



**Major Project Update: Oakland Army Base**

**February 13, 2014**

**1. Pictures of Project:**

See attached.

**2. Description of Project:**

**Master Plan**

In April 2011, the Oakland Redevelopment Agency led a joint planning effort along with the Port for a master planned development of both the Port and City of Oakland (City)-owned Oakland Army Base (“OAB”) lands. The master plan includes a new intermodal rail terminal, a new bulk marine terminal, 30 acres of truck parking and service areas, 2 million square feet of new warehousing space, and a new recycling center. To build these new facilities, numerous infrastructure needs were identified, including a new roadway and utility network, a grade separation for the new intermodal rail terminal, soil stabilization, and environmental remediation work. The total development cost is estimated at approximately \$1.2 billion.

**Phase 1 Redevelopment:** The City and the Port have identified \$500 million in funding and are developing the first phase of this master plan. The Port plans to build a new rail yard to serve the anticipated growth in rail activity for new and existing port businesses at the former OAB. The City plans to build new warehouses, a bulk marine terminal, and recycling center on its OAB lands. The work will include new roadways, utilities and other infrastructure improvements to serve these operations. The City has entered into development agreements with Prologis and California Capital & Investment Group (“CCIG”) for the bulk terminal and warehouse sites. The City is negotiating with two recycling companies and a trucking company for the remaining portion of its OAB redevelopment.

An economic analysis by the Port and City estimated numerous benefits from a more efficient supply chain, and increased economic activity. For each dollar of investment, the project generates \$2.16 in value added to the public in the form of lower cost goods, and air quality, traffic, and highway safety benefits.

**Phase 1 Rail Yard Development**

The Port is constructing a new rail yard on the eastern side of the former OAB (“Port Rail Yard”). It will be used to stage railcars for Port and City OAB redevelopment customers’ cargo, including export minerals through the City’s proposed bulk marine terminal, cargo to be loaded or unloaded at the new warehouses, and additional lumber, steel and grain moving by rail. The Port Rail Yard is designed to

complement a second phase that will include a new intermodal container terminal on Port land as well as new warehouse facilities.

The Port Rail Yard has two key components: a manifest car storage yard and a unit train storage yard. The manifest car storage yard is designed for smaller shippers on the former OAB which will have volumes of less than 100 cars at a time, such as the warehousing customers. The unit train storage yard is designed to accommodate larger customers, including bulk cargo for the Berth 7 marine terminal, and container, or intermodal train staging as volumes grow at the Port of Oakland and current capacity becomes more constrained. A new lead track will be constructed by Union Pacific Railroad on its property, generally from 7<sup>th</sup> Street to Adeline Street, following Maritime Street and Middle Harbor Road. The new lead track will provide rail access to the Oakland Army Base from Union Pacific's Niles Subdivision which runs between Oakland and Stockton via Fremont.

The Port Rail Yard will significantly increase rail capacity on the former OAB from approximately 17 rail cars to 200 cars at a time. Additionally, the yard will have 29,000 feet of new track capacity to handle 2 new unit trains per day up to 7,000 feet each in length. New and existing warehousing customers will be able to leverage this capacity to grow their business through the Port by rail.

A detailed report of the construction progress is attached.

Union Pacific and BNSF Coordination: The Port continues to work closely with Union Pacific & BNSF Railway on the design and project approvals. At the City's and CCIG's request, the Port has recommended a design change to the new lead track which would install an additional track for the project's benefit across 7<sup>th</sup> Street to the Port Rail Yard. Port staff met with Union Pacific to discuss the plan in December 2013 and Union Pacific continues to review the proposal. The Port and Union Pacific are nearing completion of a memorandum of understanding for the project, and will subsequently enter into a construction reimbursement agreement for the new lead track as well as an industry track agreement, which will permit rail service via the new lead track to the OAB.

The Port is coordinating with BNSF on minimizing conflicts between new OAB rail service and BNSF's existing intermodal traffic. BNSF trains arrive and depart the port from Richmond, and BNSF is concerned about how they would access the OAB when the lead track is oriented for train movements to and from Fremont. Union Pacific and BNSF are negotiating the provisions of that access but have assured the Port that both railroads will have equal access to all OAB customers.

Port Rail Yard Operator. The Port and Anacostia Rail Holdings elected to terminate the Preliminary Operating Agreement in October. Port staff is currently in discussions with Oakland Global Rail Enterprises ("OGRE") which was the second place team in the rail operator selection process. OGRE includes CCIG and West Oakland Pacific Railroad, which currently manages the OAB rail operations on

behalf of Union Pacific and BNSF Railway. Partnership with the City development team and the current operator is expected to result in a smooth transition as new facilities come on line. Prior to reaching any operating agreement, the Board's authorization would be required.

Coordination with City Phase 1 Development. The City, Prologis & CCIG kicked off its development program in November with a groundbreaking ceremony, including Governor Jerry Brown, Congressional Representative Barbara Lee, Mayor Jean Quan, and other prominent government, community, labor, and industry leaders. The City took possession of a 5-acre site leased to it by the Port in October to perform certain improvements authorized by the Board. The City started work on its joint utility trench along the east side of Maritime Street in mid-January. Building demolition of the City portion of the shared warehouses will commence in late January 2014.

### **Phase 1 Interim Leasing and Warehouse Work**

As the City redevelops its adjoining lands with its development partners, all of the tenants on City OAB lands were issued eviction notices so that redevelopment could proceed expeditiously. The City redevelopment plans call for demolition of all buildings on its property, including those that span the Port-City property line. The Port elected to save its portion of three of these warehouses through 2015, accommodating four Port customers which would otherwise have been evicted. The Port is funding these building modifications from anticipated revenues over the 2.5- year term. While these tenants are being accommodated during the phase 1 construction, their current operations will be impacted as part of the second phase of development which the Port intends to commence as soon as January 2016 following expiration of the 2.5-year agreements.

Tenant Operations and Improvements: Pacific Coast Container ("PCC"), Impact Transportation, Port Transfer Inc. ("PTI") and Industrial Railways Company ("IRC") have all entered into 30-month space assignment agreements with the Port and are operating out of their new locations. PCC completed paving its new yard adjacent to its building 803. It is currently constructing a new rail car unloading pit for its new dried distiller's grain (soluble) ("DDGS") rail cargo. DDGS is an animal feed product which PCC unloads from railcars and stuffs into containers which are then sent to Asia. PCC had an unloading pit at its former site which will not be accessible once the City commences its demolition work in that area. The Port is working closely with PCC and the City developers to minimize the impact on the PCC's DDGS operations to the extent it can be accommodated by the City's contractors. The City development team has agreed to work around PCC's DDGS operations through the end of January. IRC has indicated that it plans to assign its 30-month space assignment agreement to three parties: PCC, PTI and a fumigation company. Since IRC's affiliate West Oakland Pacific Railroad is responsible for rail operations, it has elected to focus on those operations and assign its space assignment and transloading operations to these other companies.

### **Phase 1 Local Hiring & Business Utilization**

The Social Responsibility Division monitors compliance by Port contractors with Port policies and specific contract provisions. While all Port contractors are required to comply with the Port's local business utilization policy, and project labor agreement, among others, the Port added an additional level of reporting to the BBGB and Stacey & Witbeck contracts that requires each contractor to identify the location of residence, by census tract, for each employee that is working on the project.

### **Mitigation Monitoring & Reporting Program**

The Environmental Programs and Planning Division monitors compliance by Port and tenant contractors with the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program ("SCA/MMRP") adopted by the Board under the California Environmental Quality Act. An on-site mitigation compliance inspector documents compliance with specific construction mitigation measures, and Port environmental staff review work plans and regularly visit the site to monitor compliance with the air quality, noise, traffic, stormwater and other mitigation measures. Since the last update, Beliveau Engineering Contractors, and BBGB completed demolition and preservation work on the warehouses. Attachment 6 includes an informational report on that work's compliance with the SCA/MMRP.

### **Phase 2 Development Status**

In addition to the Phase 1 OAB redevelopment, the 2012 Master Plan includes a new intermodal rail terminal, new trade and logistics facilities, and a grade separation project at 7<sup>th</sup> Street. While the intermodal rail terminal and 7<sup>th</sup> Street projects are expected to need substantial public investment or strong growth in rail activity through Oakland to bring those projects to fruition, new trade and logistics buildings can bring new customers and new cargo to increase ocean-shipping activity and associated seaport revenues. New buildings have the potential to reduce transportation costs for importers and exporters, thereby providing additional value to existing and new customers, and increasing cargo throughput at the Port.

These logistics facilities will have four key advantages over competing facilities:

- 1) The new facilities will be best-in-class, high efficiency facilities which do not typically exist in the East Bay. Most of the existing buildings in the area are older and were not built for modern logistics operations.
- 2) The site's proximity to Oakland's marine and rail terminals is unparalleled both locally and compared to other US gateway ports saving shippers on transportation costs.
- 3) The site's location within the Port's overweight corridor, allowing truck and trailer combinations up to 95,000 lbs, rather than 80,000 lbs as limited on California highways. The additional weight allows shippers to stuff more goods into each container. This will save shippers, particularly exporters, on ocean shipping costs by reducing the number of containers required for ocean transportation.

- 4) Each site will have rail service available for easy transfer between railcar and ocean container, which will be particularly attractive for food and feed product exporters.

Port staff is working aggressively to bring new trade and logistics facilities to the OAB site, while also working with key industry partners and public funding agencies to strengthen Oakland’s intermodal business activity and secure funding for value-added infrastructure and Port-expansion projects.

Port staff recommends negotiating exclusively with Prologis and CCIG to implement the Phase 2 development program. Prologis and CCIG are developing similar trade and logistics facilities under contract with the City of Oakland on its OAB lands. Related to this, the February 13, 2013 Board meeting agenda includes a recommendation to enter into exclusive negotiations with Prologis and CCIG.

**3. Schedule:**

A detailed schedule for Phase 1 work is attached.

