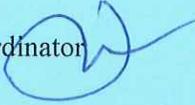




PORT OF OAKLAND

MEMO

BY: Joe Marsh, Port Permit Coordinator 
DATE: April 23, 2019
SUBJECT: **PORT PERMIT COORDINATOR DECISION
for Work on Private Property**

The Port of Oakland (Port) Environmental Programs and Planning staff have reviewed the subject Port Development Permit Application. We find the proposal meets the applicable standards of the "Port of Oakland Land Use and Development Code (LUDC) for the Oakland Airport Business Park". Detailed analysis and findings are set forth below.

Port Permit No: 5221
Permit Applicant: Anthony Tabacco
Project Sponsor: Jave Properties, LLC
Tenant Name: George E. Masker, Inc.
Project Location: 7699 Edgewater Drive, Oakland, CA
Environ. Assessment: Categorical Exemption

Project Description

The project site is in the southwestern portion of the City of Oakland (City), in the vicinity of the Oakland International Airport and Interstate 880 (I-880). The address of the proposed project is 7699 Edgewater Drive, Oakland, CA. It is a corner site at the NW corner of the intersection of Pardee Lane and Edgewater Drive.

The Permit Applicant proposes to construct a 10,500 square-foot warehouse for materials handling and storage related to their painting contracting business. The main office of Masker Painting is on the site next door. The site is approximately 1 acre. An existing driveway on Pardee will serve the site as well as an interior connection to the primary Masker site. The remainder of the site will be landscaped, including post-construction controls for stormwater run-off.

Land Use Analysis (from LUDC Section 2)

The project site is located within the "Port Area" of the City of Oakland, and within the Business Park Interior of the Oakland Airport Business Park, originally established by Port Ordinance No.1343 by the Board of Port Commissioners in 1966. Development in the Business Park is currently regulated by the "Port of Oakland Land Use and Development Code (LUDC)", adopted by the Board of Port Commissioners on June 2011 and April 2016 with revisions.

The use of the site is designated as Construction Operations and Construction Sales and Service where materials are stored and processed in conjunction with contracting services. No retail sales are allowed directly to customers, and all materials are for use by the contractor in carrying out their services.

Findings (from LUDC Section 5.5)

The Port approves this application for a Development Permit, as submitted, with the following findings:

1. The proposed project will not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons working, visiting, transiting through the Oakland Airport Business Park or be detrimental or injurious to property and improvements of the adjacent properties, the surrounding area or neighborhood or to the general welfare of the City.
2. The proposed project is consistent with the City of Oakland's General Plan and the Coliseum Area Specific Plan.
3. The proposed project complies with provisions of the LUDC.
4. The proposed project has been adequately evaluated under the California Environmental Quality Act (CEQA).
5. The proposed project has been approved, or has a reasonable chance of being approved, by all outside agencies having jurisdiction over the project, including, but not limited to: the City of Oakland, Bay Conservation and Development Commission, Federal Aviation Administration, San Francisco Bay Regional Water Quality Control Board, Alameda County Airport Land Use Commission, Alameda County Public Health Department, and the California State Lands Commission.
6. The proposed project will neither interfere with the operations of Oakland International Airport nor enable the establishment of uses that may be incompatible with the potential imposition of noise, light, smoke, air currents, electronic or other emissions, vibrations, discomfort, and/or inconvenience resulting from airport operations at Oakland International Airport.
7. The Port has attached such conditions to issuance of the Development Permit as it deems reasonable or necessary to achieve the purposes of the LUDC, to reduce or to mitigate environmental impacts, and to address the project's anticipated burden on the Business Park and the Port, and which conditions otherwise promote the health, safety, and welfare of the surrounding community.

Environmental Findings

The Port is the Lead Agency under CEQA, having land use jurisdiction over the Oakland Airport Business Park. The project boundaries are in a developed area. The Port finds that this project is categorically exempt pursuant to CEQA Guidelines Section 15332, Infill Development, which exempts certain projects characterized as urban infill development.

This finding is supported by a report prepared by Lamphier-Gregory for the project, "California Environmental Quality Act (CEQA) Analysis: Masker Materials Handling & Warehouse Project." The report includes additional criteria for the infill development category.

Permit Conditions

1. All conditions of approval shall be printed on the final permit set of plans.
2. The project shall conform to Port-stamped approved plans, including the conditions of approval, unless otherwise approved by the Port. The applicant is responsible for including all details agreed upon, or conditions made by the Port, during the approval process. Failure to include any such details will not exempt the applicant from the Port for any changes prior to construction.
3. The use shall be fully described on the plans and is verified as approved by the Port approval stamp. Any modifications or clarifications will be included in the Permit Conditions. Any changes from the approved plans must be approved in writing by the Port.
4. The Permit Applicant shall meet all conditions and requirements of all applicable regulatory agencies having jurisdiction over the project, including but not limited to: the City of Oakland, San Francisco Bay Conservation and Development Commission (BCDC), Federal Aviation Administration, San Francisco Bay Regional Water Quality Control Board, Alameda County Airport Land Use Commission, and Alameda County Public Health Department. The applicant shall report any conflicts with Port requirements to the Port prior to construction. Any such conflicts must be resolved by the applicant to the satisfaction of the Port and the outside agency involved.
5. The applicant shall provide copies of authorizations or permits from agencies noted above.
6. The Permit Applicant shall obtain, at the Project Applicant's expense, all City of Oakland building permits required for the Project.
7. The Permit Applicant and the Permit Applicant's contractor shall construct the proposed project according to the plans approved under Port and City permits. Modifications made to comply with City permit requirements shall be subject to verification of compliance with Port permit conditions prior to the start of construction.
8. The Permit Applicant shall maintain the Project site in a clean and orderly condition during the entire term of the Development Permit. If there is a work stoppage at any time after construction has commenced for a period of more than 30 days, the Permit Applicant shall secure any completed or uncompleted work and remove or screen any stored materials. The Chief Engineer of the Port may provide a 30-day notice and order to the Permit Applicant to comply with this condition. If the Permit Applicant fails to comply during that time period, or fails to present and implement an acceptable plan for compliance, the Port maintains the right at Port's discretion, to complete the necessary work and bill the Permit Applicant for all related costs, or impose reasonable fines for violation of this condition of approval and/or the Port Chief Engineer's order. Any such fine shall be reasonably related to the nature of the violation and/or the cost to correct.
9. To the maximum extent permitted by law, the Permit Applicant shall defend, hold harmless, and indemnify the Port and its respective officers, agents and employees (whether the action is on behalf of the Port, or otherwise) (the "Indemnified Parties") against any and all liability, damages, claims, demands, judgments or other losses (including, without limitation, attorneys fees, expert witness and consultant fees and other litigation expenses), referendum or initiative relating to, resulting from or caused by, or alleged to have resulted from, or caused by, any action or approval associated with the Project. This indemnity includes, without limitation, any legal or administrative challenge, referendum or initiative filed or prosecuted to overturn, set aside, stay

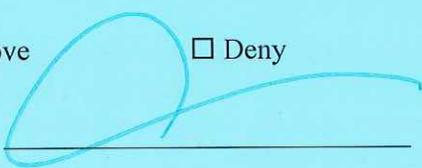
or otherwise rescind any or all approvals granted in connection with the Project, any environmental determination made for the Project, and granting any permit issued in accordance with the Project. This indemnity includes, without limitation, payment of all direct and indirect costs associated with any action specified herein. Direct and indirect costs as used herein shall include, without limitation, any attorney's fees, expert witness and consultant fees, court costs and other litigation fees, Port Attorney time and overhead costs, and other Port Staff overhead costs and normal day-to-day business expenses incurred by the Port ("Litigation Expenses"). The Indemnified Parties shall have the right to select counsel to represent the Indemnified Parties, at the Project Applicant's expense, in the defense of any action specified in this condition of approval. The Indemnified Parties shall take all reasonable steps to promptly notify the Project Applicant of any claim, demand, or legal actions that may create a claim for indemnification under these conditions of approval.

10. The Applicant shall submit a final landscape and stormwater plan to the Port for approval prior to start of construction in compliance with the Port's Stormwater Plan.
11. The Applicant shall agree to comply with these conditions as well as any other conditions listed in the LUDC not otherwise listed here.

