calculation based on the "BOMA Rentable Floor Area" formula. The formula does not count parking, the building utility service closets, or vertical circulation elements in the floor area. The total area comes to 120,000 square feet, on a 60,000 square foot lot. Given the specialized use of the building, the utility service areas occupy more than the standard amount of space in the building, so this calculation method is fair to the applicant without giving away too much. This FAR calculation allows for a four-story building, including the parking level, which is similar in height to the neighboring live-work project.

General Findings

The Port has reviewed the project proposal and relevant elements of the General Plan, and finds that this project conforms to the City of Oakland General Plan, including the Estuary Policy Plan. It is a telecommunication access facility proposed in a light industrial area where other utility and industrial uses exist. Specific detailed findings are below. This approval does not imply approval of the building permit.

Following are the specific policies that are relevant to the subject project with an explanation of the proposal's conformance.

Objective I/C2-Maximize the usefulness of existing abandoned or underutilized industrial buildings and land.

Policy I/C2.3 suggests that development in older industrial areas should be encouraged through the provisions of an adequate number of vacant or buildable sites. The project will reuse a site recently vacated by the Port combined with a non-significant warehouse building.

Objective T6-Make streets safe, pedestrian accessible and attractive.

Policy T6.3 insists that the waterfront be accessible to pedestrians and bicyclist throughout Oakland. This project will provide sidewalks around the entire block where non currently exist.

Objective D1-Enhance the identity of Downtown Oakland and its distinctive districts.

Policy D1.11 endorses supporting JLS either through bike lanes, Bay Trail, pedestrian walkways to downtown and out to the airport. The Bay Trail bike lane is being planned along 3rd Street adjacent to this site, and will not be impacted. Addition of a paved sidewalk along 3rd Street will enhance pedestrian access.

PORT OF OAKLAND

March 10, 2000

Leslie Gould, Director
City Planning, CEDA
City of Oakland
250 Frank Ogawa Plaza

SUBJECT: General Plan Concurrence Response
2nd and Brush Telecommunication Proposal

Dear Ms. Gould,

Thank you for your comments on the General Plan conformity document. You made two comments regarding issues that should be addressed in the document. The following notes address those comments.

The analysis does not address the potential impact to historic resources by the demolition of existing structures on the site. This issue is addressed in detail by the Initial Study for the project. Research for that document found that both of the existing structures on the site were built since 1950, and are therefore too recent to rate per the City of Oakland policy. The Oakland General Plan Historic Preservation Element requires further study prior to demolition of a building rated "A" or "B" or within an "Area of Primary Importance." Neither of the structures to be demolished appears on any list, or within any district, that would require such attention under the General Plan. In addition, the building across from the project site (737 2nd Street), carries a "C" rating, and we have concluded that the proposed project will not have a significant impact on that building.

The ground floor parking should be fully enclosed or treated with high quality materials to screen the activities from public view. This issue was identified in the Port's initial design review, and will be addressed in more detail during the final design review process. We will take your comments under advisement at that time.

Thank you for your prompt response on this matter. Please feel free to contact me with any further comments or questions.

Sincerely,

Joe Marsh
Permit Coordinator

Cc: Port Environmental Planning Dept.

530 Water Street ■ Jack London Square ■ P.O. Box 2064 ■ Oakland, California 94604-2064
Telephone (510) 272-1100 ■ Fax (510) 272-1172 ■ TDD (510) 763-5703 ■ Cable address, PORTOFOAK, Oakland