**4. Budget Information:**

The Oakland Army Base redevelopment, including the Phase 1 redevelopment, is included in the FY 2013-14 Capital Budget and 5-Year Capital Needs Assessment, excerpted below. In FY 2013-14 to date, approximately \$7,200,000 has been spent. Each of the line items below is within budget with the exception of the first item (coordination with the City and its development team on its roadway and utility improvements). However the total program is still expected to be delivered within budget.

5-Year Expenditure Forecast (\$ in Thousands)

Description	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	Total
Utility and Roadway Coord.	\$200	\$200	\$200	\$0	\$0	\$600
Lead Track and Manifest Yard	\$29,375	\$25,095	\$10,550	\$3,580	\$0	\$68,600
Support Yard	\$8,550	\$10,350	\$3,635	\$0	\$0	\$22,535
Warehouse Retention	\$2,400	\$0	\$0	\$0	\$0	\$2,400
Community Trust Fund	\$0	\$0	\$0	\$2,000	\$0	\$2,000
Totals	\$40,525	\$35,645	\$14,385	\$5,580	\$0	\$96,135

5-Year Funding Sources (\$ in Thousands)

Description	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	Total
Port	\$5,825	\$3,550	\$3,051	\$2,000	\$0	\$14,426
TCIF State Grant <sup>1</sup>	\$29,300	\$25,095	\$7,750	\$3,580	\$0	\$65,725
Federal Grants <sup>2</sup>	\$5,400	\$7,000	\$3,584	\$0	\$0	\$15,984
Total	\$40,525	\$35,645	\$14,385	\$5,580	\$0	\$96,135

**5. Strategic Plan:**

The OAB project is an important component of the Maritime Division workplan and implementing actions within the Strategic Plan. The most applicable goals and objectives of the Strategic Plan to this project include:

- Goal A, Objective 1: Maximize the use of existing assets.
- Goal A, Objective 3: Increase revenue, job creation and small business growth.
- Goal F, Objective 1: Seek out and pursue all promising and prospective grants and external funding resources.
- Goal F, Objective 2: Partner with other agencies to create joint grant strategies.

Attachments:

- (1) Schedule
- (2) Site Maps
- (3) Phase 1 Construction and Development Report
- (4) Photos
- (5) Local Business Utilization Report
- (6) Mitigation Report for Warehouse Projects at the Former Oakland Army Base

<sup>1</sup> TCIF: Trade Corridor Improvement Fund, administered by Caltrans and the California Transportation Commission

<sup>2</sup> Comprised of a 2012 TIGER 2012 Grant administered by the US Maritime Administration, and an FY04-05 omnibus appropriation administered by the Federal Highway Administration

**Attachment 1**

**Schedule for Port Phase 1 Redevelopment of Oakland Army Base**

Legend:

- TCIF funded Rail Access Improvements and Manifest Yard
- TIGER funded Unit Train Support Yard
- Rail Operations Related
- Leasing Related

Estimated Date	Description	
Jan.22.2013	Design-Build Proposals Due for TCIF Funded Rail Access Improvements and Manifest Yard.	✓
Jan.25.2013	MARAD files Categorical Exemption under NEPA	✓
Jan.31.2013	Enter into Contract with Rail Yard Operator	✓
Mar.31.2013	Design Milestone for TCIF funded Rail Access Improvements and Manifest Yard.	✓
Mar.31.2013	Right of Way Milestone for TCIF funded Rail Access Improvements and Manifest Yard.	✓
Apr.1.2013	Commence Stakeholder Outreach and Preliminary Analysis on Rail Tariff	✓
Apr.15.2013	Enter into Grant Agreement with MARAD for TIGER 2012 funded Unit Train Support Yard.	✓
Apr.15.2013	Execute Design-Build Contract and Issue Notice-to-Proceed with Detailed Design for TCIF funded Rail Access Improvements and Manifest Yard.	✓
Jun.17.2013	Advertise for Construction Bids for Unit Train Support Yard	✓
Jun.30.2013	Cost Sharing Agreement Milestone for Execution of Design Build Contract for TCIF funded Rail Access Improvements and Manifest Yard.	✓
Sep.30.2013	Commence Buildings 803-807 Leases with 4 Existing Tenants	✓
Sep.30.2013	Issue Notice to Proceed for Unit Train Support Yard	✓
Sep.30.2013	TIGER Grant Obligation Deadline	✓
Dec.31.2013	TCIF Deadline for all Projects to Award Construction Contracts	✓
Dec.31.2013	Complete Warehouse Demolition, Salvage and Site Work	✓
Dec.31.2013	Milestone for Start of Construction on TIGER 2012 funded Unit Train Support Yard	✓
Apr.30.2014	Enter into Construction & Related Agreements with Union Pacific Railroad	✓
Jul.31.2014	Enter into Rail Access Agreement with City of Oakland	✓
Jul.31.2014	Enter into Rail Operating Agreement with Oakland Global Rail Enterprises	✓
Jun.30.2015	Substantial Completion of TCIF funded Project	✓
Nov.30.2015	Substantial Completion of TIGER 2012 funded Unit Train Support Yard	✓

**Attachment 2**

**Site Maps  
(next page)**

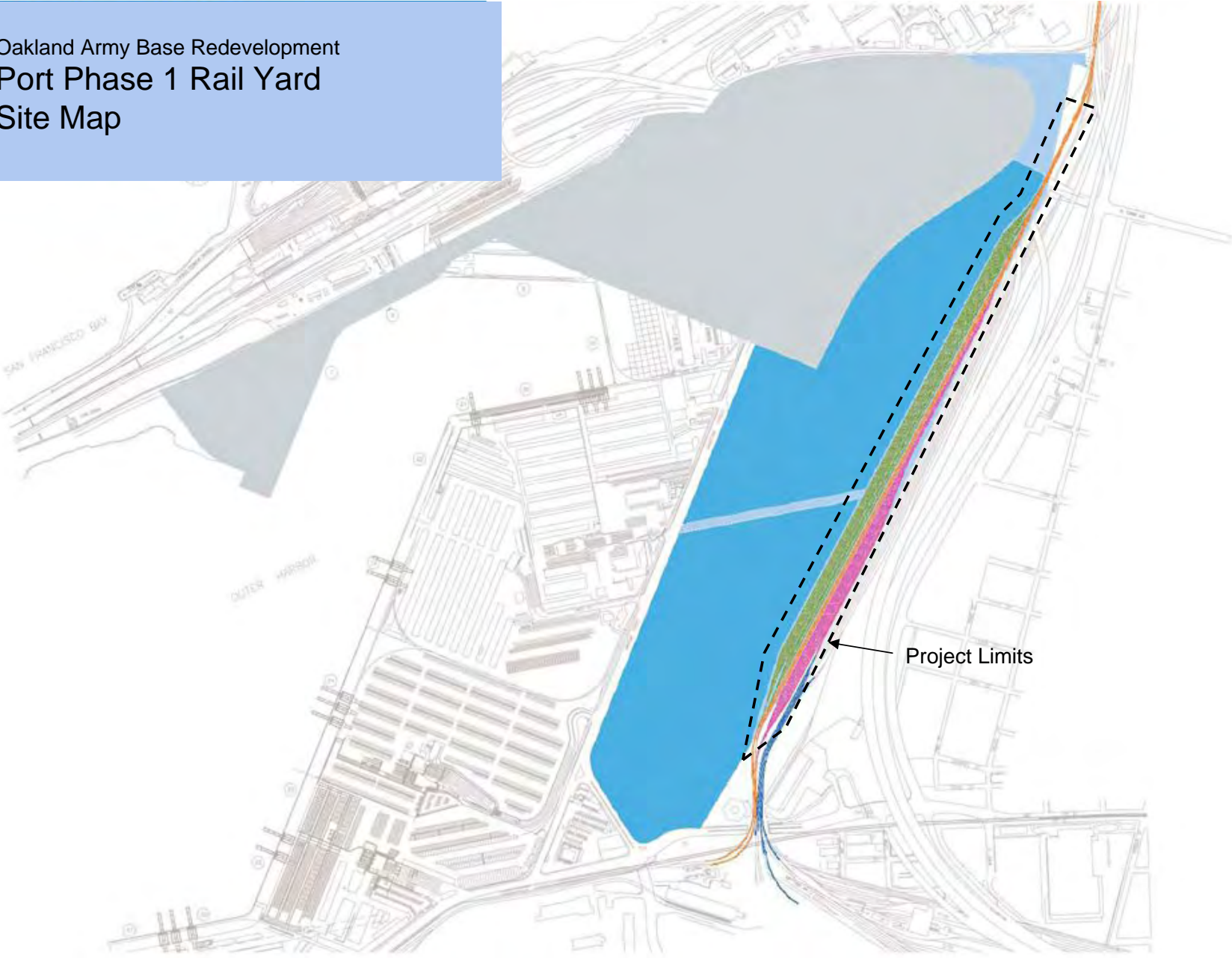




# Oakland Global



Oakland Army Base Redevelopment  
Port Phase 1 Rail Yard  
Site Map



**Attachment 3****Phase 1 Construction & Development Report**

The Port's Engineering Division is responsible for overseeing the design and construction of the Port Rail Yard. Below is an update on the various designers and contractors working on the project and their contract budgets and progress to date.

**Parsons Transportation Group, Inc (PTG):** The Port awarded the professional engineering services to PTG and authorized a maximum contract amount of \$5 Million. The Port authorized PTG to: (a) prepare bridging documents for and provide support during project bidding and evaluation of the Design Build of the OHIT Railyard Phase 1 project proposals; (b) provide technical support during the review of the City-led common infrastructure and development project; (c) additional rail design in coordination with UPRR's South lead connection; and (d) final design of the TIGER-funded OHIT support yard. To date, Port staff has authorized approximately \$4.6 Million of the \$5 Million approved by the Board.

Coordinating multiple Port and City construction contracts and grant agreements in the same general location has been particularly challenging, and Port staff plan to better manage all the tasks with a Port Master Schedule. The Port and the City's development schedule are interdependent and each is also coordinating with third party agencies such as utility companies and railroads. The ability to identify construction issues on one project's impact on another will help Port staff make more informed construction management decisions. Port staff estimates the cost of a Master Scheduler for the duration of the project will cost approximately \$200,000. Staff proposes to seek the assistance of a specialized scheduling expert through the current PTG agreement. This additional cost is within the contracting authority previously approved by the Board for PTG and is included in the approved FY14-18 capital budget.