RECOMMENDATION: Approve

Deny

Environmental Programs
and Planning:



Date: 04/23/19

DECISION:

Port Permit Coordinator: Approve

Deny

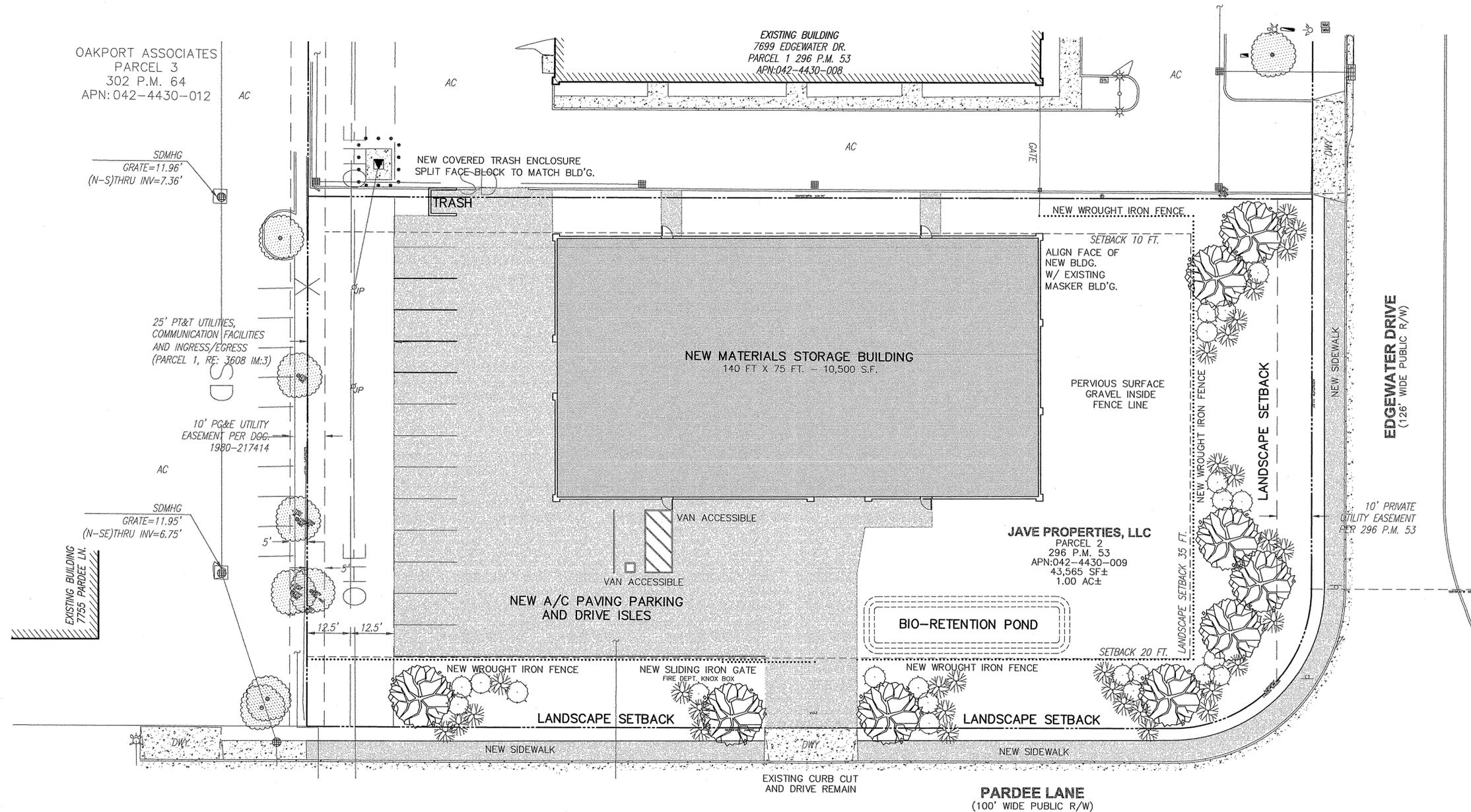
Signature



Date:

4/23/19

Port Permit # 5221 - Site Plan



SITE DEVELOPMENT PROPOSAL PA-1 SHEET 1 OF 4



JAVE PROPERTIES, LLC for GEORGE E. MASKER, INC. GENERAL PAINTING CONTRACTORS
7699 Edgewater Drive. Oakland, CA

Anthony Tabacco and Assoc.
Architecture and Planning

California Environmental Quality Act (CEQA) Analysis: Masker Materials Handling & Warehouse Project

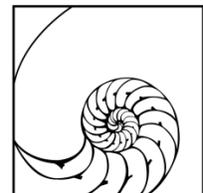
Prepared for:

Lead Agency:

Port of Oakland
Environmental Programs and
Planning Division
530 Water Street
Oakland, CA 94607

Prepared By:

Lamphier–Gregory
1944 Embarcadero
Oakland, CA 94606



April 2019

This page intentionally left blank.

Table of Contents

I.	Project Characteristics	1
II.	Purpose and Summary of this CEQA Document	2
	Masker Storage Warehouse Project CEQA Compliance	2
III.	Project Description	3
	Project Location	3
	Existing Conditions and Surrounding Land Uses.....	3
	General Plan and Zoning Designations	3
	Proposed Project.....	6
	Project Approvals.....	9
IV.	Summary of CEQA Findings	10
V.	Class 32 Categorical Exemption Overview	11
VI.	Class 32 Categorical Exemption Analysis	13
	Criterion §15332(a): General Plan & Zoning Consistency.....	13
	Criterion §15332(b): Project Location, Size & Context	14
	Criterion §15332(c): Endangered, Rare or Threatened Species	14
	Criterion §15332(d): Traffic, Noise, Air Quality, Water Quality.....	15
	Criterion §15332(e): Utilities and Public Services.....	19
VII.	Exceptions to Categorical Exemptions Checklist	20
	Criterion 15300.2(a): Location	20
	Criterion 15300.2(b): Cumulative Impact	20
	Criterion 15300.2(c): Significant Effect.....	21
	Criterion 15300.2(d): Scenic Highway.....	21
	Criterion 15300.2(e): Hazardous Waste Sites.....	21
	Criterion 15300.2(f): Historical Resources.....	23
	Criterion 15300.2: Other Potential Effects	23
	Acronyms and Terms	25

Attachments

- A: Port of Oakland Standard Conditions of Approval
- B: City of Oakland Standard Conditions of Approval

Tables

Table A-1. Port of Oakland Standard Conditions of Approval for the Project	A-1
Table B-1. City of Oakland Standard Conditions of Approval for the Project	B-2

Figures

Figure 1: Project Location	4
Figure 2: Project Site	4
Figure 3: Aerial of Project Site	5
Figure 4: Project Site Context	5
Figure 5: Site Plan.....	7
Figure 6: Building Floor Plan	7
Figure 7: Building Elevations.....	8

I. Project Characteristics

- 1. Project Title:** Masker Materials Handling & Warehouse Project
- 2. Lead Agency Name and Address:** Port of Oakland
Environmental Programs and Planning Division
530 Water Street
Oakland, CA 94607
- 3. Contact Person and Phone Number:** Colleen Liang
Port Environmental Supervisor
510.627.1198
cliang@portoakland.com
- 4. Project Location:** 7699 Edgewater Drive
Oakland, CA 94621
Assessor's Parcel No. 042-4430-009
- 5. Project Sponsor's Name and Address:** Jave Properties LLC
Attn: Alan Bjerke, CEO
7699 Edgewater Drive
Oakland, CA 94621
- 6. Existing General Plan Designations:** Business Mix, Coliseum Area Specific Plan
- 7. Existing Zoning:** Oakland Airport Business Park, Business Park Interior
(Port Land Use Development Code)
- 8. Requested Permits:** Development Permit (Port of Oakland), Building and other applicable permits (City of Oakland)

II. Purpose and Summary of this California Environmental Quality Act (CEQA) Document

This California Environmental Quality Act (CEQA) Analysis evaluates the proposed Masker Materials Handling & Warehouse Project (Project). The purpose of this document is to describe the Project, as proposed, to determine those provisions of CEQA that are applicable to the Project, and to conduct environmental review consistent with those applicable provisions.

This document provides substantial evidence to demonstrate that the Project is an urban infill development project and is in the class of projects that is exempt from CEQA review under CEQA Guidelines Section 15332 (Class 32 exemption). The following analysis has been conducted in compliance with criteria for use of a Class 32 CEQA Exemption, including an examination of whether any exceptions to the Exemption apply. The applicable CEQA section is described below which provides a basis for CEQA compliance.

Masker Materials Handling & Warehouse Project CEQA Compliance

Class 32 Categorical Exemption. Pursuant to Public Resources Code Section 21084 and State CEQA Guidelines Section 15332, a Class 32 Categorical Exemption applies to infill development projects that meet the following criteria:

- Are consistent with applicable general plan policies and zoning designations
- Occur within a project site smaller than five acres and are substantially surrounded by urban uses
- Have no value as habitat for endangered, rare or threatened species
- Would not result in any significant effects relating to traffic, noise, air quality, or water quality
- Are located on a site that can be adequately served by all required utilities and public services

The analysis presented in the following pages of this document provides substantial evidence that the Project qualifies for an exemption under CEQA Guidelines Section 15332 as a Class 32 urban infill development, and would not result in any significant effects on the environment. In addition, none of the specific exceptions to CEQA categorical exemptions (CEQA Guidelines Section 15300.2) is applicable to the Project. Therefore, no further review or analysis under CEQA is required beyond this evaluation report.

III. Project Description

This section describes the proposed Masker Materials Handling & Warehouse Project evaluated in this CEQA Analysis and includes a description of the Project site, existing site conditions, the proposed development, and the required project approvals.