**Balfour Beatty Gallagher & Burk Joint Venture ("BBGB"):** BBGB was awarded the design-build (DB) construction contract for the manifest yard in April 2013. BBGB is expected to complete its design drawings by the end of January. The Port's DB contract includes bid allowances for the relocation of utilities and railroad infrastructure not owned by the Port, including Union Pacific Railroad (UPRR), Kinder Morgan (KM), East Bay Municipal Utility District (EBMUD), Pacific Gas and Electric Co. (PG&E) and AT&T. Three of the utility agencies – KM, PG&E and AT&T- have provided the Port with their requirements and a price for their work. UPRR has also completed their 30% design as per the Port's DB contract and provided us with a planning estimate for their work. EBMUD has not yet completed their preliminary design to be able to provide a planning estimate. However, staff is confident that the EBMUD work will be within the allowances established in the current JV contract. Port staff are working with EBMUD to expedite their work so as

not to impact the project delivery schedule. The cumulative value of the estimates provided by the utility owners are still within the combined sum of the bid allowances provided in the contract; however, individual bid allowances for each utility agency will need to be modified by a change order as per the contract documents.

The project budget which is included in the Capital Needs Assessment and FY2013-14 budget includes an allowance for change orders that typically arise during construction. Change orders negotiated to date include the following added scope and schedule acceleration work items:

1. Excavation, grading, paving and utility construction related to the deconstruction of buildings 805-807 and site work at buildings 803-807.
2. Addition of one track between the Rail Yard and City lands to increase rail yard capacity at the City's request
3. Acceleration of grading work at PCC & IRC's request to accommodate their rail operations during construction.

The Port's ability to solicit competitive bids for the first two change orders from any of other contractors was limited by the limited window of time to perform the work. A new contractor would require an estimated three months to prepare and get approval of a new Health and Safety Plan (H&SP) from the Department of Toxic Substances Control. Pursuant to temporary construction easements granted to the City starting January 1, 2014, the Port contractors were required to complete their work by December 31, 2013, forcing the contractors to work weekends and overtime, and limiting the Port's leverage over the contract amount. In addition, space was constrained at the site between Beliveau which was deconstructing the buildings, BBGB constructing the rail yard, and four tenants operating and moving into new locations on the site. Adding an additional construction contractor to the same site would further complicate the project and increase the risk of delays. The City requested an additional track between the Port rail yard and City tracks to provide increased capacity and operating flexibility for its tenants and customers. While this wasn't shown in the master plan, it reduces congestion at the terminal which will benefit both the Port, City and their respective customers. The accelerated work will complete the aggregate base installation by February 15<sup>th</sup>, weather permitting, allowing PCC and IRC to install a temporary track for use at their sites during the rail yard's construction.

In addition to the agreed change orders described above, the Port and BBGB are negotiating an additional change order related to wet soils due to high groundwater levels on-site which had to be stabilized prior to further construction. The change order contingency previously approved by the Board has sufficient funds to address the above change orders, including the mitigation for the wet soil. Additionally undetermined costs include work by Union Pacific for its lead track and parking

mitigation area. Port staff estimate that these costs will fall within the current budget and will continue to advise the Board of their status as the costs are finalized.

The change order costs agreed to thus far are provided below:

<b>Description</b>	<b>Amount</b>
Authorized Change Order Authority Limit	<b>\$9,353,600</b>
Negotiated Change Orders to Date	
1. Work associated with the Port's portion of the 800-series warehouses including site paving, utilities and other misc. work	\$3,338,990
2. Design and Construct the L2 Lead Track and Crossover	\$1,387,812
3. Acceleration of Grading Work for PCC and IRC	\$67,000
Total Change Orders to Date	\$4,793,802
Remaining Change Order Authority Available	\$4,559,798

As described above, Port staff estimates that railyard construction under the Design-Build contract is currently 20 percent complete while approximately 50 percent of Change Order Authority has been obligated. Port staff are concerned about the change orders to date and will report to the Board as the project continues regarding the current budget. At this point in time, Port staff are not recommending any changes to the current year budget nor the 5-year Capital Needs Assessment.

Unit Train Support Yard Construction Contract: The Port entered into a construction contract with Stacey & Witbeck in September 2013, and construction is expected to commence on the 8-track unit train support yard in summer 2014. Stacey & Witbeck is ordering long-lead items which will be ready to install this summer.

Building Deconstruction and Site Work: Beliveau Engineering Contractors has completed the necessary structural improvements to three shared buildings prior to the City demolition work. BBGB was then contracted by the Port to demolish the remaining foundation, build a new loading dock, install new utilities and pave the site up to the City construction limits. The buildings were isolated from the City development area by December 31, 2013, allowing the City to access its construction area on time, however the final paving is expected to be completed by the first week of February.

**Attachment 4  
Photos**



Nov 10, 2013 Aerial Photo Showing Rail & Warehouse Demolition Work



Excavation for rail yard storm drain system



Placing geotextile fabric to strengthen sub-grade soils



Placing Aggregate Base for New Rail Yard



Grading sub-base for New Rail Yard





Beliveau installing exterior siding to new end wall on deconstructed building



BBGB excavating existing raised slab where building has been deconstructed and removed



BBGB demolishing foundation of one of the middle bays



BBGB removing soil supporting the raised slab of middle bay



Framing for new retaining wall at new end wall



Paving at warehouse preservation site



Finished pavement at warehouse preservation site



New water line construction



BBGB installing new Storm Drain connection to Maritime Street



BBGB constructing new access through 18<sup>th</sup> Street



Installing new storm drain catch basin

**Attachment 5**

**Local Business Utilization Report  
(next page)**

# Local Hiring Report



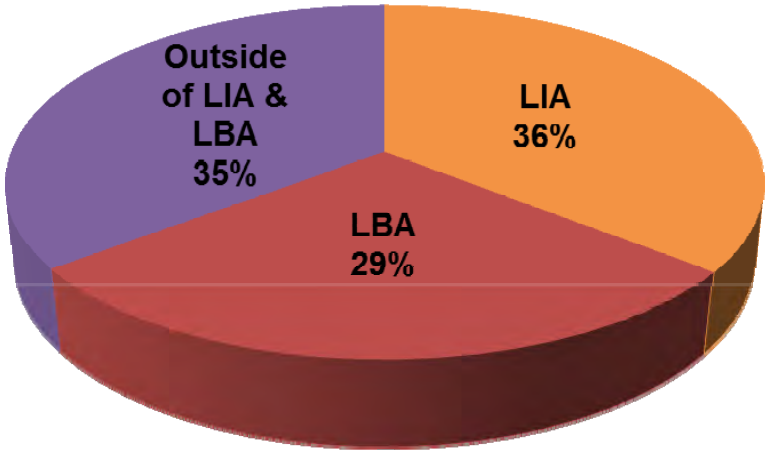
**PORT / OAKLAND GLOBAL • PORT PHASE 1 RAIL PROJECT**  
May 2013 through December 2013

**Total Number of Employees: 328**

Category of Employees	# of Employees	Employees %
LIA	117	36%
LBA	95	29%
Outside of LIA & LBA	116	35%
Oakland	86	26%

### Port / Oakland Global Local Hires

65% of employees from LIA / LBA



Local Impact Area (LIA) • Oakland, Alameda, Emeryville and San Leandro  
Local Business Area (LBA) • Cities of Alameda and Contra Costa Counties



# Local Hiring Performance



**PORT / OAKLAND GLOBAL • PORT PHASE 1 RAIL PROJECT**  
May 2013 through December 2013

**Total Hours: 17,792**

Category of Employees	Goal	Oakland Hours	LIA Hours	LIA Hours %	LIA / LBA Total Hours	LIA / LBA Total Hours %
Journeyman	50% LIA / LBA	6,942	7,880	44%	10,994	62%
Apprentices	20% LIA / LBA	1,783	2,014	11%	2,252	13%
Other					4,546	26%

Local Impact Area (LIA) • Oakland, Alameda, Emeryville and San Leandro  
Local Business Area (LBA) • Cities of Alameda and Contra Costa Counties

Maritime & Aviation Project Labor Agreement (MAPLA) :  
50% of all hours are to be worked by LIA / LBA residents  
20% of all hours are to be worked by LIA / LBA apprentices

# Local Business Utilization Report



**Balfour Beatty and Gallagher & Burk, JV • Design-Build Construction of Rail Yard, Phase 1**  
 May 2013 through December 2013

**Bid Amount: \$46,768,000**

**Earned Amount: \$8,164,274**

Category of Dollars	Earned Amount	Earned Amount %	Minimum Combined Utilization Goal %	Proposed Combined Utilization Goal %
LIA, LBA, SBE & VSBE	\$4,886,668	60%	38%	63.2%
Oakland	\$3,794,170	46%		
Outside of LIA & LBA	\$3,277,605	40%		

Local Impact Area (LIA) • Oakland, Alameda, Emeryville and San Leandro  
 Local Business Area (LBA) • Cities of Alameda and Contra Costa Counties  
 Small Business Enterprise (SBE)  
 Very Small Business Enterprise (VSBE)

Subcontractor Procurement and Implementation Plan:  
 38% minimum combined goal of local and small businesses