Project Location

As shown in **Figures 1 - 4**, the Project site is located at 7699 Edgewater Drive (Assessor Parcel Number 42-4430-009), at the northwest corner of Edgewater Drive and Pardee Lane in the Oakland Airport Business Park. The property is approximately 2 acres that consists of a main office and operational base for the Masker Commercial Painting Company (the “Masker Property”) on the northern portion of the property and an undeveloped area (the Project site) on the southern portion of the property. Regional access is from Interstate-880 and Hegenberger Road; Alameda–Contra Costa Transit (AC Transit) bus route 98 serves properties on Edgewater Drive with stops at the Project site; Other AC Transit bus routes within 0.25 miles include 73, 314, 356 and 805.

Existing Conditions and Surrounding Land Uses

Project site is approximately 1 acre and is currently vacant. It is surrounded by a security fence that extends along all four sides. There are no trees or other landscape features on the site. Existing land uses in the Project vicinity include a mix of commercial, light industrial, logistics and distribution, retail, and restaurant uses; elevated freeways and transit lines; and Oakland International Airport. Edgewater Drive is the main roadway providing access from Hegenberger Road to businesses within the Oakland Airport Business Park.

General Plan and Zoning Designations

As a site within the Oakland Airport Business Park, development of the Project is subject to the Port’s land use policies and regulations as set forth in the Port’s Land Use and Development Code (LUDC). The Project is required to obtain a Development Permit from the Port prior to development. Following receipt of a Development Permit from the Port, the applicant would need to obtain building and other administrative (non-discretionary) permits from the City of Oakland.

The Project site is identified as “Business Park Interior” in the LUDC, a land use designation that applies to a majority of properties within the Oakland Airport Business Park, except those commercial properties that front on Hegenberger Road, Oakport Street, or Doolittle Drive south of Swan Way. Permitted land uses within the Business Park Interior land use designation consist of light industrial, custom manufacturing, professional and personal service businesses that serve local and regional customers.

The specific uses intended for the proposed Project consist of storage and handling of paint and other materials that are part of the Project applicant’s business as a commercial painting contractor. Under the Port’s LUDC, these uses would be considered “Warehousing, Storage, and Distribution,” which is a category defined in the LUDC that “...limits the activity to storage within a building with limited accessory outdoor storage for this area.” The commercial and warehouse uses proposed for the Project site are consistent with the land uses identified in the Port’s LUDC for the Business Park Interior of the Oakland Airport Business Park.

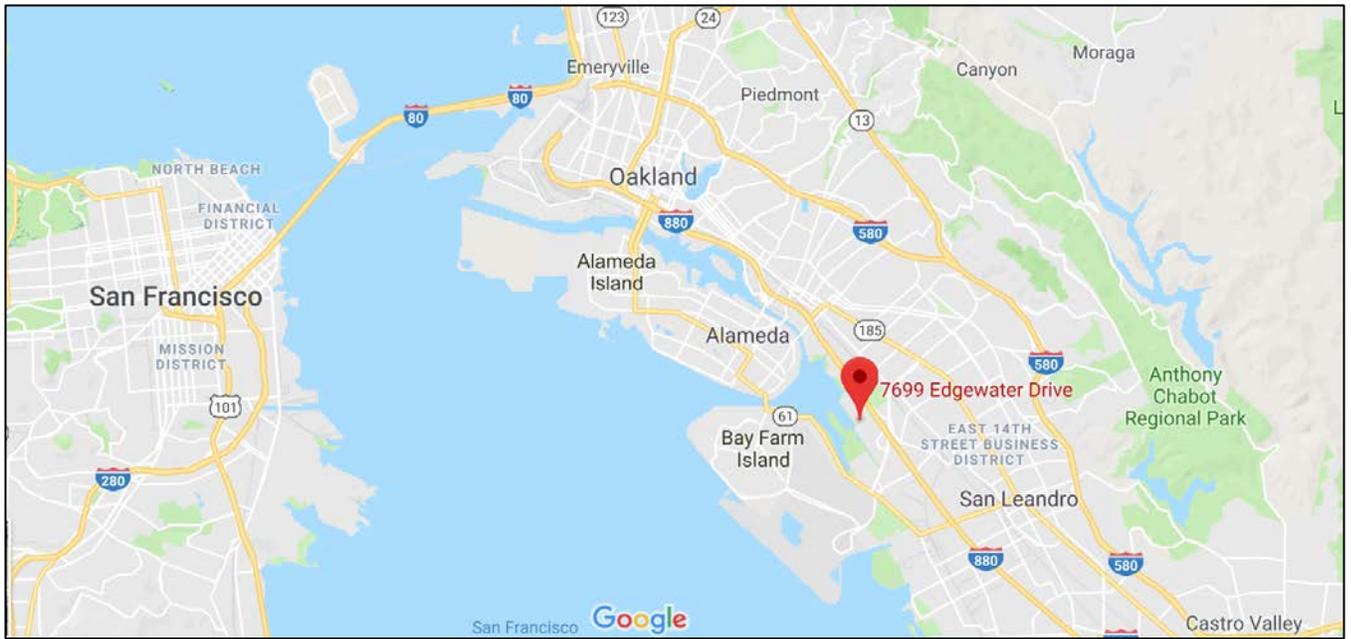


Figure 1. Project Location

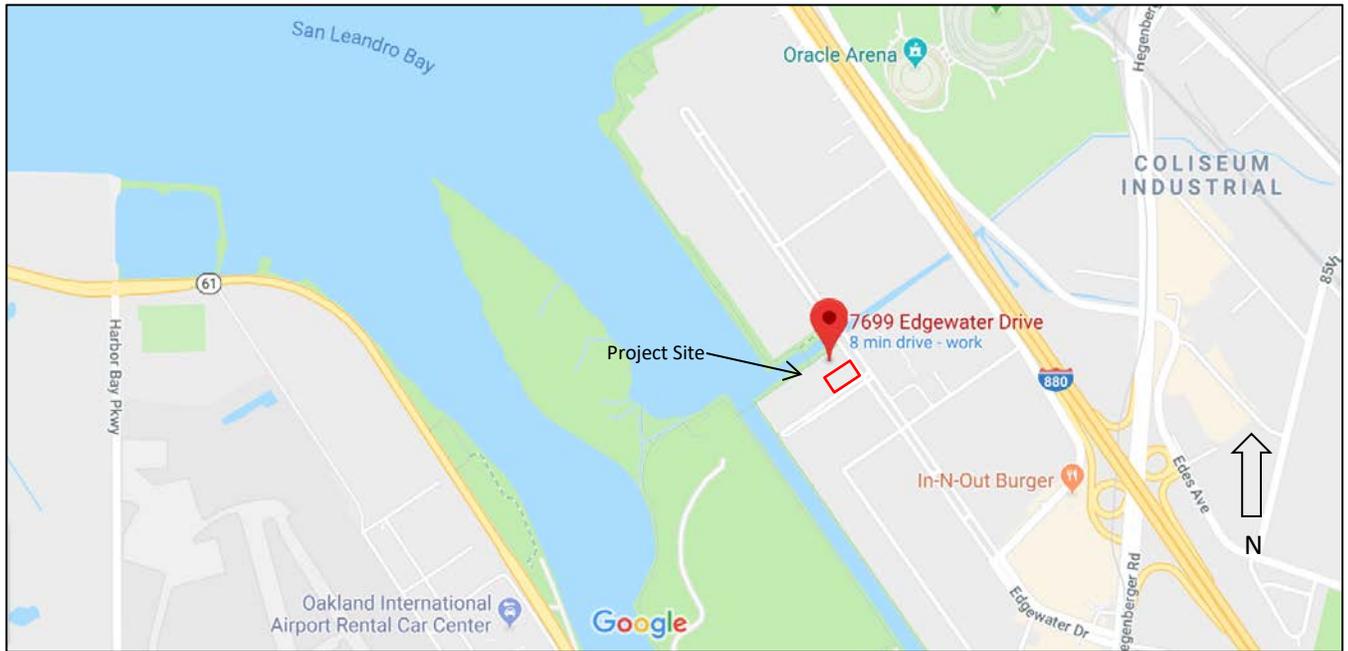


Figure 2. Project Site



Figure 3. Aerial of Project Site



Figure 4. Project Site Context

The site is also within the boundary of the Coliseum Area Specific Plan (CASP), a detailed planning document that has been adopted by the City of Oakland and incorporated into the City's General Plan and zoning code. The City's General Plan designates the Project site and vicinity as Business Mix. The intent of the Business Mix land use designation is to enhance areas near Pardee Drive and within the southern portion of the Oakland Airport Business Park that are appropriate for a wide variety of office, commercial, industrial, and logistics activities.

The maximum nonresidential floor area ratio (FAR) established in the Business Mix land use designation is 4.0. With the addition of the proposed Project, the entire Masker Property (i.e., the existing building of 11,600 sf and the proposed Project of 10,500 sf) would have a combined FAR of 0.25. The storage, materials management and warehouse functions that would occur in the proposed new building are consistent with the land uses permitted for the Project site in the City's General Plan, the Coliseum Area Specific Plan, and land uses analyzed in the 2015 CASP EIR.

Proposed Project

The Project applicant is proposing development of a freestanding light industrial storage and materials handling facility on an approximately 1-acre portion of the Masker Property (**Figures 5 - 6**). Primary access to the site would be via Pardee Lane, using an existing curb cut at the approximate mid-point of the site. Pardee Lane extends west from Edgewater Drive only for access to the Project site and one other adjacent property; it dead-ends at the waterfront approximately 550 feet west of the Project site.

Project construction would include site preparation and removal of an existing security fence and construction of a single-story rectangular shaped building with total floor area of approximately 10,500 sf (140' x 75'). A paved area on the south and west sides of the building with access from the existing curb cut would provide access by vehicles and parking spaces for thirteen cars and one van accessible space for the disabled. Uses of the building would include storage and handling of materials as part of the Project applicant's existing commercial painting business. Access into the building would be through two 14' wide roll-up doors, one on the west elevation facing the parking area and one on the south elevation facing the vehicular entry from Pardee Lane. The building footprint of 10,500 sf reflects an FAR of 0.24, as applied to the approximately 1-acre Project site; building height would be approximately 25 feet (**Figure 7**). Consistent with the LUDC, the building would be set back from the Edgewater Drive frontage by 35 feet and from Pardee Lane frontage by 20 feet. These setback areas would be landscaped with nine new trees plus smaller shrubs and related ground cover materials. A new wrought iron fence would extend along the inside edge of the landscaped setback areas, with a sliding gate at the Pardee Lane entry.

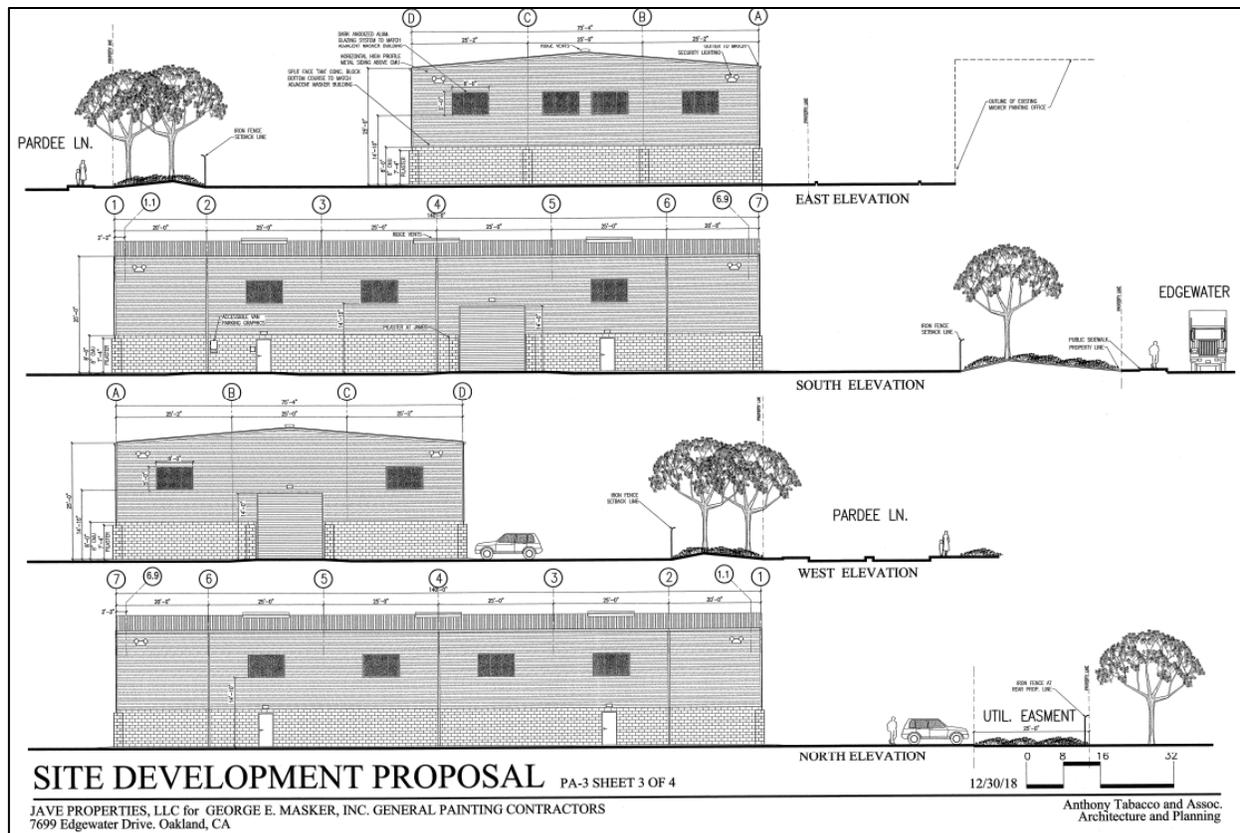


Figure 7. Building Elevations

At present, the entire Project site is pervious, allowing rainfall to percolate through the surface into soil. The ground surface consists of areas of bare dirt with small ruderal weedy vegetation and areas covered with a pervious gravel material. The pervious portion of the site’s surface area would be reduced by approximately half due to the proposed building itself and the adjacent paved drive aisle and parking spaces. The landscaped edges of the site would remain pervious for absorbing stormwater. Stormwater from the paved area and building downspouts would be directed to a bio-retention planter constructed as part of the Project, inside the proposed new wrought iron fence and adjacent to the entry from Pardee Lane. During construction, stormwater plans include measures to prevent stormwater pollution.

The Project is considered a “regulated project” and subject to the requirements of the Port’s 2015 Post-Construction Stormwater Design Manual, including implementation of source control, site design and treatment measures, as well as development and implementation of post-construction stormwater management plans consistent with the Port’s Stormwater Ordinance. As such, the Project is required to comply with applicable stormwater treatment requirements through various site design and/or stormwater treatment measures, which will be subject to approval by the Port.

Utilities to support the Project would include gas, electricity, water, sanitary sewer, storm drainage, CATV, telephone and WiFi. Extension of all utilities would be designed and constructed in accordance with applicable codes and current engineering practices.

Project Construction

The Project is currently in the design phase and detailed information regarding construction phasing or site grading is preliminary. The duration for construction work is estimated to require approximately 7 months, from start to finish. The first month would consist of grading and site preparation. The

remainder of the construction period would consist of installing utilities, building construction, site paving, and implementing the landscape plan.

The building would be supported on poured concrete footings and a reinforced concrete slab on grade; no piles will be required. The building itself would be a pre-engineered metal building with a decorative base of split faced concrete block to match the existing adjacent Masker Office building.

Typical equipment used during construction would include backhoes and an excavator, sheepsfoot compactor, pickup trucks, concrete truck and concrete line pump, flat bed delivery trucks, grout pump, crane, tow-behind welder and generators. Staging would occur within the Project site. Street frontages and parking lanes could be needed at times for delivery and removal of materials and equipment. All construction work would occur within the confines of the site, although installation of utilities would require trenching within the street right-of-way.

Construction work is estimated to involve a 12-man crew during site preparation and foundation work, a 10-man crew during building construction and a 12-man crew at the end for paving and finish work.

The Project applicant will require construction contractors to limit standard construction activities as required by the City of Oakland Building Department. Such activities are generally limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities is allowed on weekends until after the building is enclosed, without prior authorization from the Port of Oakland, and no extreme noise generating activities shall be allowed on weekends and holidays.

The Project would not result in or require new employees; existing employees of the Masker Paving Company would use the completed building as an adjunct facility for existing company operations.

Project Approvals

The Project site is within the Port land use jurisdiction and the Port is the Lead Agency responsible for approval of the CEQA Analysis. Discretionary planning approvals pursuant to a Port Development Permit for the Project are the responsibility of the Port. The Project is also subject to the Port's Standard Conditions of Approval (SCAs) as detailed in **Appendix A** of the LUDC and **Attachment A** of this document.

Because of the site's proximity to Oakland International Airport, the Project is also subject to the Alameda County Airport Land Use Policy Plan guidelines related to building height. The Project would comply with the Alameda County Airport Land Use Policy Plan guidelines. Pursuant the Port's LUDC, the Project applicant shall confirm that a navigation easement in favor of Oakland International Airport in a form approved by the Port Attorney has been recorded on the property.

The Project will require building and other applicable permits from the City of Oakland. The Project will be subject to the City of Oakland's Standard Conditions of Approval (SCAs) in order to receive these subsequent permit approvals. These SCAs are listed in **Attachment B** of this document.

IV. Summary of CEQA Findings

An evaluation of the environmental effects of the proposed Project has been conducted. The evaluation concludes that the Project is exempt from additional environmental review, other than what is required for the Class 32 Exemption. The Project is consistent with the land use policies and provisions of the Oakland Airport Business Park LUDC, as well as with the development density and land use characteristics established by the City of Oakland General Plan. The Project will be required to comply with all applicable City of Oakland SCAs pursuant to subsequent City building and other administrative permits, (see Attachment B) that are designed to reduce the potential for significant impacts. With implementation of the applicable SCAs, the Project would not result in any significant environmental effects that may otherwise provide an exception to this Class 32 Infill Exemption.