# Local Business Utilization Report



## PORT / OAKLAND GLOBAL • OTHER PAST PROJECTS

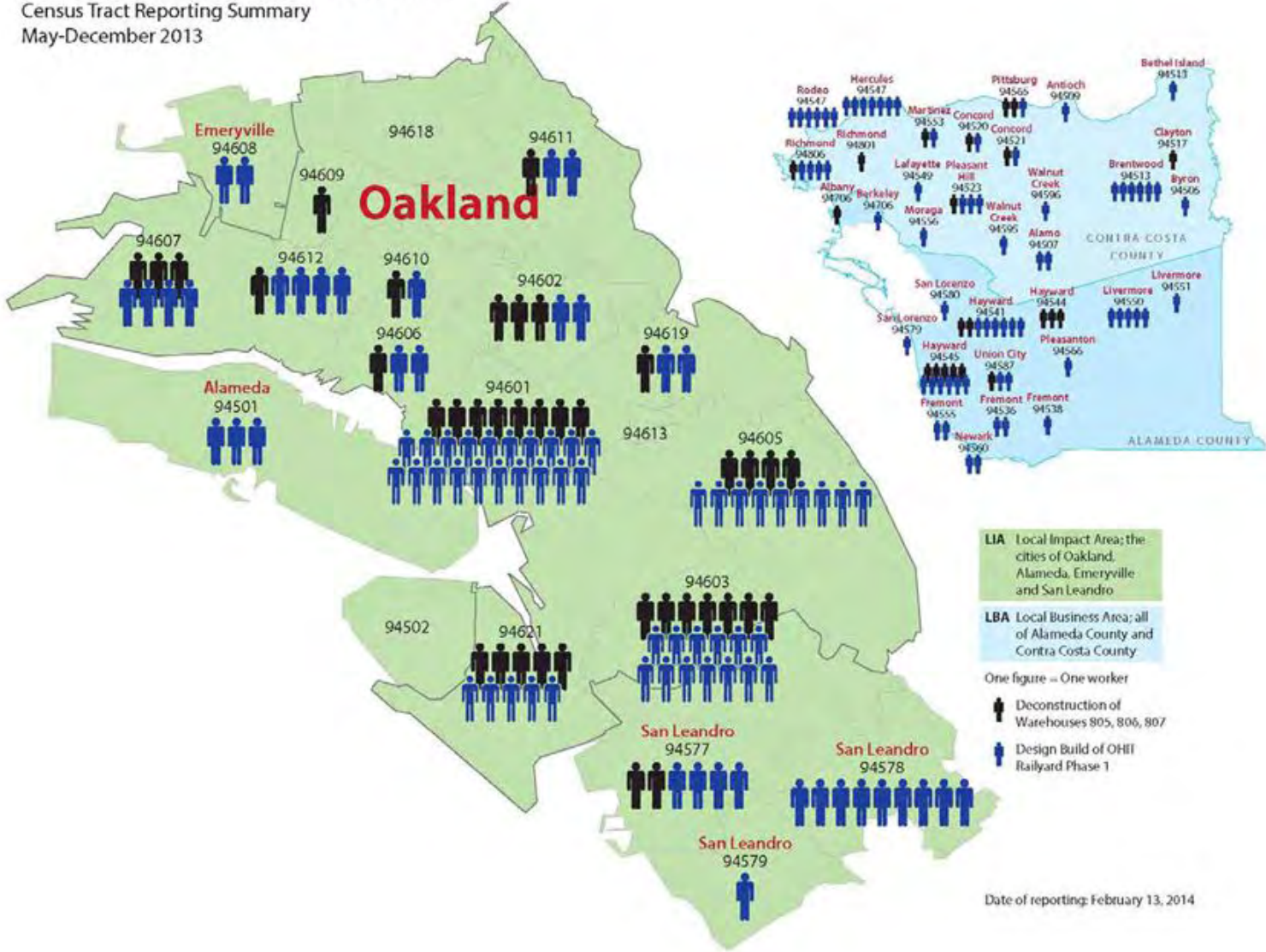
August 2013 through October 2013

Contractor	Proposed Goal	Attainment
Beliveau Engineering Deconstruction of Warehouses 805 ,806 & 807	50% LIA	100%
	20% SBE	100%

Local Impact Area (LIA) • Oakland, Alameda, Emeryville and San Leandro  
 Local Business Area (LBA) • Cities of Alameda and Contra Costa Counties  
 Small Business Enterprise (SBE)  
 Very Small Business Enterprise (VSBE)

Local / Small Business Participation Plan:  
 50% LIA sub participation  
 20% SBE / LIA sub participation

**Port/Oakland Global Local Hires**  
 Census Tract Reporting Summary  
 May-December 2013



**Attachment 6**

**Mitigation Report for Warehouse Projects at the Former Oakland Army Base  
(next page)**

**INFORMATIONAL REPORT**

(This item is for information only and no action is requested or required of the Board of Port Commissioners.)

<b>TITLE:</b>	Mitigation Report for Warehouse Projects at the Former Oakland Army Base
<b>BOARD MEETING DATE:</b>	February 13, 2014
<b>SUBMITTED BY:</b>	Richard Sinkoff, Director of Environmental Programs and Planning
<b>APPROVED BY:</b>	J. Christopher Lytle, Executive Director

**SUMMARY**

All redevelopment projects at the former Oakland Army Base (“OAB”) must be undertaken in compliance with the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (“SCA/MMRP”) adopted by the Board of Port Commissioners under the California Environmental Quality Act on June 21, 2012. These mitigation measures address significant impacts, less-than-significant impacts, and cumulative impacts of construction and operations at the former OAB.

The warehouse deconstruction, demolition, preservation and improvement projects at the former OAB were completed in late 2013 and early 2014, and represent the first group of projects completed by the Port on that site. Staff successfully implemented the construction measures in the SCA/MMRP for the former OAB warehouse projects by including them in contract documents, reviewing construction submittals, requiring on-site project monitors, requiring completion of initial project and daily mitigation checklists and conducting periodic inspections.

The first mitigation report for the Port’s redevelopment of the former OAB is presented in Attachment A. This mitigation report exclusively addresses mitigation compliance for the five separate warehouse deconstruction, demolition, preservation and improvement projects at the site.

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

**Port of Oakland Former Oakland Army Base Redevelopment  
Standard Conditions of Approval/Mitigation Monitoring and Reporting Program**

**Warehouse Deconstruction, Demolition and Preservation Final Report**

**February 13, 2014**

**1. INTRODUCTION**

The purpose of this report is to document the Port of Oakland's ("Port's") successful compliance with conditions and mitigation measures pertaining to redevelopment projects at the former Oakland Army Base ("OAB"). For all projects on Port-owned property at the former OAB, the Environmental Programs and Planning Division staff monitors compliance by Port and tenant contractors with the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program ("SCA/MMRP") adopted by the Board of Port Commissioners ("Board") under the California Environmental Quality Act. This is the mitigation report for the Port's deconstruction, demolition and preservation of warehouse Buildings 805, 806 and 807, and demolition and paving of the former Building 802 foundation, since those related projects were just completed.

**2. BACKGROUND**

The California Environmental Quality Act ("CEQA") requires adoption of environmental mitigation measures in order to avoid or reduce, to the extent feasible, all significant construction, operations, and cumulative impacts of a project to a less-than-significant level. It also requires adoption of a monitoring program to ensure the completion of these mitigation measures.

In compliance with this requirement, the City of Oakland ("City"), as the lead agency under CEQA, certified the Oakland Army Base Area Redevelopment Plan Environmental Impact Report ("EIR") for reuse of the former OAB in July 2002. On September 17, 2002, the Board, acting on behalf of the Port as a responsible agency under CEQA, adopted findings and a mitigation program in reliance on the City's EIR (Resolution No. 02317). In June 2012, the Board considered the 2012 OAB Project Initial Study/Addendum and adopted mitigation measures applicable to the Port from the City's OAB SCA/MMRP with Resolution No. 12-76. The OAB EIR and the Addendum described and analyzed the environmental impacts of projects to be developed by the City and the Port on their respective portions of the former OAB. The Port's projects included new rail manifest and support yards, an intermodal rail terminal, deconstruction of some existing warehouses and improvements to others, new maritime support warehouses, construction of a new marine terminal on San Francisco Bay fill ("New Berth 21"), a grade separation project at 7<sup>th</sup> Street and other infrastructure and utility projects. The EIR and Addendum also analyzed the impacts of the growth of container cargo throughout the entire seaport to 4.04 million twenty-foot equivalent units ("TEUs") by 2035.

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

The OAB SCA/MMRP identified mitigation measures to reduce the environmental impacts due to construction and operation of the proposed projects and cargo throughput to a less-than-significant level, to the extent feasible. Certain environmental impacts pertaining to aesthetics, air quality, biology, cultural resources, transportation and traffic were determined to be significant and unavoidable, so the Board adopted a Statement of Overriding Considerations on September 17, 2002, in compliance with CEQA.

**3. PROJECT STATUS**

The first phase of the Outer Harbor Intermodal Terminal (“OHIT”) Railyard project on former OAB property consists of three major components: 1) deconstruction, demolition and preservation of the Port’s portion of the 800-series warehouses; 2) construction of a rail manifest yard and lead tracks; and 3) construction of a rail support yard and tracks, with site utility infrastructure.

1. All work associated with the Port’s portion of the 800-series Warehouses is complete. This included the preservation of some bays in Buildings 805, 806 and 807, the deconstruction of partial bays in the same warehouses to allow for the City’s deconstruction projects in their area of the warehouses, and related site work and utilities infrastructure to support tenant operations in the remaining bays. The work associated with this project was accomplished using a combination of the Port’s on-call construction contracts, and as a change order to the OHIT Railyard Phase 1 Design Build Contract.
2. Manifest yard and lead tracks – Site demolition and grading is progressing. Final rail design is nearly complete. Mitigation compliance is progressing as described in “Methodology”, below. A mitigation report will be presented to the Board when work is complete.
3. Support yard tracks and utility infrastructure – Site work is expected to begin in mid-2014.

The five projects associated with the Port’s portion of the 800-series warehouses component, and the contractors, on-site mitigation inspectors and project construction dates are:

Project	Proponent	Contractor and on-site mitigation inspector	Start Date	Completion Date
P1: 802 Foundation Demolition	Port	Balfour Beatty/ Gallagher & Burk JV; Ron Peck	May 31, 2013	June 21, 2013
P2: 802 Site Paving	Pacific Coast Container (tenant)	Gallagher & Burk; Tom Brown	August 2, 2013	September 16, 2013
P3: Warehouse Partial Demolition	Port	Beliveau Engineering Contractors; Jeff Clark	July 16, 2013	October 21, 2013



Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Project	Proponent	Contractor and on-site mitigation inspector	Start Date	Completion Date
P4: Warehouse Partial Preservation	Port	Beliveau Engineering Contractors; Jeff Clark	July 29, 2013	October 21, 2013
P5: Warehouse Site Improvements	Port	Balfour Beatty / Gallagher & Burk JV	September 26, 2013	Expected January 31, 2014

**4. METHODOLOGY**

For each individual warehouse project, the applicable construction mitigation measures were selected from the SCA/MMRP and included in the project’s contract specifications. Contract submittals pertaining to mitigation measures were reviewed and accepted by Port environmental staff.