In accordance with Public Resources Code Sections 21083.3, 21094.5, and 21166 and State CEQA Guidelines Section 15332, and as set forth in the CEQA Analysis below, the Project qualifies for an exemption because the following findings can be made:

- **Class 32 Exemption:** The Project is of a class of urban infill projects which has been determined by the State Secretary for Resources not to have a significant effect on the environment and which is therefore exempt from the provisions of CEQA. The Project does not have a reasonable probability of having a significant effect on the environment due to unusual circumstances that would pose an exception to this determination. The Project is consistent with Criterion 15332 (a), (b), (c), (d), and (e), and no exceptions per CEQA Guidelines Section 15300.2 apply to the Project that have not been previously identified and mitigated under the City of Oakland General Plan and its supporting EIRs. In accordance with CEQA Guidelines Section 15332, the Project is exempt from further environmental review.

The above findings provide the basis for CEQA compliance.

Name

Date

V. Class 32 Categorical Exemption Overview

Article 19 of the CEQA Guidelines Sections 15300 to 15333, includes a list of classes of projects determined not to have a significant effect on the environment, and therefore are exempt from CEQA. Among the classes of projects that are exempt from CEQA review are those projects that are characterized as urban infill development, as defined by CEQA Guidelines Section 15332 (Class 32 exemption). Infill projects must meet the following conditions to be exempt:

- (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
- (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
- (c) *The project site has no value as habitat for endangered, rare or threatened species.*
- (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
- (e) *The site can be adequately served by all required utilities and public services.*

Even if a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. In these cases, the CEQA exemption would not apply to a project. Exceptions to a categorical exemption would occur under the following circumstances:

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- (e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The analysis presented in the following pages provides substantial evidence that the Project properly qualifies for an exemption under CEQA Guidelines Section 15332 as a Class 32 urban infill development.

In addition, the analysis also presents substantial evidence that there are **no exceptions** that apply to the Project or its site, that the Project would not have a significant effect on the environment, and that the Class 32 exemption is applicable.

VI. Class 32 Categorical Exemption Analysis

The following analysis provides substantial evidence to support a conclusion that the Project qualifies for an exemption under CEQA Guidelines Section 15332 as a Class 32 urban infill development, and would not have a significant effect on the environment.

Criterion §15332(a): General Plan & Zoning Consistency

Yes No

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

General Plan

The Oakland General Plan land use designation for the site is Business Mix. The intent of the Business Mix land use designation is to enhance areas near Pardee Drive and within the southern portion of the Oakland Airport Business Park that are appropriate for a wide variety of office, commercial, industrial, and logistics activities.

Development of the Project would result in enhancing an existing light industrial development consistent with the Business Mix intent and aligned with the General Plan Land Use and Transportation Element policies set forth in the Coliseum Area Specific Plan, as listed below.

- **Policy I/C1.2: Retaining Existing Business.** Existing businesses and jobs within Oakland which are consistent with the long-range objectives of this Plan should, whenever possible, be retained.
- **Policy W1.1: General Plan Conformance of Projects in the Seaport and Airport Areas.** The Port shall make a written determination on General Plan conformity for each project, plan, and/ or land use guideline it approves in the Port area.
- **Policy W1.2: Planning with the Port of Oakland.** Plans for maritime and aviation operations as well as activities on all lands in Port jurisdiction should be coordinated with, and generally consistent with the Oakland General Plan.
- **Policy W7.2: Encouraging Commercial and Industrial Uses.** Other commercial and industrial uses should be encouraged at appropriate locations (Port owned or not) where they can provide economic opportunity to the community at large.

The Project would be consistent with land use policies of the City of Oakland General Plan.

Zoning

The Project site is within the Business Park Interior of the Oakland Airport Business Park of the Port's LUDC. The proposed light industrial materials handling facility is consistent with the land uses identified for sites within the Business Park Interior portion of the LUDC.

The Project proposes construction of a storage and materials handling facility that would serve as an adjunct to the Project applicant's existing commercial painting company building. The facility would have a footprint of approximately 10,500 sf at Edgewood Drive and Pardee Lane. The proposed design complies with design standards and regulations of the Port's LUDC, including but not limited to the following:

- The proposed storage and materials handling facility activities are consistent with the land uses identified for the Business Park Interior area of in the Port’s LUDC.
- The Project would conform to the 25-foot front and 20-foot side yard setbacks pursuant to the LUDC.
- Pursuant to the LUDC, “[t]he height limit for any building in the Business Park shall be the maximum height allowed by the Federal Aviation Administration (FAA) that does not place any restrictions on aviation activities at the Oakland International Airport.” The building height would be approximately 25 feet. The single-story height would be similar to that of surrounding buildings and would not exceed the elevation of a Part 77 surface or require FAA review under Part 77.13–Construction or Alteration Requiring Notice. The Project would be consistent.
- The LUDC identifies the maximum FAR as that set by the City of Oakland General Plan. With a FAR of 0.24 as applied to the Project site, the Project would be consistent with the General Plan’s maximum nonresidential FAR of 4.0 and therefore consistent with the LUDC.

The Project adheres to the criteria of CEQA Guidelines Section 15332(a) as being consistent with the Oakland Airport Business Park land use policies and the provisions of the LUDC, the land use policies of the City of Oakland General Plan.

Criterion §15332(b): Project Location, Size & Context

Yes No

- The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses

The Project site is in a highly urbanized area within the City of Oakland on an approximately 1-acre portion of an approximately 2-acre site, and is surrounded by parcels developed with urban land uses and paved public roads as described above in the Project Description and shown in Figures 2-4. Therefore, the Project is consistent with the Section 15332(b).

Criterion §15332(c): Endangered, Rare or Threatened Species

Yes No

- The project site has no value as habitat for endangered, rare or threatened species.

The Project site is adjacent to the existing corporate offices and operations center of the Masker Commercial Painting Company and is the southerly portion of the Masker Property. Since at least the time when the Masker Painting Company building was constructed, the site of the proposed Project has remained vacant, with no structures or vegetation and covered with a course-grain gravel material. A security fence on all four sides of the Project site protects against access by humans or animals.

The Coliseum Area Specific Plan EIR included an extensive evaluation of potential impacts to biological resources and identification of habitat for endangered, rare or threatened species; the Project site was not identified as habitat for endangered, rare or threatened species.¹

¹ City of Oakland, *Coliseum Area Specific Plan Draft EIR*, 2015, p. 3.4-15.

The site is surrounded by urban commercial uses and roadways. As an urban infill site, there is limited if any wildlife activity in the area due to the absence of suitable habitat, the proximity of streets and development, and the lack of protective cover. The urbanized nature and commercial and industrial uses at and near the Project site have degraded the natural habitat of the site and vicinity.² The Project site has no value as habitat for endangered, rare or threatened species and impacts would be **less than significant**. Therefore, the Project is consistent with Section 15332(c).

Criterion §15332(d): Traffic, Noise, Air Quality, Water Quality

Yes No

- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

The Project would not involve any increase in the number of employees at the Masker Painting Company and there would be no sales of materials at the proposed new building. The only use intended for the Project is as an adjunct facility for storage and handling of the company's materials. Consequently, there would not be any new truck or other vehicle trips resulting from the Project above those trips that currently occur by employees and visitors to the Masker Painting Company offices. Therefore, the Project would have **no impact** relative to traffic or circulation and would be consistent with Section 15332(d), traffic.

Standard Conditions of Approval

The Project is subject to the following Port of Oakland SCA as listed in Appendix B to the Port's LUDC, and subject to applicable City of Oakland SCAs, the full text of which is set forth in Attachment B to this CEQA analysis.

- Port of Oakland SCA #6: The applicant shall make improvements for sidewalk(s) as required.
- City of Oakland SCA #76: Construction Activity in the Public Right-of-Way

Noise

Project construction would generate noise from activities such as site grading, foundation work, and framing. These construction activities would generate noise levels that could potentially conflict with the City of Oakland Noise Ordinance on a short-term and temporary basis. However, pursuant to issuance of City of Oakland building permits, the Project will be required to comply with SCAs that effectively limit construction schedule and activities. These SCAs are comprehensive in their content and for practical purposes represent all feasible measures available to reduce construction noise. Impacts from construction noise would be **less than significant**.

Operation of the Project would generate noise from vehicles accessing the new building, the raising and lowering of the roll up doors and the movement of materials. Noise generated by these activities is typical of the noise levels generated by other light industrial and commercial operations in the Oakland Airport Business Park and would not substantially increase ambient noise in the vicinity and the Project

² IBID. p. 4.3-2.

would not generate operational noise in violation of the City of Oakland Noise Ordinance. Therefore, impacts from operational noise would be ***less than significant***.

The Project would generate no new vehicle trips and would therefore have no impact on traffic noise levels or generate significant traffic noise. Impacts related to traffic noise would be ***less than significant***.

The Project site lies approximately 1.0 miles east of Runway 33-15 and 1.17 miles east of Runway 10L-28R at Oakland International Airport. Based on analysis conducted in 2004,³ the site is outside the 65-dBA contour of airport operational noise. The Project is not a noise sensitive land use, and would not be adversely affected by noise from Oakland International Airport, although, pursuant to a recent CEQA court case, consideration of impacts of the environment on a project (i.e., CEQA in reverse) are no longer required.⁴

The Project would not result in significant effects related to noise and vibration. Therefore, the Project is consistent with Section 15332(d), noise.

Standard Conditions of Approval

The Port would issue a Development Permit based on its evaluation of the Project and its consistency with the Port's land use policies. Further, and pursuant to building permits issued by the City of Oakland, construction activity will be subject to City of Oakland SCAs. Applicable City of Oakland SCAs are listed below, identified by the SCA number in the November 5, 2018 update. The full text of the following SCAs can be found in Attachment B to this CEQA Analysis:

- City of Oakland SCA #62: Days/Hours of Construction Operation
- City of Oakland SCA #63: Construction Noise

Air Quality

The Project would not result in significant impacts related to air quality, as discussed below.

Criteria Pollutants

The Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines⁵ include operational and construction-period screening criteria that provide lead agencies and project applicants with a conservative indication of whether a proposed project could result in potentially significant air quality impacts related to emission of criteria air pollutants. If a proposed project does not exceed the

³ City of Oakland, *City of Oakland Noise Element Update Environmental Noise Background Report December 16, 2004, Appendix B.*

⁴ California Supreme Court, *California Building Industry Association v. Bay Area Air Quality Management District (CBI v. BAAQMD)*, 62 Cal.4th 369, 2015. In that case, the California Supreme Court held that CEQA does not require an agency to consider the impact of existing conditions on future project users except in certain circumstances; such circumstances are not present in this case.

⁵ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017.

screening criteria, then the lead agency or applicant need not perform a detailed air quality assessment of the Project and impacts are less than significant.

Construction activities would result in emissions of fugitive dust and criteria pollutants, including PM₁₀ and PM_{2.5}, on a temporary and intermittent basis during the construction period. The Project would use standard construction equipment such as loaders, backhoes, and haul trucks, and the site is not within 1,000 feet of a sensitive receptor.

The proposed 10,500 sf storage and materials handling facility would be below the BAAQMD screening level for construction of general light industrial and warehouse uses. For both of these land use types, the screening size limit for construction period criteria pollutants is 259,000 sf. Because the Project is below this screening level, impacts related to construction-period criteria pollutants would be **less than significant**. Irrespective of this CEQA conclusion, the City of Oakland will require implementation of SCAs related to dust control and criterial pollutant controls during construction.

The Project size is also below applicable operational screening level sizes for operational emissions of criteria pollutants (the screening size limit is 864,000 sf for warehouse use and 541,000 sf for general light industrial use). The Project would not substantially contribute additional criteria pollutant emissions, and impacts related to operational criteria pollutant emissions would be **less than significant**.

Toxic Air Contaminants

Construction activities associated with the Project would generate construction-related Toxic Air Contaminant (TAC) emissions, specifically diesel particulate matter, from on-road haul trucks and off-road equipment exhaust emissions. Due to the short-term and temporary nature of construction activity, the generation of TAC emissions would be temporary. The Project would use standard construction equipment such as loaders, backhoes, and haul trucks. The Project would not generate uncharacteristically high TAC emissions during construction or otherwise have impacts related to construction-period TACs and health risk.

Implementation of the SCAs relating to construction period dust control and criteria air pollutants will be required. There are no existing sensitive receptors within 1,000 feet of the Project, and the Project would not generate uncharacteristically high diesel particulate matter and PM_{2.5} emissions during construction. Impacts from construction-period TAC emissions of the Project would be **less than significant**.

No significant impacts on sensitive receptors are anticipated from new operational sources, such as backup diesel generators or other industrial type uses, as there are no sensitive receptors within 1,000 feet of the Project site. The Project would not otherwise have the potential to act as a substantial source of health risk to others. Impacts would therefore be **less than significant**.

The Project would not result in significant effects related to air quality. Therefore, the Project is consistent with Section 15332(d), air quality.

Standard Conditions of Approval

Under the City's jurisdiction for building permit review and approval, the following City SCAs are applicable to the Project. Required City of Oakland SCAs are listed by their SCA number as indicated in the November 5, 2018 update. The full text of the following SCAs can be found in Attachment B to this CEQA Analysis:

- City of Oakland SCA #21: Dust Controls, Construction-Related
- City of Oakland SCA #22: Criteria Air Pollutant Controls – Construction Related

Water Quality

The Project is in a highly urbanized environment; San Leandro Bay lies approximately 750 feet northwest of the Project site, and the main body of San Francisco Bay lies approximately 3 miles to the west. All surface water from the Project site would drain to these bays.

Construction of the Project would involve excavation, grading, and construction on an approximately 1-acre site, which could result in erosion and/or sedimentation of downstream receiving waters.

Project site grading is estimated to involve limited excavation of only approximately 520 cubic yards, which would be hauled off site for disposal elsewhere. As indicated in City of Oakland Municipal Code Section 15.04.3.2240, projects that propose to excavate more than 500 cubic yards of soil are required to obtain a grading permit. The grading permit would require the Project to comply with local and state construction requirements, including the California Building Code (Section 18B) for the design and construction of the Project. Implementation of SCAs requiring implementation of an Erosion and Sedimentation Control Plan will be required by the City of Oakland in conjunction with its issuance of building and other applicable construction permits to reduce the Project's potential to cause erosion and sedimentation.

In 2013 the California State Water Resources Control Board (State Water Board) adopted a National Pollutant Discharge Elimination System (NPDES) general permit (hereafter Phase II Permit), to regulate stormwater and non-stormwater discharges from Municipal Separate Storm Sewer System (MS4s) to waters of the United States. Under the Phase II Permit, the Port of Oakland (Port) is classified as a Non-Traditional Small MS4 and is required to develop post construction standards to address stormwater discharges from new development and redevelopment projects.

Development of the Project would create approximately 20,900 sf of impervious area and the Project would therefore be subject to the requirements for regulated projects in the Port's 2015 Post-Construction Stormwater Design Manual, including implementation of source control, site design, and treatment measures as well as development and implementation of a post-construction stormwater management plan.

Pursuant to Port of Oakland SCA #10, the Project must comply with the stormwater treatment requirements. The Applicant shall comply with applicable stormwater quality requirements including Low Impact Development site design and/or stormwater treatment measures, subject to Port approval, to include but not be limited to the use of swales and filtered landscaped catch basins to treat runoff from Project rooftops and parking areas. Therefore, the potential of the Project to substantially alter drainage patterns or increase the flow of runoff would not be significant.

With implementation of the required SCAs and compliance with the Port's Post Construction Stormwater Design Manual, potential impacts related to water quality would be reduced for the Project and impacts would be ***less than significant***. Therefore, the Project is consistent with Section 15332(d), water quality.

Standard Conditions of Approval

The Project is subject to the following SCA pursuant to the Port's issuance of a Development Permit, and building permits issued by City of Oakland. The full text of the City of Oakland SCAs can be found in Attachment B to this CEQA Analysis:

- Port SCA #10: The applicant shall comply with applicable stormwater quality requirements including Low Impact Development site design. (This condition will be enforced by the Port.)
- City of Oakland SCA #48: Erosion and Sedimentation Control Measures for Construction
- City of Oakland SCA #49: Erosion and Sedimentation Control Plan for Construction

Criterion §15332(e): Utilities and Public Services

Yes No

 The site can be adequately served by all required utilities and public services.

Utilities to serve the Project would include storm drainage, electricity, gas, domestic and fire water service, and sanitary sewer service. Existing utility connections would be reused or maintained where possible. Construction and installation of all utilities would be in accordance with applicable codes and current engineering practices. Development of the Project may increase demand on utilities and service systems, but not to a degree that would impose a burden on existing utilities and service systems. The applicant will pay applicable City of Oakland Sewer Mitigation Fees, which would be used either to replace pipes as part of the local collection system repair, or to perform inflow and infiltration rehabilitation projects off-site. Impacts related to utilities would be **less than significant**.

Development of the Project would slightly increase the demand for local fire and police service and result in an associated increase in service calls, but not to an extent that would result in the need for new or physically altered fire or police protection facilities. The Project would be subject to the policies, regulations, and standards of the Port, including appropriate standards for emergency access roads, emergency water supply, and fire preparedness, capacity, and response. The Project would not substantially increase the permanent population and would not substantially affect other public services such as schools or libraries. Impacts related to public services would be **less than significant**.

Pursuant to issuance of City of Oakland building permits, implementation of SCAs will be required pertaining to construction and demolition waste reduction and recycling, underground utilities and Green Building requirements. Implementation of these SCAs will further reduce potential impacts related to utilities.

The Project site can be adequately served by all required utilities and public services and, therefore, would not result in significant effects, consistent with Section 15332(e).

Standard Conditions of Approval

Under the City's jurisdiction for building permit review and approval process, the following SCAs are applicable to the Project. The full text of the following SCAs can be found in Attachment B to this CEQA Analysis:

- City of Oakland SCA #84: Construction and Demolition Waste Reduction and Recycling
- City of Oakland SCA #85: Underground Utilities

- City of Oakland SCA #88: Green Building Requirements – Small Projects

VII. Exceptions to Categorical Exemptions Checklist

Under the Class 32 Categorical Exemption Overview, even if a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. The following section addresses whether any of the exceptions to the CEQA exemption apply to the Project, consistent with CEQA Guidelines Section 15300.2.