Prior to commencement of construction, the Port’s Environmental Mitigation Coordinator convened a preconstruction meeting with the general contractor and subcontractors to identify the on-site mitigation compliance inspector, dust control monitor, and on-site construction complaint and enforcement manager, discuss their respective responsibilities, provide a copy of the Port’s OAB SCA/MMRP Field Manual as a reference, and review and complete the Initial Construction Monitoring Checklist to ensure understanding and compliance with air quality, noise, traffic, storm water and other mitigation measures.

During construction, the on-site mitigation compliance inspector, using the Daily Construction Monitoring Checklist, documented compliance with specific construction mitigation measures. Port environmental staff reviewed work plans and daily checklists and regularly visited the site to confirm and document compliance with the construction mitigation measures with field logs and photographs. The on-site mitigation inspectors for each project are identified in the table above.

**5. SUMMARY OF COMPLIANCE**

All applicable construction conditions and mitigation measures were addressed and completed for the five identified projects associated with the Port’s portion of the 800-series warehouses component of OHIT. All submittals, checklists, logs and photographs are available in Port files for inspection upon request.

All construction mitigation measures, organized by environmental resource area and with final compliance status, are presented in the table below for each former OAB warehouse project.

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

<b>Standard Conditions of Approval/Mitigation Measures</b>	<b>Implementation of Measures</b>	
	<b>P1: 802 Foundation Demolition</b> <b>P2: 802 Site Paving</b> <b>P3: Warehouse Demolition</b>	<b>P4: Warehouse Preservation</b> <b>P5: Warehouse Site Improvements</b>

**Air Quality**

<p><b><u>SCA AIR-2: Construction-Related Air Pollution Controls (Dust and Equipment Emissions):</u></b>                  During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):</p> <ul style="list-style-type: none"> <li>a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). 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 possible.</li> <li>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).</li> <li>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.</li> <li>d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</li> <li>f) Limit vehicle speeds on unpaved roads to 15 miles per hour.</li> <li>g) 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 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.</li> <li>h) 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 five minutes and fleet operators must develop a written idling policy (as required by Title 13, Section 2449 of the California Code of Regulations.)</li> <li>i) 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.</li> <li>j) Post a publicly visible sign that includes the contractor’s name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.</li> <li>k) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</li> <li>l) All excavation, grading, and demolition activities shall be suspended when average wind</li> </ul>	<p>P1 – P5: All air quality construction measures were included in the Initial Construction Monitoring Checklist and Daily Construction Monitoring Checklist. Photos of posted signs at major access points specifying speed limits, idling restrictions, noise and dust complaint contact phone numbers, and permitted construction days and hours are available upon request. A “Certification of Fleet Emissions Requirements in Advance of Regulatory Deadlines” certifying that all equipment used on the construction site and subject to the CARB Off-Road Diesel Regulations met Emissions and Performance Requirements one year in advance of any fleet deadlines is also available upon request.</p> <p>P1: On June 11, 2013, due to early afternoon winds in excess of 20 miles per hour, the construction site was shut down. As a result, the contractor requested earlier start and finish times to avoid any further afternoon shutdowns; request documented and approved. See SCA NOI-1.</p> <p>P1, P5: The designated on-site construction dust control monitor for the project was Ron Peck.</p> <p>P2: The designated on-site construction dust control monitor for the project was Tom Brown.</p> <p>P3-P4: The designated on-site construction dust control monitor for the project was Jeff Clark.</p>
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Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>speeds exceed 20 mph.</p> <p>m) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</p> <p>n) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).</p> <p>o) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.</p> <p>p) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity.</p> <p>q) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>r) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</p> <p>s) All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>t) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.</p> <p>u) All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449 of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The project applicant shall provide written documentation that the fleet requirements have been met.</p> <p>v) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).</p>		
<p><b>SCA AIR-1: Construction Management Plan:</b> The project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures.</p>	<p>P1 – P5: The construction management plan for each project consisted of required submittals to the Port which included, among others, a Dust Control Plan, Debris Containment Plan, Equipment Emissions Reduction Program, and Written Equipment Idling Policy which contained measures to reduce and minimize potential adverse impacts to air quality. Measures include posted speed limits, dust control measures, and idling restrictions. All vehicles were required to comply with applicable regulations of the California Air Resources Board.</p> <p>See SCA TRANS-2.</p>	
<p><b>Biological Resources</b></p>		
<p><b>SCA BIO-1: Tree Removal During Breeding Season:</b> To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of March 15 through August 15. If tree removal must occur during the breeding season, all sites shall</p>	<p>P1 – P5: No trees present on site</p>	

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Agency. If the survey indicates the potential presences of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the CDFG, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.		
<b>Mitigation Measure 4.12-5:</b> A qualified observer shall be present on site during all in-water construction activities near potential herring spawning areas between December 1 and March 1.  This measure shall be enforced via contract specifications. The observer shall have the authority to redirect, but not to stop work.	P1 – P5: No in-water construction	
<b>Mitigation Measure 4.12-6:</b> If spawning is observed, in-water construction activities shall be redirected for 200 meters around the spawning area for two weeks.  Work may resume in the spawning area after two weeks, providing additional spawning does not occur. This measure shall be enforced via contract specifications.	P1 – P5: No in-water construction	
<b>SCA BIO-2: Tree Removal Permit:</b> Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Agency, and abide by the conditions of that permit.	P1 – P5: No protected trees present on site	
<b>SCA BIO-3: Tree Replacement Plantings:</b> Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria: a) No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. b) Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye) or Umbellularia californica (California Bay Laurel) or other tree species acceptable to the Tree Services Division. c) Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be	P1 – P5: No trees present on site	

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>substituted for each twenty-four (24) inch box size tree where appropriate.</p> <p>d) Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> <li>i. For Sequoia sempervirens, three hundred fifteen square feet per tree;</li> <li>ii. For all other species listed in #2 above, seven hundred (700) square feet per tree.</li> </ul> <p>e) In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</p> <p>f) Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.</p>		
<p><b>SCA BIO-4: Tree Protection During Construction:</b> Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ul style="list-style-type: none"> <li>a) Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.</li> <li>b) Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.</li> <li>c) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the Tree Reviewer from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</li> <li>d) Periodically during construction, the leaves of protected trees shall be thoroughly sprayed</li> </ul>		P1 – P5: No trees present on site

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>e) If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Agency of such damage. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>f) All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p>		

**Cultural Resources**

<p><b>SCA CULT-4: Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition)</b></p> <p>The project applicant shall make a good faith effort to relocate the buildings considered contributors to the Historic District to a site acceptable to the Planning and Zoning Division and the Oakland Cultural Heritage Survey. Good faith efforts include, at a minimum, the following:</p> <p>a) Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3’x 6’ size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City; and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;</p> <p>b) Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the Planning and Zoning Division;</p> <p>c) Maintaining the signs and advertising in place for a minimum of 90 days; and</p> <p>d) Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement.</p>	<p>P1, P2, P5: No buildings or resources present</p> <p>P3: An engineering structural analysis and economic evaluation (memorandum entitled “Feasibility of Relocating a Portion of Warehouses 805, 806, and 807” dated April 29, 2013) concluded that it would be infeasible to relocate the center single bay of each warehouse (i.e., 805, 806, 807) and the only feasible solution was to deconstruct them in place.</p> <p>P4: Project preserved Port’s portion of each warehouse (i.e., 805, 806, 807)</p>
<p><b>Mitigation Measure 4.6-9:</b> The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.</p> <p>To the extent feasible, these materials shall be used in whole, on site, in the construction of new buildings within the Gateway development area. Special consideration shall be given to the use of these materials at the commemoration site through the site’s Master Planning effort</p> <p>If on-site reuse is found infeasible, opportunities shall be sought for reuse of these materials in other East Bay Area construction, or be sold into the recycled construction materials market.</p>	<p>P1-P2, P5: No buildings or resources present.</p> <p>P3: Project deconstructed salvageable timber from the warehouse bays and the material was sent to Crossroad Lumber, Zanker Material, and other construction retail vendors. The Port’s contractor (Beliveau Engineering Contractors) partnered with a local job-training bridge program (Cypress Mandela Training Center) to provide construction training opportunities to Oakland residents.</p> <p>P4: De minimis construction debris associated with project. The project preserved the Port’s portion of each warehouse (i.e., 805, 806, and 807).</p>

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>Landfill disposal of salvageable construction material from contributing historic structures shall be prohibited by contract specification. Salvage and reuse requirements shall be enforced via contract specification.</p> <p>Salvage operations shall employ members of local job-training bridge programs (Youth Employment Program, Joint Apprenticeship Training Committee, Homeless Collaborative) or other similar organizations, if feasible, to provide construction-training opportunities to Oakland residents.</p> <p>Salvage and reuse of the timber from these structures will help to reduce the impacts on the environment and save this ecologically and historically valuable material for reuse in the local community.</p>		
<p><b>SCA CULT-1: Archaeological Resources:</b></p> <p>a) Pursuant to CEQA Guidelines section 15064.5 (f), “provisions for historical or unique archaeological resources accidentally discovered during construction” should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.</p> <p>b) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light 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) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.</p> <p>c) Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant</p>	<p>P1 – P5: No archeological resources were found. Provisions for potential historical or unique archaeological resources accidentally discovered during construction were provided for in the OAB SCA/MMRP Field Manual under “Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources”.</p>	