Criterion 15300.2(a): Location

Yes No

- Is there an exception to the Class 32 exemption for the project due to its location in a particularly sensitive environment, such that the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies?

This exception applies only to CEQA exemptions under Classes 3, 4, 5, 6 or 11. Since the Project qualifies as a Class 32 urban infill exemption, this criterion is not applicable and is provided here for information purposes only. There are no environmental resources of hazardous or critical concern that are designated, precisely mapped or officially adopted near the Project site, or that could be adversely affected by the Project. Therefore, exception under CEQA Guidelines Section 15300.2(a) does not apply.

Criterion 15300.2(b): Cumulative Impact

Yes No

- Is there an exception to the Class 32 exemption for the project due to significant cumulative impacts of successive projects of the same type and in the same place, over time?

CEQA defines cumulative as “two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts.” Section 15130 of the CEQA Guidelines requires evaluation of potential environmental impacts when the project’s incremental effect is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, other current projects, and probable future projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

The potential for cumulative environmental impacts in all environmental topic areas that would result from build-out of the Coliseum Area Specific Plan was fully evaluated in the CASP EIR. That EIR identified significant and unavoidable cumulative impacts in only three topic areas: air quality and odors, biological resources and traffic; the Draft EIR found that cumulative impacts in all other environmental topics to be less than significant (LTS) or LTS with implementation of SCAs.⁶ The Project would not contribute

⁶ CASP Draft EIR, 2015.

considerably to any of the topics found in the CASP EIR to involve significant and unavoidable cumulative impacts.

As demonstrated under Criterion Section 15332(a), General Plan and Zoning Consistency, the Project is consistent with the development allowed under the Port's LUDC and the City of Oakland General Plan. The effects of the Project would be less than significant, and the Project would not contribute to significant cumulative impacts.

An exception under CEQA Guidelines Section 15300.2(b) regarding cumulative effects does not apply to the Project.

Criterion 15300.2(c): Significant Effect

Yes No

- Is there an exception to the Class 32 exemption for the project because there is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances?

There are no known unusual circumstances applicable to the Project or its site that have not already been discussed herein, that may result in a significant effect on the environment. Therefore, the exception under CEQA Guidelines Section 15300.2(c) does not apply to the Project.

Criterion 15300.2(d): Scenic Highway

Yes No

- Is there an exception to the Class 32 exemption for the project because the project may result in damage to scenic resources including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway?

The Project site is not visible from any state scenic highways described in the City of Oakland General Plan Scenic Highway Element or as identified by California Department of Transportation.⁷ Therefore, the exception under CEQA Guidelines Section 15300.2(d) does not apply to the Project.

Criterion 15300.2(e): Hazardous Waste Sites

Yes No

- Is there an exception to the Class 32 exemption for the project because the project is located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code?

The list compiled pursuant to Government Code Section 65962.5, commonly referred to as the "Cortese List," includes sites involved with known releases, or remediation of hazardous materials and hazardous

⁷ Department of Transportation, California. 2016. *Officially Designated State Scenic Highways and Historic Parkways, Alameda County*. Accessed August 3, 2017, at: www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

wastes. The Department of Toxic Substance Control (DTSC), the SWRCB, the California Department of Public Health (DPH), and the California Department of Resources Recycling and Recovery submit information pertaining to sites associated with solid waste disposal, hazardous waste disposal, leaking underground tank sites, and/or hazardous materials releases to the Secretary of California Environmental Protection Agency (CalEPA). The Project site is not on any lists compiled pursuant to Section 65962.5 of the Government Code;⁸ therefore, an exception to the exemption under CEQA Guidelines Section 15300.2(e) does not apply to the Project.

Notwithstanding the foregoing, the Project would provide additional storage and handling space to accommodate the operational needs of the George E. Masker Commercial Paint Company. Hazardous materials including paints, varnishes, oils, cleaning agents and other materials that are used in commercial painting would be stored and handled inside the proposed new building. Construction and use of the Project could result in the accidental release of these hazardous materials through improper handling or storage.

The transport, storage, use and disposal of all such substances are highly regulated under federal, state and local statutes, ordinances and regulations by governmental agencies such as the federal Environmental Protection Agency, the Occupational Health & Safety Administration, CalEPA, the California Department of Toxic Substance Control, Alameda County Department of Environmental Health and the City of Oakland Fire Department. The Project is required under applicable statutes and regulations to comply with all regulations pertaining to the use, storage and handling of regulated hazardous materials.

Under the City's jurisdiction for issuance of building permits, the following SCAs are applicable to the Project. The full text of the following SCAs can be found in Attachment B to this CEQA Analysis:

- City of Oakland SCA #43: Hazardous Materials Related to Construction
- City of Oakland SCA #45: Hazardous Materials Business Plan

Compliance with all applicable regulations and with the above SCAs would reduce the risk of potential impacts to a less than significant level. Therefore, the exception under CEQA Guidelines Section 15300.2(e) does not apply to the Project.

⁸ State Water Resources Control Board GeoTracker Database, website accessed February 22, 2019 at <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=7699+Edgewater+Drive%2C+Oakland>; and the DTSC Envirostor website, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=7669+Edgewater+Drive%2C+Oakland%2C+CA> website accessed February 22, 2019.

Criterion 15300.2(f): Historical Resources

Yes No

- Is there an exception to the Class 32 exemption for the project because the project may cause a substantial adverse change in the significance of a historical resource?

Historic Architectural Resources

The site is vacant and has never been developed previously. There are no historic resources on the Project site or in the immediate vicinity. The exception under CEQA Guidelines Section 15300.2(f) does not apply.

Archaeological Resources

Archaeological and paleontological resources are not anticipated to exist at or near the surface of the Project site. Artificial fill covers the area and this fill material is considered to have very low sensitivity for archaeological and paleontological resources.⁹

Implementation of the following SCA will be required by the City of Oakland in conjunction with its issuance of building and other applicable permits and in the event of accidental discovery of archaeological resources, paleontological resources, or human remains: SCA #33: Archaeological and Paleontological Resources – Discovery During Construction and SCA #35: Human Remains – Discovery During Construction. These SCAs require that excavations within 50 feet of the find be temporarily halted or diverted until the discovery is examined by a qualified archaeologist or paleontologist, documented and evaluated for significance, and procedures established to consider avoidance of the resource or preparation of an excavation plan if avoidance is unfeasible. Impacts would be **less than significant**. Therefore, the exception under CEQA Guidelines Section 15300.2(f) does not apply to the Project.

Standard Conditions of Approval

Under the City's jurisdiction for building permit review and approval process, the following SCAs are applicable to the Project. The full text of the following SCAs can be found in Attachment B to this CEQA Analysis:

- City of Oakland SCA #33: Archaeological and Paleontological Resources – Discovery During Construction
- City of Oakland SCA #35: Human Remains – Discovery During Construction

Criterion 15300.2: Other Potential Effects

Yes No

- Is there an exception to the Class 32 exemption for the project because the project may result in substantial adverse impacts other than those discussed above?

⁹ City of Oakland, 2015. *Coliseum Area Specific Plan EIR*.

Geology and Soils – Seismic Hazards

No faults have been identified on the Project site or in the vicinity, and the site is not within an Alquist-Priolo zone. As is true for the seismically active San Francisco Bay region, however, the Project site is susceptible to very strong seismic ground shaking. The Association of Bay Area Governments (ABAG) Liquefaction Susceptibility Map indicates the site has high potential for liquefaction.¹⁰ In general, the Project vicinity is classified as a seismic hazard zone due to the secondary seismic hazard of liquefaction susceptibility, which triggers certain SCAs with the City of Oakland.¹¹

Seismic hazards associated with the Project site are fully addressed through compliance with the Seismic Hazards Mapping Act (in liquefaction hazard zones) and the California Building Code, as well as the seismic requirements of the City of Oakland Building Code. Implementation of City of Oakland SCAs for construction related permit(s), soils report and seismic hazard zone (Landslide/Liquefaction) would assure that potential impacts associated with liquefaction and ground shaking would be **less than significant**.

The Project would not result in any significant environmental effects related to geology and soils.

Standard Conditions of Approval

Under the City's jurisdiction for building permit review and approval process, the following SCAs are applicable to the Project. The full text of the following SCAs can be found in Attachment B to this CEQA Analysis:

- City of Oakland SCA#37: Construction Related Permit(s)
- City of Oakland SCA #38: Soils Report
- City of Oakland SCA #40: Seismic Hazards Zone (Landslide/Liquefaction)

Greenhouse Gases Emissions

Construction and operation of the Project would contribute additional sources of greenhouse gas (GHG) emissions, though primarily through consumption of fuel for transportation and energy usage on an ongoing basis. The Project is not anticipated to include stationary sources of GHGs that would generate emissions approaching the stationary source threshold of 10,000 MTCO₂e per year. Any new stationary sources will be subject to BAAQMD's requirement for New Source Review, and BAAQMD may impose conditions that would lead to emissions reductions from any new stationary sources that may be proposed.