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.</p> <p>d) Require storage (curation) of recovered materials, such as artifacts and soil samples, and records generated by an archaeological study in a facility that allows access to the materials.</p>		
<p><b>SCA CULT-3: Paleontological Resources:</b> In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards [SVP 1995,1996]). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in Section 15064.5 of the CEQA Guidelines. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.</p>		<p>P1 – P5: No paleontological resources were found. Provisions for potential historical or unique archaeological resources accidentally discovered during construction were provided for in the OAB SCA/MMRP Field Manual under “Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources”.</p>
<p><b>SCA CULT-2: Human Remains:</b> In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines 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 Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.</p>		<p>P1 – P5: No human remains were uncovered. Provisions for potential historical or unique archaeological resources accidentally discovered during construction were provided for in the OAB SCA/MMRP Field Manual under “Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources”.</p>
<p><b>Geology and Soils</b></p> <p><b>Mitigation 4.13-2:</b> Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation. Site-specific geotechnical, soils, and foundation investigation reports shall be prepared by a licensed geotechnical or soil engineer experienced in construction methods on fill materials in an active seismic area. The reports shall provide site-specific construction methods and recommendations regarding grading activities, fill placement, compaction, foundation construction, drainage control (both surface and subsurface), and seismic safety. Designers and contractors shall comply with recommendations in the reports. A licensed geotechnical or soil engineer shall monitor earthwork and construction activities to ensure that recommended site-specific</p>		<p>P1 – P5: Site-specific geotechnical, soils, and foundation investigation reports were not required as part of these projects due to the lack of construction requiring such reports.</p>



Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>construction methods are followed.</p> <p>The Oakland General Plan requires all structures of three or more stories to be supported on pile foundations that penetrate Bay Mud deposits and to be anchored in firm, non-compressible materials unless geotechnical findings indicate a more appropriate design. The General Plan also provides for the identification and evaluation of existing structural hazards and abatement of those hazards to acceptable levels of risk.</p>		
<p><b>SCA GEO-1: Erosion and Sedimentation Control Plan:</b>  <i>Prior to issuance of a demolition, grading, or building permit.</i></p> <p>A. The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</p> <p><i>Ongoing throughout and construction activities</i></p> <p>B. The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.</p>	<p>P1–P2: A Storm Water Pollution Prevention Plan (SWPPP) was prepared by AECOM Technical Services entitled, Former Oakland Army Base Material Management Program Site, Building 802, and Proposed Stockpile Area, May 9, 2013; and the SWPPP was implemented and maintained by contractor’s Qualified SWPPP Practitioner.</p> <p>P3–P5: A Storm Water Pollution Prevention Plan (SWPPP) was prepared by Montgomery and Associates entitled, Storm Water Pollution Prevention Plan for Outer Harbor Intermodal Terminal Railyard, Phase I, June 5 2013; and the SWPPP was implemented and maintained by contractor’s Qualified SWPPP Practitioner.</p> <p>See SCA HYD-1.</p>	
<p><b>Mitigation 4.13-5:</b> The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.</p> <p>The contractor shall utilize Underground Service Alert or other subsurface utility locators to identify and avoid underground utilities and facilities during construction of redevelopment elements. The contractor shall keep a record of its contacts regarding underground features, and shall make these records available to the City or Port upon request. This condition shall be enforced through contract specification.</p>		<p>P1–P5: Since construction was on Port-owned property no commercial services have a record of existing utilities. Therefore, contractors reviewed Port as-built drawings to identify and avoid underground utilities and facilities.</p>

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

<b>Standard Conditions of Approval/Mitigation Measures</b>	<b>Implementation of Measures</b>	
	<b>P1: 802 Foundation Demolition</b> <b>P2: 802 Site Paving</b> <b>P3: Warehouse Demolition</b>	<b>P4: Warehouse Preservation</b> <b>P5: Warehouse Site Improvements</b>

**Hazards and Hazardous Materials**

<p><b>SCA HAZ-1: Best Management Practices for Soil and Groundwater Hazards</b>                  The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards.</p> <p>a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland. The excavation, on-site management, and off-site disposal of soil from Project areas within the OARB shall follow the DTSC-approved RAP/RMP.</p> <p>b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. The on-site management and off-site disposal of groundwater extracted from Project areas within the OARB shall follow the DTSC-approved RAP/RMP for Project areas within the OARB. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources.</p> <p>c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City’s Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.</p>	<p>P1: Soil generated by construction activities was stockpiled onsite in a secure and safe manner.</p> <p>P2, P5: Soil generated by construction activities was loaded, transported, and stockpiled at the Port’s Material Management Site in a safe and secure manner. Excavation, on-site management, and relocation of soil followed the DTSC-approved Remediation Action Plan and Risk Management Plan (RAP/RMP) prepared by Erler &amp; Kalinowski and dated September 27, 2002.</p> <p>Link to RAP:  <a href="http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=01970006&amp;doc_id=5003117">http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=01970006&amp;doc_id=5003117</a></p> <p>P3-P4: Project scopes did not result in any subsurface work and, as a result, no soil or groundwater hazards were encountered.</p>
<p><b>SCA HAZ-2: Hazards Best Management Practices:</b> The project applicant and construction contractor shall ensure Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:</p> <p>a) Follow manufacture’s recommendations on use, storage, and disposal of chemical products</p>	<p>P1-P5: See SCA GEO-1</p>

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>used in construction;</p> <p>b) Avoid overtopping construction equipment fuel gas 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) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all USTs, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.</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 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 notification of regulatory agency(ies) and implementation of the actions described in the City’s Standard Conditions of Approval (and DTSC-approved RAP/RMP for Project area within the OARB), 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><b>SCA HAZ-4: Asbestos Removal in Structures:</b> If asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolished and disposed of, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health &amp; Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.</p>	<p>P1-P2, P5: Lead-based paint was not present due to the nature of the proposed project scope and existing site characteristics (i.e., demolition of existing asphalt-covered concrete foundation and on-site reuse of clean crushed material to pave site).</p> <p>P3-P4: A report prepared by RGA Environmental entitled, Hazardous Materials Survey Report, April 23, 2013, documented the presence of asbestos-containing materials which was remediated by a state-registered asbestos abatement contractor (Sterling Environmental)</p>	
<p><b>SCA HAZ-5: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment:</b> The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.</p>	<p>P1-P2, P5: No asbestos-containing materials, lead-based paint, or other building materials or stored materials classified as hazardous waste by State or federal law were present.</p> <p>P3: A report prepared by RGA Environmental entitled, Hazardous Materials Survey Report, April 23, 2013, documented the presence of asbestos-containing materials and lead-based paint; and both were remediated by a state-registered asbestos abatement and lead-based paint removal contractor (Sterling Environmental)</p> <p>P4: A report prepared by RGA Environmental entitled, Hazardous Materials Survey Report, April 23, 2013, documented the presence of asbestos-containing materials and lead-based paint. The asbestos-containing materials were remediated by a state-</p>	

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
	registered asbestos abatement contractor (Sterling Environmental) and the lead-based painted sidings were, due to scope of work, left in place, intact, and undisturbed	
<b>SCA HAZ-6: Lead-based Paint Remediation:</b> If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA’s Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.	P1-P2, P5: Lead-based paint was not present due to the nature of the proposed project scope and existing site characteristics (i.e., demolition of existing asphalt-covered concrete foundation and on-site reuse of clean crushed material to pave site). P3: A report prepared by RGA Environmental entitled, Hazardous Materials Survey Report, April 23, 2013, documented the presence of lead-based painted sidings of the warehouses which were remediated by a state-registered lead-based paint removal contractor (Sterling Environmental) P4: A report prepared by RGA Environmental entitled, Hazardous Materials Survey Report, April 23, 2013, documented the presence of lead-based paint. Due to scope of work, the lead-based painted sidings of the warehouses were left in place, intact, and undisturbed.	
<b>SCA HAZ-7: Other Materials Classified as Hazardous Waste:</b> If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	P1-P5: No other materials classified as hazardous waste by State or Federal law were encountered.	
<b>SCA HAZ-8: Health and Safety Plan per Assessment:</b> If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.	P1-P2, P5: A Health and Safety Plan dated May 28, 2013, was prepared by Balfour Beatty / Gallagher Burk JV for construction activities in areas with known or suspected contamination. The contractor’s inspector oversaw compliance with the Plan. P3-P4: A Health and Safety Plans dated August 6, 2013 was prepared by Beliveau Engineering Contractors for construction activities in areas with known or suspected contamination was prepared. The contractor’s inspector oversaw compliance with the Plan.	
<b>Mitigation 4.7-6:</b> Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	P1-P2, P5: See SCA-HAZ-6  P3-P4: All buildings and structures were previously evaluated for the presence of lead-based paint. See SCA-HAZ-5	
<b>Mitigation 4.7-7:</b> Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	P1-P2, P5: See SCA-HAZ-6  P3-P4: All buildings and structures were previously evaluated for the presence of asbestos-containing materials. See SCA-HAZ-5	
<b>Mitigation 4.7-8:</b> Buildings and structures proposed for demolition or renovation shall be surveyed for PCB-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	P1-P2, P5: PCB-impacted building materials were not present due to the nature of the proposed project scope and site (i.e., demolition of existing asphalt-covered concrete foundation and on-site reuse of clean crushed material to pave site).  P3-P4: A report prepared by RGA Environmental entitled, Hazardous Materials	

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
	Survey Report, April 23, 2013, documented the absence of PCB-impacted building materials.	
<b>Mitigation 4.7-9:</b> For above-ground and underground storage tanks (ASTs/USTs) on the OARB, implement the RAP/RMP.	P1-P5: No above-ground or underground storage tanks were encountered within the warehouse project areas.	
<b>Mitigation 4.7-11:</b> For LBP-impacted ground on the OARB, implementation of RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the development project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.	P1-P2: Soil sampling for LBP-impacted ground was determined to be negative per the following report: The Bodhi Group, 2013a, Final Completion Report, Potential Impacts to Shallow Soil from Lead-Based Paint on Buildings 802, 803, 828, Canopy, 835, and 837 and Historical Spills and Stains in the Building 802 Area, Port Development Area, Former Oakland Army Base - Economic Development Conveyance Area, Oakland, California, dated: June 2013. P3-P5: Soil sampling for LBP-impacted ground was determined to be negative per the following report: The Bodhi Group, 2013b, Draft Completion Report, Potential Impacts to Shallow Soil from Lead-Based Paint on Buildings 804 - 808, 830, 832, 833, 834, 90 and 991 and Historical Spills and Stains North Of 16th Street, Port Development Area, Former Oakland Army Base - Economic Development Conveyance Area, Oakland, California, dated: November 2013.	
<b>Mitigation 4.7-16:</b> Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present. Equipment found to contain PCBs should be part of an ongoing monitoring program. Surface and subsurface contamination from any PCB equipment shall be investigated and remediated in compliance with applicable laws and regulations.	P1-P5: Oil-filled or PCB-contaminated electrical equipment was not encountered within the warehouse project areas.	
<b>Mitigation 4.7-17:</b> PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations. Equipment filled with dielectric fluid (oil) including transformers, ballast, etc. containing more than 5 ppm PCBs is considered a hazardous waste in California	P1-P5: PCB-containing or PCB-contaminated equipment was not encountered within the warehouse project areas.	

**Hydrology and Water Quality**

<b>SCA HYD-1: Stormwater Pollution Prevention Plan (SWPPP):</b> The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a	P1-P5: The project applicant obtained coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant filed a notice of intent (NOI) with the SWRCB. The project applicant prepared a stormwater pollution prevention plan (SWPPP). Implementation of the SWPPP started with the commencement of construction and continued through the completion of the project
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Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.	and was documented in the Initial Construction Monitoring Checklist and through inspections recorded on Daily Construction Monitoring Checklists for duration of the projects. See SCA GEO-1.	
<b>Mitigation 4.15-1:</b> Prior to in-water construction, the contractor shall prepare a water quality protection plan acceptable to the RWQCB, including site-specific best management practices for protection of Bay waters, and shall implement this plan during construction. BMPs to effectively control turbidity and/or contaminant suspension and migration would be site-specific. They may include, and are not limited to, the following: <ul style="list-style-type: none"> <li>• Use environmental or clamshell dredges or hydraulic cutterhead dredges designed to reduce release of solids.</li> <li>• Reduce or eliminate overflow of decant water from barges used to transport material.</li> <li>• Use silt curtains or other specialized equipment to reduce dispersion of material during dredging and filling operations.</li> </ul>	P1 – P5: No in-water construction	
<b>Mitigation 4.14-1:</b> Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited. Implementation of this measure would prevent saltwater from being drawn into the aquifer and potentially causing fresh water to become brackish or saline. Limiting extraction of shallow groundwater and groundwater from the Merritt Sand unit will prevent potential impacts to existing study area groundwater resources.	P1 – P5: No groundwater extraction wells were installed.	
<b>Mitigation 4.14-2:</b> Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location. Implementation of this measure would prevent unnecessary extraction of groundwater and prohibit its extraction where contaminants of concern could migrate into deeper aquifers; therefore it will help avoid or reduce the potential migration of contaminants. The City and Port shall ensure that groundwater extraction, other than for remediation or construction dewatering, is minimized where practicable in the redevelopment project area.	P1 – P5: No groundwater extraction wells were installed.	

**Noise**

<b>SCA NOI-1: Days/Hours of Construction Operation:</b> The project applicant shall require construction contractors to limit standard construction activities as follows:	P1: Construction activities were usually limited to between 7:00 a.m. and 4:00 p.m. No construction activity took place on Sundays or holidays. With prior written
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Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday, except that barging and unloading of soil shall be allowed 24 hours per day, 7 days per week for about 15 months.</p> <p>b) Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident’s preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division. The project applicant shall also submit an air quality report prepared by a qualified professional evaluating the air quality impacts of the special activities, if the duration of each activity exceeds 6 months.</p> <p>c) No construction activity shall take place on Sundays or Federal holidays, except as noted above.</p> <p>d) 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>e) Applicant shall use temporary power poles instead of generators where feasible.</p>	<p>authorization from the Engineering Division, for the final 10 days of construction, construction commenced at 6:30 am.in order to avoid relatively high afternoon winds (&gt;20 mph). See SCA AIR-2.</p> <p>P2–P4: Construction activities were limited to between 7:00 a.m. and 7:00 p.m. No construction activity took place on Sundays or holidays.</p> <p>P5: Construction activities were limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday. Construction activity took place on one Sunday and one Federal holiday (Martin Luther King Day; January 20, 2014).</p>	
<p><b>SCA NOI-2: Noise Control:</b> To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:</p> <p>a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).</p> <p>b) Except as provided herein, Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, <u>if such jackets are commercially available</u> and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise</p>	<p>P1 – P5: Project contractors committed in the Initial Construction Monitoring Checklist to comply with these measures.</p>	

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
<p>reduction.</p> <p>d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</p>		
<p><b>SCA NOI-3: Noise Complaint Procedures:</b> Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:</p> <ul style="list-style-type: none"> <li>a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);</li> <li>b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor’s telephone numbers (during regular construction hours and off-hours);</li> <li>c) The designation of an on-site construction complaint and enforcement manager for the project;</li> <li>d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and</li> <li>e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</li> </ul>	<p>P1-P5: Signs installed at project ingress/egress points provided Port and Oakland Police Department contact phone numbers; permitted construction days and hours and who to notify in the event of a complaint or problem; and both the Port’s and construction contractor’s telephone numbers. Photos of signs available upon request.</p> <p>P1, P5: A preconstruction meeting was held on May 23, 2013 with the environmental monitors, general contractor, and on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) were completed. The designated on-site construction complaint and enforcement manager for the project was Ron Peck.</p> <p>P2: A preconstruction meeting was held on July 31, 2013 with the environmental monitors, general contractor, and on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) were completed. The designated on-site construction complaint and enforcement manager for the project was Tom Brown.</p> <p>P3-P4: A preconstruction meeting was held on July 19, 2013 with the environmental monitors, general contractor, and on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) were completed. The designated on-site construction complaint and enforcement manager for the project was Jeff Clark.</p>	
<p><b>SCA NOI-6: Pile Driving and Other Extreme Noise Generators:</b> To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall</p>		<p>P1-P5: Projects did not include any pile driving or other extreme noise generating construction impacts.</p>



Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	P1: 802 Foundation Demolition P2: 802 Site Paving P3: Warehouse Demolition	P4: Warehouse Preservation P5: Warehouse Site Improvements
include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity: <ul style="list-style-type: none"> <li>a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;</li> <li>b) Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;</li> <li>c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;</li> <li>d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and</li> <li>e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</li> </ul>		

**Public Services**

<b>SCA PSU-1: Underground Utilities:</b> The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate that show all fire alarm conduits and similar facilities placed underground. The new facilities shall be placed underground along the project applicant’s street frontage and from the project applicant’s structures to the point of service. The plans shall show all fire water service and fire alarm facilities installed in accordance with standard specifications of the serving utilities.	P1-P5: No new fire alarm conduits required.
<b>SCA PSU-2: Fire Safety Phasing Plan:</b> The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.	P1-P5: A fire safety phasing plan was provided by the contractor to the Oakland Fire Department. No new safety features were required.
<b>Mitigation 4.9-3:</b> The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.  Each developer proposing construction in the redevelopment project area would be required to notify OES prior to initiation of construction, so that OES may plan emergency access and egress taking into consideration possible conflicts or interference during the construction phase. The developer would also be required to notify OES once construction is complete.	P1, P5: The Port’s developer (Balfour Beatty / Gallagher Burke JV) notified OES of their plans in advance of construction activities.  P2: PCC’s developer (Gallagher & Burke) notified OES of their plans in advance of construction activities.  P3-P4: The Port’s developer (Beliveau Engineering Contractors) notified OES of their

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
	<b>P1: 802 Foundation Demolition</b> <b>P2: 802 Site Paving</b> <b>P3: Warehouse Demolition</b>	<b>P4: Warehouse Preservation</b> <b>P5: Warehouse Site Improvements</b>
	plans in advance of deconstruction and preservation activities.	

**Traffic and Transportation**

<p><b>SCA TRANS-2: Construction Traffic and Parking:</b> The project sponsor and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project (see also SCA TRANS-1, especially “h”) and other nearby projects that could be simultaneously under construction. The project sponsor shall develop a construction management plan. The plan shall be submitted to EBMUD, the Port, and Caltrans for their review and comment ten (10) business days before submittal to the City. The project sponsor shall consider in good faith such comments and revise the plan as appropriate. The revised plan shall be submitted for review and approval by the City’s Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:</p> <ul style="list-style-type: none"> <li>a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.</li> <li>b) Notification procedures for adjacent project sponsors and public safety personnel regarding when major deliveries, detours, and lane closures will occur.</li> <li>c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.</li> <li>d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.</li> <li>e) Provision for accommodation of pedestrian flow.</li> <li>f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces (see also SCA TRANS-1, especially “h”).</li> <li>g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's 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 issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of</li> </ul>	<p>P1-P5: The Port Division of Engineering determined that a construction-related traffic control and parking plan was unwarranted due to the projects’ location (i.e., non-contiguous with any public ROW) and the relatively minor potential for any construction-related traffic and parking impacts associated with each project. For each project, construction equipment was brought in at commencement of construction, remained on site throughout construction, and was removed upon completion of construction. On a daily basis, no more than 10 to 20 workers were on-site per project.</p>
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Standard Conditions of Approval/Mitigation Measures	Implementation of Measures	
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<p>Occupancy.</p> <p>h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.</p> <p>i) No materials or equipment shall be stored on the traveled roadway at any time.</p> <p>j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.</p> <p>k) All equipment shall be equipped with mufflers.</p> <p>l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. Specifically, to further implement SCA TRANS-2, a traffic construction management analysis was performed which recommended certain improvements to the Adeline/5<sup>th</sup> and Adeline/3<sup>rd</sup> Street and Adeline Street intersection, which is discussed under construction impacts of the Traffic and Transportation section of the 2012 OARB Initial Study/Addendum.</p>		
<p><b>Mitigation 4.3-13:</b> Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment. Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways.</p> <p>The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City, the Port and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions or the Port, as appropriate, for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment.</p> <p>Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by City or Port staff, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions.</p>	<p>P1, P2, P4, P5: Not applicable.</p> <p>P3: A licensed hazardous waste transporter (Sterling Environmental) was contracted to transport lead-contaminated and other hazardous materials and hazardous waste from the project site. A Health and Safety Plans dated August 6, 2013 was prepared by Beliveau Engineering Contractors for construction activities in areas with known or suspected contamination. See SCA TRANS-2.</p>	