The proposed 10,500 sf storage and materials handling facility would be below the BAAQMD Operational GHG Screening Size for a general light industrial or warehouse use (the screening size limit is 64,000 sf for a warehouse and 121,000 sf for a light industrial use). The Project is below threshold levels with respect to operational GHG emissions and therefore the Project would not exceed GHG significance thresholds. The Project would be consistent with the City of Oakland's GHG Reduction Strategy and impacts would be **less than significant**.

The Project would not result in any significant environmental effects related to GHG emissions.

¹⁰ Website accessed February 22, 2019, at: <http://gis.abag.ca.gov/website/Hazards/?hlyr=liqSusceptibility>

¹¹ City of Oakland, *Coliseum Area Specific Plan EIR*, 2015.

Acronyms and Terms

AC Transit	Alameda–Contra Costa Transit District
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
CalEPA	California Environmental Protection Agency
CASP	Coliseum Area Specific Plan
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
FAR	floor area ratio
GHG	greenhouse gas
I-880	Interstate 880
NPDES	National Pollution Discharge Elimination System
PM _{2.5}	particulate matter, 2.5 micrometers or less
PM ₁₀	particulate matter, 10 micrometers or less
Project	Masker Materials Handling and Warehouse Project
SCA	Standard Condition of Approval
sf	square feet
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board

Attachment A: Port of Oakland Standard Conditions of Approval

A Development Permit issued by the Port of Oakland would be based on its evaluation of the Project and its consistency with the Port’s land use policies and would be subject to all applicable Port of Oakland Standard Conditions of Approval and payment of applicable fees to the Port in accordance with the Port’s Master Fee Schedule.

All Port of Oakland SCAs are set forth below. The SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project’s environmental impacts. As applicable, the SCAs are adopted as requirements of an individual project, and are designed to, and will, avoid or substantially reduce a project’s environmental effects.

Table A-1. Port of Oakland Standard Conditions of Approval for the Project

Standard Conditions of Approval	
Port SCA #1.	All conditions of approval shall be printed on the final permit set of plans.
Port SCA #2.	The project shall conform to Port-stamped approved plans, including the conditions of approval, unless otherwise approved by the Port. The applicant is responsible for including all details agreed upon, or conditions made by the Port, during the approval process. Failure to include any such details will not exempt the applicant from the Port for any changes prior to construction.
Port SCA #3.	The use shall be fully described on the plans and is deemed approved by the Port approval stamp. Any modifications or clarifications will be included in the Specific Conditions. Any changes from the approved plans must be approved in writing by the Port.
Port SCA #4.	The applicant shall confirm that an aviation easement in favor of Oakland International Airport in a form approved by the Port Attorney has been recorded on the subject property. If not, the applicant shall grant and record an aviation easement.
Port SCA #5	The applicant shall make improvements for sidewalk(s) as required. Such improvements shall be included in the approved plans, unless otherwise specified in the Specific Conditions
Port SCA #6.	The applicant shall meet all conditions and requirements of all outside agencies having jurisdiction over the project, including but not limited to: the City of Oakland, Federal Aviation Administration, Regional Water Quality Control Board, Airport Land Use Commission, Alameda County Health Department, and State Lands Commission. The applicant shall report any conflicts with Port requirements to the Port prior to construction. Any such conflicts must be resolved by the applicant to the satisfaction of the Port and the outside agency involved.
Port SCA #7.	The applicant shall agree to comply with the Land Use and Development Code for the Oakland Airport Business Park and consents to the enforcement procedures set forth in section 5.8 of this Code.
Port SCA #8.	The applicant shall comply with the requirements of all environmental documents prepared under the California Environmental Quality Act applicable to the subject project including

Standard Conditions of Approval
mitigation and monitoring requirements approved for the Development Permit.
Port SCA #9. The applicant shall defend, indemnify, and hold harmless the Port and its agents, officers, and employees from any claim, action or proceeding against the Port or its agents, officers or employees to attack, set aside, void, annul, or invalidate any Port approval concerning the subject project provided that the Port has promptly notified the Applicant of any such claim, action or proceeding and cooperates in the defense. Counsel retained in such defense shall be subject to the mutual approval of the Applicant and the Port. The Applicant shall reimburse the Port for its reasonable attorney and consultant fees incurred in such defense including amounts attributable to the Port Attorney's legal services.
Port SCA #10: The Applicant shall comply with applicable storm water quality requirements including Low Impact Development site design.

Attachment B: City of Oakland Standard Conditions of Approval

The City of Oakland would be responsible for issuance of building and other relevant permits. Under the City's jurisdiction for building permit review and approval process, the SCAs that are discussed in this CEQA Analysis are applicable to the Project.

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

Because these SCAs are mandatory City requirements imposed on a citywide basis, environmental analyses assume that these SCAs will be imposed and implemented by the project, and are not imposed as mitigation measures under CEQA.

All City of Oakland SCAs identified in the CEQA Analysis are included herein. To the extent that any SCA identified in the CEQA Analysis was inadvertently omitted, it is automatically incorporated herein by reference.

- The first column identifies the SCA applicable to that topic in the CEQA Analysis.
- The second column identifies the monitoring schedule or timing applicable to the Project.
- The third column names the party responsible for monitoring the required action for the Project.

The Project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific SCA, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCAs will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a grading and/or construction permit, the Project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Table B-1. City of Oakland Standard Conditions of Approval for the Project

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<i>Air Quality</i>			
<p>SCA #21: Dust Controls, Construction-Related</p> <p>The project applicant shall implement all of the following dust control measures during construction of the project:</p> <ol style="list-style-type: none"> a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Limit vehicle speeds on unpaved roads to 15 miles per hour. e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Site access to a distance of 100 feet from the paved road shall be treated with a 6-12 inch compacted layer of wood chips, mulch, or gravel. 	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Building.</p>	<p>Bureau of Building</p>
<p>SCA #22: Criteria Air Pollutant Controls, Construction-Related</p> <p>The project applicant shall implement all of the following applicable basic control measures for criteria air pollution during construction of the project as applicable:</p> <ol style="list-style-type: none"> a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by 	<p>During construction</p>	<p>N/A</p>	<p>Bureau of Planning</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>Title 23, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”).</p> <p>c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and Bay Area Air Quality Management District as needed.</p> <p>d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.</p> <p>e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.</p>			
<i>Cultural Resources</i>			
<p>SCA #33: Archaeological and Paleontological Resources – Discovery During Construction.</p> <p>Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work</p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>			
<p>SCA #35: Human Remains – Discovery During Construction</p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data</p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.			
<i>Geology and Soils</i>			
<p>SCA #37: Construction Related Permits. The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<p>SCA #38: Soils Report. The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<p>SCA #40: Seismic Hazards Zone (Landslide / Liquefaction) The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<i>Hazards and Hazardous Materials</i>			
<p>SCA #43: 43. Hazardous Materials Related to Construction. The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ul style="list-style-type: none"> a. Follow manufacture’s recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas 	During construction	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>tanks;</p> <p>c. During routine maintenance of construction equipment, properly contain and remove grease and oils;</p> <p>d. Properly dispose of discarded containers of fuels and other chemicals;</p> <p>e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and</p> <p>f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p>			
<p>SCA #45: Hazardous Materials Business Plan</p> <p>The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:</p> <p>a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</p> <p>b. The location of such hazardous materials.</p> <p>c. An emergency response plan including employee training information.</p> <p>d. A plan that describes the manner in which these materials are handled, transported, and disposed.</p>	<p>Prior to Building Permit</p>	<p>Oakland Fire Department</p>	<p>Alameda County Department of Environmental Health</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<i>Noise</i>			
<p>SCA #62: Construction Days/Hours.</p> <p>The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ul style="list-style-type: none"> a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>	During construction	N/A	Bureau of Building
<p>SCA # 63: Construction Noise.</p> <p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of 	During Construction	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.</p> <p><i>c. Repair of City Streets</i></p> <p>The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately</p>			
<i>Utilities and Service Systems</i>			
<p>SCA #84: Construction and Demolition Waste Reduction and Recycling.</p> <p>The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. .</p>	Prior to Approval of Construction-Related Permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
<p>SCA #85: Underground Utilities</p> <p>The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA #88: Green Building Requirements – Small Projects</p> <p>a. Compliance with Green building Requirements During Plan-Check</p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code) for projects using the Bay Friendly Basic Landscape Checklist.</p> <p>i. The following information shall be submitted to the City for review and approval with application for a building permit:</p> <ul style="list-style-type: none"> • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the green building checklist approved during the review of a Planning and Zoning permit. • Permit plans that show in general notes, detailed design drawings and specifications as necessary compliance with the items listed in subsection (b) below. • Other documentation to prove compliance. <p>ii. The set of plans in subsection (a) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • All applicable green building measures identified on the checklist approved during the review of a Planning and Zoning permit, or submittal of a Request for Revision Plan-check application that shows the previously approved points that will be eliminated or substituted. <p>b. Compliance with Green Building Requirements During Construction</p> <p>i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit.</p> <p>ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p>	<p>Prior to approval of construction-related permit</p>	<p>Bureau of Building</p>	<p>N/A</p>