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

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<p>Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City or the Port, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours.</p> <p>The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to transfer workers between the satellite parking areas and remediation or demolition/construction site.</p> <p>The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety driver education, and accident notification.</p>		

**Utilities**

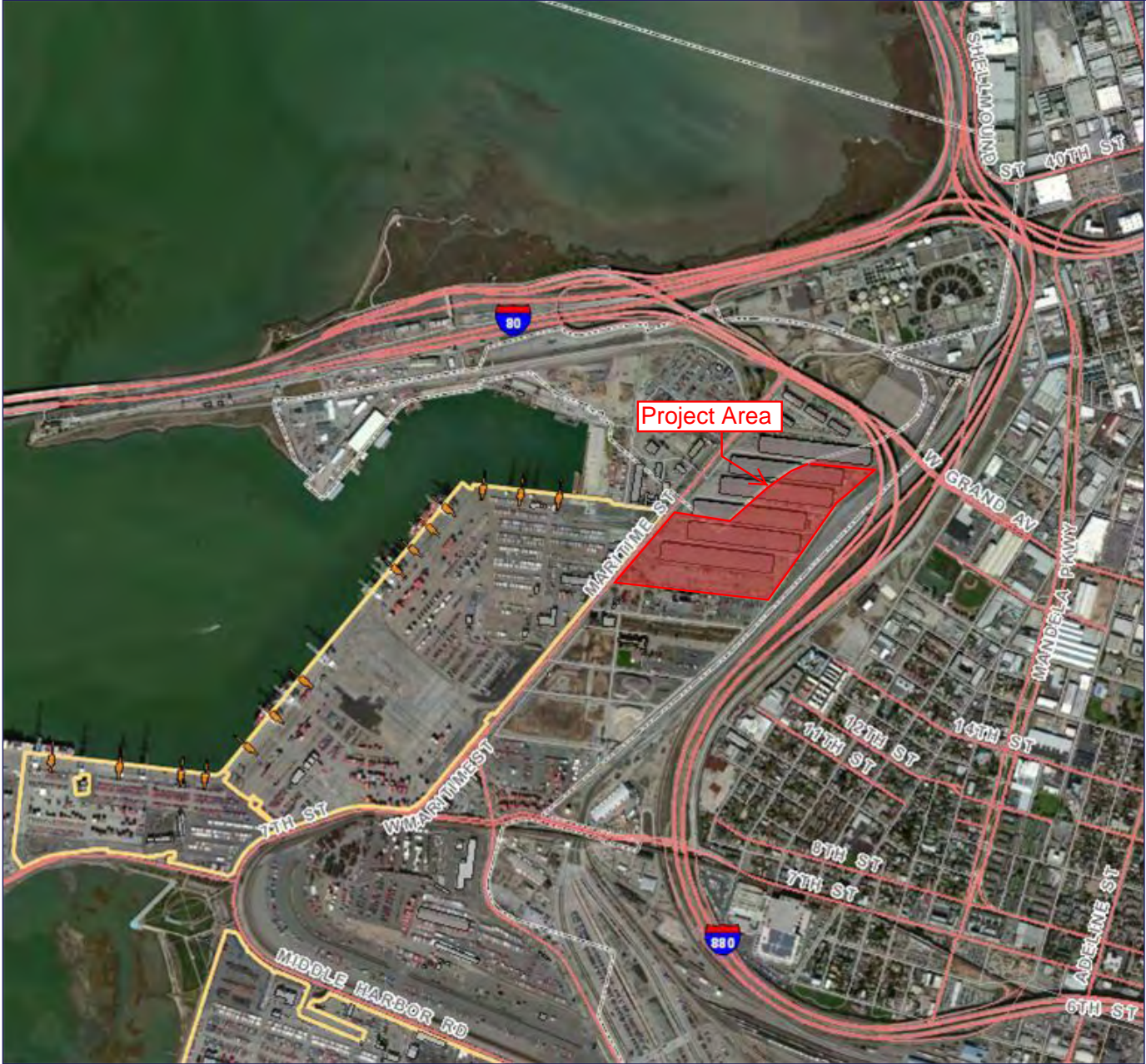
<p><b>SCA UTL-3: Underground Utilities:</b> The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground. The new facilities shall be placed underground along the project applicant’s street frontage and from the project applicant’s structures to the point of service. The plans shall show all electric, telephone, water service, fire water service, cable, and fire alarm facilities installed in accordance with standard specifications of the serving utilities.</p>	P1-P5: No new electric or telephone facilities; fire alarm conduits; street light wiring; or other wiring, conduits, or similar facilities required.
<p><b>SCA UTL-5: Improvements in the Public Right-of Way (Specific):</b> Final building and public improvement plans submitted to the Building Services Division shall include the following components: Examples include:</p> <ul style="list-style-type: none"> <li>a) Install additional standard City of Oakland streetlights.</li> <li>b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter.</li> <li>c) Reconstruct drainage facility to current City standard.</li> <li>d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards.</li> <li>e) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards.</li> <li>f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage.</li> <li>g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards.</li> </ul>	P1-P5: No work was conducted in the public right-of-way.

Attachment A - Mitigation Report for Warehouse Projects at the Former OAB

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<p><b>SCA UTL-6: Payment for Public Improvements:</b> The project applicant shall pay for and install public improvements made necessary by the project including damage caused by construction activity.</p>	<p>P1: No public improvements needed.</p> <p>P2: Storm drain and road paving improvements were provided.</p> <p>P3-P4: No public improvements needed.</p> <p>P5: Storm drain, sanitary sewer, water, and road paving improvements were provided.</p>	
<p><b>SCA UTL-2: Waste Reduction and Recycling:</b> The project applicant will submit a Construction &amp; Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.</p> <p><i>Prior to issuance of demolition, grading, or building permit</i></p> <p>Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&amp;D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3), and all demolition (including soft demo). The WRRP must specify the methods by which the development will divert C&amp;D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at <a href="http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368">http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368</a> or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.</p> <p><i>Ongoing</i></p> <p>The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.</p>	<p>P1-P2: All 14,568 tons of crushed concrete and asphalt removed from the 802 Foundation Demolition project were re-used on the 802 Site Paving project. A Debris Containment Program report, dated April 15, 2013, was prepared by Balfour Beatty / Gallagher &amp; Burk JV.</p> <p>P3: The Port compiled and input contractor-provided information into the City’s Green Halo system (the current standard method for submittal of WRRPs online, replacing paper forms). Estimated diversion rates range from 94.67% to 95.95%. The City’s diversion requirement is 65%. Preliminary disposal/recapture amounts have not been calculated.</p> <p>P4: De minimis construction debris associated with project.</p> <p>P5: All 5,750 tons of crushed concrete and asphalt generated from demolition of the foundations associated with the Warehouse Partial Deconstruction project site were re-used on-site. A Debris Containment Program report, dated April 15, 2013, was prepared by Balfour Beatty / Gallagher &amp; Burk JV.</p>	
<p><b>Mitigation: 4.9-7:</b> To the maximum extent feasible, the City and Port shall jointly participate in a deconstruction program to capture materials and recycle them into the construction market. Substantial quantities of construction debris would be generated by the removal of structures at the OARB, in both the Gateway and Port development areas. Some of the buildings span both development areas, and coordination between the Port and City is critical in reducing the amount of solid waste disposal that occurs in this sub-district. The City and Port would jointly plan, implement, and operate a program whereby buildings would be deconstructed, rather than demolished, and the resulting material would be recycled to the construction market as practicable. Material for recycling may include, and is not limited to, timbers and siding, ceramic fixtures, metal, and copper wiring. The City and Port may elect to partner with local job-training bridge</p>	<p>P1-P2: All 14,568 tons of crushed concrete and asphalt removed from the 802 Foundation Demolition project was re-used on 802 Site Paving project.</p> <p>P3: Project resulted in deconstructed warehouse bays, rather than demolished, and the resulting material (i.e., timbers) recycled to the construction market. The Port’s contractor (Beliveau Engineering Contractors) partnered with local job-training bridge programs to provide construction training opportunities to Oakland residents.</p> <p>P4: De minimis construction debris associated with project.</p> <p>P5: All 5,750 tons of crushed concrete and asphalt generated from demolition of the</p>	

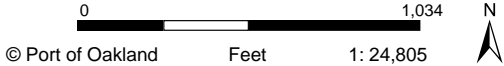
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programs to provide construction training opportunities to Oakland residents through their deconstruction program.	foundations associated with the Warehouse Partial Deconstruction project site was re-used on-site. See SCA-UTL 2 and Mitigation Measure 4.6-9.	
<p><b>Mitigation 4.9-8:</b> Concrete and asphalt removed during demolition/construction shall be crushed on site or at a near site location, and reused in redevelopment or recycled to the construction market.</p> <p>Foundation and paving removal would generate substantial debris, and the City and Port would ensure these materials are crushed and recycled. As a first preference, these materials should be re-used on-site; as a second preference, they would be sold to the construction market. The City and Port would make every effort practicable to avoid disposal to landfill of this material.</p> <p>This mitigation measure may itself result in impacts to the environment relative to noise and air quality. These impacts are discussed in Sections 4.4: Air Quality, and 4.15: Noise.</p>	<p>P1-P2: All 14,568 tons of crushed concrete and asphalt that was removed from the 802 Foundation Demolition project was re-used on the 802 Site Paving project.</p> <p>P3-P4: No concrete or asphalt was removed during the projects.</p> <p>P5: All 5,750 tons of crushed concrete and asphalt generated from demolition of the foundations associated with the Warehouse Partial Deconstruction project site was re-used on-site.</p> <p>See SCA-UTL 2.</p>	



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THIS MAP IS NOT TO BE USED FOR NAVIGATION



### Port of Oakland

**Streets**

- Freeway
- Freeway Ramp
- Thoroughfare / Major Arterial
- Residential Street

- Terminal Cranes
- Building Footprints
- Terminal Boundaries
- Port Area Jurisdiction

Notes:

