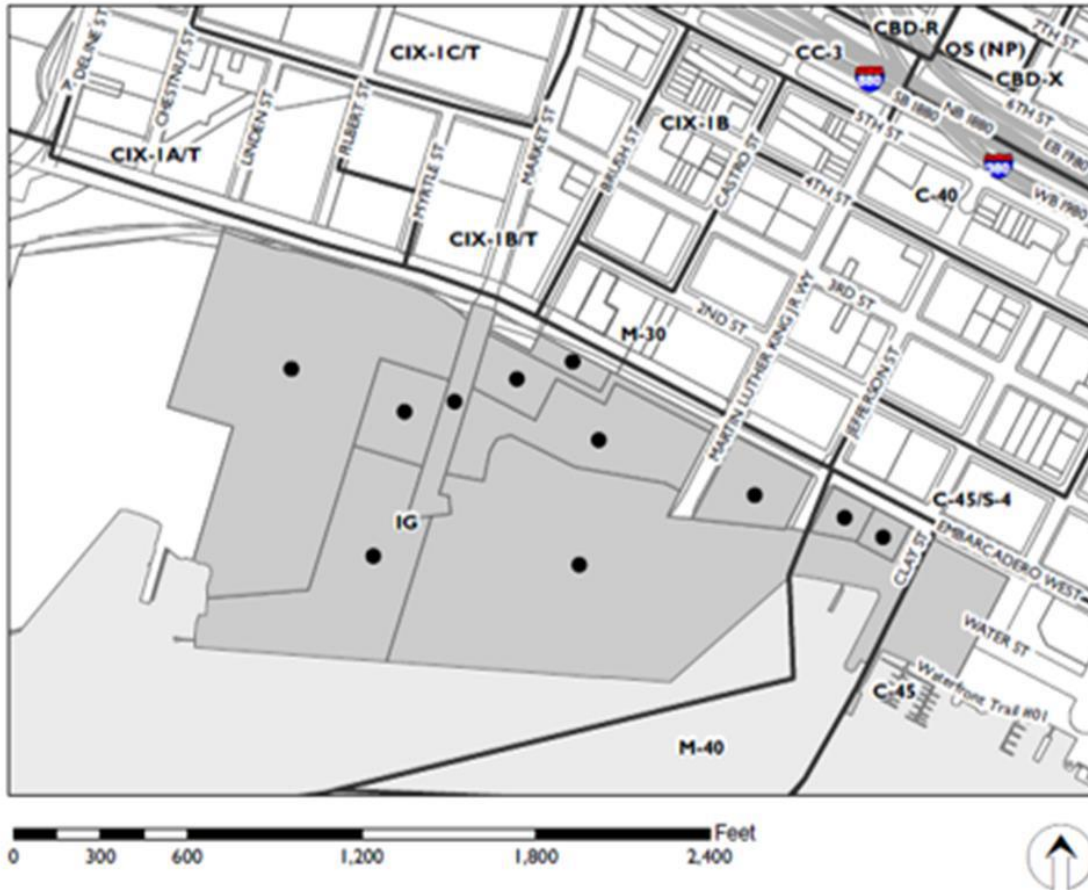


Case File Number: ER18-016

April 21, 2021

<b>Location:</b>	<b>Howard Terminal</b> <b>1 Market Street (APN's: 018-0405-001-00; -002-00; &amp; -004-00; -003-01; &amp; -003-02 and 018-0410-001-04; -001-05; -003-00; -004-00; -005-00; -006-01; -006-02; -007-00 &amp; -008-00)</b>
<b>Proposal:</b>	Public Hearing on the Draft Environmental Impact Report to obtain comments on the environmental analysis for The Oakland Waterfront Ballpark District Project, which would construct: a new open-air waterfront multi-purpose Major League Baseball (MLB) ballpark with a capacity of up to 35,000-persons; mixed use development including up to 3,000 residential units, up to 1.5 million square feet of office, and up to approximately 270,000 square feet of retail uses; an approximately 50,000 square-foot indoor performance center with capacity of up to 3,500 individuals; an approximately 280,000 square-foot, 400-room hotel; and a network of approximately 18.3 acres of privately-owned, publicly-accessible open spaces.  The proposed Project may also include one or more variants, which include: <ul style="list-style-type: none"> <li>• <u>Peaker Plant Variant</u>: Implementation of the planned conversion of the existing Oakland Power Plant (referred to as the "Peaker Power Plant" in the Draft EIR) in the historic PG&amp;E Station C facility from using jet fuel to battery storage, modifications to the wings of the building, and removal of the fuel tank and replacement with a new mixed-use building;</li> <li>• <u>Aerial Gondola Variant</u>: Construction of a new aerial gondola above and along Washington Street, extending from a station located at 10th and Washington Streets in downtown Oakland to a station located at Water and Washington Streets in Jack London Square.</li> </ul>
<b>Applicant:</b>	Oakland Athletics Investment Group, LLC
<b>Contact Person:</b>	Noah Rosen – (510) 746-4406
<b>General Plan:</b>	General Industry EPP – Retail Dining & Entertainment - 1
<b>Zoning:</b>	IG M-40
<b>Environmental Determination:</b>	Draft Environmental Impact Report was published for a 45-day review period from February 26, 2021 to April 12, 2021, and then extended to 60 days ending on April 27, 2021.
<b>Historic Status:</b>	Designated Historic Property (DHP), survey rating A1+, PG&E Station C - Area of Primary Importance (API)
<b>City Council District:</b>	3
<b>Staff Recommendation:</b>	Receive public and Planning Commission comments on the Draft Environmental Impact Report
<b>Action to be Taken:</b>	No action to be taken by the Planning Commission other than to provide comments on the DEIR
<b>For further information:</b>	Contact case planner <b>Peterson Vollmann</b> at 510 238-6167 or by e-mail at <a href="mailto:pvollmann@oaklandca.gov">pvollmann@oaklandca.gov</a>



Case File: ER18016  
Applicant: Oakland Athletics Investment Group, LLC  
Address: Howard Terminal, I Market Street  
Zone: IG, M-40

## SUMMARY

The purpose of this report and of the April 21, 2021 public hearing is to provide information and to solicit comments on the adequacy of specific environmentally related information, issues and analysis contained in the Draft Environmental Impact Report (Draft EIR) for the project. The hearing is not intended for receipt of comments on the merits of the Project and no decisions will be made on the Draft EIR or on the proposed project at the hearing. Specifically, comments should focus on the adequacy of the Draft EIR in discussing possible impacts on the physical environment; ways in which potential adverse effects might be minimized; and alternatives to the project in light of the Draft EIR's purpose to provide useful and accurate information about such factors.

The Draft EIR concludes that the project would have significant and unavoidable impacts on Aesthetics (wind), Air Quality, Cultural Resources (historic resources), Noise and Vibration, and Transportation and Circulation. The Draft EIR also recommends mitigation measures which may reduce the level of impacts but not to a level of less-than-significant.

## BACKGROUND

In November 2018, Oakland Athletics Investment Group, LLC filed a request for environmental review application with the city to begin review and consideration of a proposal for the Oakland Waterfront Ballpark District Project.

The City of Oakland is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and has the responsibility to prepare the Environmental Impact Report (EIR) for the Project. Staff published a Notice of Preparation (NOP) of an EIR on November 30, 2018. A scoping session was held before the Landmarks Preservation Advisory Board on December 17, 2018, and the Oakland Planning Commission on December 19, 2018.

The Notice of Availability for the Draft EIR was prepared and released on February 26, 2021 beginning a 45-day public comment period. On March 19, 2021, the City's Environmental Review Officer extended the comment period from 45 days to 60 days, which would now end the comment period on **April 27, 2021**.

The EIR for the Project is also being prepared under the California Assembly Bill 734 judicial streamlining legislation (California Environmental Quality Act: Oakland Sports and Mixed-Use Project) that added provisions to CEQA as Public Resources Code Section 21168.6.7 for the Project.

Consistent with the procedural requirements of Section 21168.6.7, the Draft EIR and all other documents submitted to or relied upon by the lead agency in the preparation of the Draft EIR can be accessed and downloaded from the following website:

<http://www.waterfrontballparkdistrict.com>. In addition, a document prepared by the lead agency or submitted by the applicant after the date of the release of the Draft EIR that is a part of the record of proceedings, and comments received on the Draft EIR, will be made available to the

public on this same website in a readily accessible electronic format within the timeframes specified by Section 21168.6.7.

Also consistent with the procedural requirements of Section 21168.6.7, the City conducted an informational workshop on March 6, 2021 within 10 days after the release of the Draft EIR to inform the public of the key analyses and conclusions of the Draft EIR.

Comments on the Draft EIR may be made at the April 21, 2021 hearing or in writing to the Department of Planning & Building, Bureau of Planning, to the attention of Peterson Vollmann, Planner IV, City of Oakland, Department of Planning and Building, Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612 or by e-mail at [pvollmann@oaklandca.gov](mailto:pvollmann@oaklandca.gov).

**The City encourages comments to be submitted electronically via the following link:**

<https://comment-tracker.esassoc.com/oaklandsportseir/index.html>

Written comments must be received prior to the comment period deadline (4:00 p.m. on April 27, 2021). After all comments are received, a Final EIR/Response to Comments document will be prepared and the Planning Commission will consider a recommendation for certification of the Final EIR at a later meeting.

## **SITE DESCRIPTION**

The Project site includes approximately 55 acres that comprises the Charles P. Howard Terminal (Howard Terminal) and certain adjacent properties located at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary (Estuary). Howard Terminal is owned by the City of Oakland, a municipal corporation, acting by and through its Board of Port Commissioners (Port of Oakland). The adjacent properties that the Athletics Investment Group, LLC (Project sponsor) seeks to secure are currently owned by Dynegy Oakland, LLC, a Delaware limited liability company. The site is bound generally by the Oakland Estuary Middle Harbor on the south; Jack London Square on the east; Union Pacific railroad tracks and Embarcadero West on the north; and the heavy metal recycling center, Schnitzer Steel, on the west.

Used as a container shipping terminal until January of 2014, the Howard Terminal portion of the Project site is approximately 50 acres, and is currently leased by the Port of Oakland to short-term tenants for maritime support uses. Howard Terminal is not open to the general public. Existing uses on Howard Terminal include, but are not limited to, truck parking, loaded and empty container storage and staging, longshoreperson training facilities, and berthing vessels for maintenance and storage. Howard Terminal is designated as Berths 67 through 69 within the Port of Oakland. Berths 67 and 68 were constructed in the early 1980's, and Berth 69 was constructed in the mid 1990's. Four container cranes are located on Howard Terminal and were used to load and unload ships when the terminal was in active use as a shipping facility.

The Project site also encompasses the Port-owned surface parking lot at Embarcadero West and Clay Street, and the existing Oakland Fire Station located approximately at Clay and Water Streets. Water Street is the east-west pedestrian corridor through Jack London Square.

The Project site also includes the approximately 2.5-acre historic Pacific Gas & Electric (PG&E) Station C facility located on the south side of Embarcadero West, referred to throughout the Draft EIR as the “Peaker Power Plant” given its function to supply power to the electric grid at times of peak demand.

Existing regional access to the Project Site exists via both Interstate 880 and Interstate 980, with on-ramps to each within one mile of the Project Site. The Project Site is located about one mile (a 20- to 25-minute walk), from three BART stations including West Oakland, 12th Street Downtown, and Lake Merritt. Railroad tracks are adjacent to the north boundary of the Project Site and there are several at-grade crossings of the railroad tracks nearby, including two directly into the Project Site. There is an Amtrak / Capital Corridor train station about one-half mile from the Project Site, transit bus service is within one-quarter mile, and the Jack London Ferry Terminal is immediately adjacent to the east of the Project Site.

### **Historic Resources**

PG&E Station C facility (“Peaker Power Plant”), on the southern side of Embarcadero West, has an Oakland Cultural Heritage Survey (OCHS) rating of A1+, and is also located within the Area of Primary Importance (API) for the same facility that also includes structures on the north side of Embarcadero West.

As mentioned earlier, the Project Site includes four shipping cranes. The City received two studies with differing conclusions on the historic significance of Crane X-422, which is the crane located at the westernmost portion of the wharf; the Lead Agency will make the determination on whether or not Crane X-422 is a historical resource under CEQA. Out of an abundance of caution, the Draft EIR treats Crane X-422 as an historic resource for CEQA purposes. *[Please see Appendix CUL of the DEIR for the two referenced technical studies prepared for Crane X-422]*

### **PROJECT DESCRIPTION**

The proposed Project would construct: a new open-air waterfront multi-purpose Major League Baseball (“MLB”) ballpark with a capacity of up to 35,000-persons; mixed use development including up to 3,000 residential units, up to 1.5 million square feet of office (which could include a range of commercial uses, including but not limited to, general administrative and professional offices and life sciences/research); up to approximately 270,000 square feet of retail uses; an approximately 50,000 square-foot indoor performance center with capacity of up to 3,500 individuals; an approximately 280,000 square-foot, 400-room hotel; a network of approximately 18.3 acres of privately-owned, publicly-accessible open spaces; and a maximum of approximately 8,900 total parking spaces at full buildout. Approximately 2,000 parking spaces would be shared by the ballpark and the performance center, and the remaining 6,900 parking spaces would serve residential and commercial uses on the site.

The proposed Project would demolish all existing buildings and structures on the Howard Terminal site except for the four existing shipping container cranes in order to develop the proposed multiple phased development of the Project. Existing structures on other parcels within the Project site would also be removed, with the exception of the Peaker Power Plant. Although the project does not propose to demolish the four existing shipping container cranes or Fire Station 2, the DEIR analyzes the potential effects in the event that they are to be demolished. The demolition of the shipping container cranes are analyzed for removal given that it may be infeasible to retain them, and the Fire Station #2 may potentially be demolished and relocated as a means of enhancing the pedestrian approach to the ballpark along Water Street.

The ballpark would be located on the eastern portion of the site and would be surrounded by pedestrianized streets (intended primarily for pedestrians, with vehicle access limited to emergency, service, delivery, and maintenance vehicles) which would connect to new public open space areas around and within the ballpark and along the waterfront.

A range of land uses would be developed in phases around and west of the ballpark on developable blocks that range in size from 0.2 to 2.75 acres, and block lengths ranging from approximately 200 to 450 feet. Maximum building heights for the proposed development blocks range from 50 to 600 feet tall.

The proposed Project would extend Market Street and Martin Luther King Jr, Way south onto the Project site, and also extend Water Street (a pedestrian street that is also accessible to and used by motor vehicles between Clay and Washington Streets) west from Jack London Square into the Project site. The site itself would have north-south streets that align with those in the Acorn Industrial area immediately north of the site, and east-west streets creating a grid pattern.

The proposed Project would be developed in multiple phases: Phase 1 followed by the remaining development of the site, which together is "Buildout". Phase 1 would generally include the area east of Market Street and is expected to take a minimum of 2 years to construct. Phase 1 is expected to include the ballpark, up to 540 residential dwelling units, 250,000 square feet of commercial office space, 30,000 square feet of retail and restaurant uses, the 400-room hotel, and approximately 12.7 acres of open space. Once the ballpark is constructed in Phase 1, the Project sponsor would relocate all Oakland A's baseball operations from the existing Oakland-Alameda Coliseum to the new facility. No physical changes are proposed at the Oakland-Alameda Coliseum site as part of the Project.

During and after Phase 1, the pace of building out the remainder of the site Buildout would be dependent on market demand, absorption, financial feasibility, and construction practicalities. Construction of Buildout could overlap with occupancy and use of Phase 1 buildings, and construction of multiple development parcels/blocks could occur concurrently. The analysis in this Draft EIR conservatively captures this possibility by modeling Buildout in the eighth year after construction begins.

A "Maritime Reservation Scenario" is being considered for the Project, which involves an alternative site plan for the proposed Project. In accordance with the Exclusive Negotiation Term Sheet ("Term Sheet") for Howard Terminal between the Project sponsor and the Port of Oakland

dated May 13, 2019, the Port would have the right within the next approximate 10 years to terminate the Project sponsor's development rights to an approximately 10-acre portion of the Project site located generally in the southwestern corner of the site if the Port deemed that area necessary to accommodate the expansion of the turning basin that is used to turn large vessels within Oakland's Inner Harbor. As a result, the Project site plan would be modified, and the proposed development would be denser, fitting the same development program (i.e. the ballpark and mix of other uses proposed) onto the smaller site, with less park/open space area.

The Project includes a transportation program that includes a Transportation Management Plan (TMP) for game days and large events, and a Transportation and Parking Demand Management Program (TDM) that would allow the Project to achieve the 20 percent Vehicle Trip Reduction (VTR) requirement of AB 734. The proposed Project would also include transportation infrastructure improvements (onsite and offsite) to improve pedestrian and bicycle access, and address onsite and offsite circulation prior to and after ball games or other peak events, as well as for the ancillary mixed-use development.

The proposed Project would achieve no net additional greenhouse gas emissions through a combination of measures and would be designed and constructed to receive Leadership in Energy and Environmental Design (LEED) Gold certification for the ballpark and nonresidential construction and achieve LEED Gold or GreenPoint equivalent rating for residential uses, as required by AB 734.

The proposed Project may also include one or more variants, which are optional Project elements that may or may not become part of the Project for particular reasons. Two variants are analyzed in a separate section of the Draft EIR:

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

While one of these variants would include new mixed-use buildings, it would not increase the amount of development proposed under the Project but rather re-allocate the proposed amount of building square footage and number of residential units.

## GENERAL PLAN

The General Plan's Land Use and Transportation Element (LUTE) classifies the project site as being located in the *General Industrial and Transportation* land use classification area. The

*General Industrial and Transportation* land use classification is intended to recognize, preserve, and enhance areas of the City for a wide variety of businesses and related establishments that may have the potential to create off-site impacts such as noise, light/glare, truck traffic, and odor. These areas are characterized by sites with good freeway, rail, seaport, and/or airport access. The area east of Jefferson Street is located within the General Plan's Estuary Policy Plan (EPP) Area and is designated as a *Retail, Dining and Entrainment 1* Area, which is an extension of Jack London Square. Approval of a General Plan Amendment would be necessary to allow for the mixed development currently being proposed as part of the Project. The applicant has requested an amendment from the LUTE *General Industrial and Transportation* land use classification to the LUTE *Regional Commercial* classification, and an amendment from the EPP *Retail Dining and Entertainment -1* land use classification to the EPP *Retail Dining and Entertainment - 2* classification.

## ZONING DISTRICT

The Project Site is located within the IG, General Industrial Zone, and the portion east of Jefferson Street is located within the M-40, Heavy Industrial Zone. These zones allow heavy industrial and manufacturing uses, transportation facilities, warehousing and distribution, and similar and related supporting uses. It is anticipated that the Project approvals will include adoption of a new site-specific Zoning for the proposed mixed-use development of the site.

The Port's land use regulations and the City's General Plan both apply to the Project site. The Port and City, without waiving any of their respective authorities and jurisdiction over lands within the Port Area and consistent with Article VII of the Charter, are cooperating on a Memorandum of Understanding ("MOU") to establish a shared regulatory framework for the Project.

## ENVIRONMENTAL REVIEW PROCESS

### Scope

As stated earlier in this report the City published the NOP November 30, 2018. A scoping session was held before the Landmarks Preservation Advisory Board on December 17, 2018, and the Oakland Planning Commission on December 19, 2018. The following environmental topics are addressed in detail in the Draft EIR:

- Aesthetics, Shadow and Wind
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology, Soils, and Paleontological Resources
- Land Use, Plans and Policies
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation and Circulation



- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Utilities and Service Systems

### Potentially Significant Impacts Identified in the Draft EIR

All impacts and Mitigation Measures identified in the Draft EIR are summarized in Table 2-1 (see Attachment A) at the end of Chapter 2 (Summary) of the Draft EIR. Table 2-1 also identifies the level of significance of the impact after recommended Mitigation Measures are implemented. Other than the impacts discussed below, all of the environmental effects of the Project can be reduced to less than significant levels through implementation of recommended Mitigation Measures.

The Draft EIR identifies the following **Significant and Unavoidable** environmental impacts:

- **Impact AES-5:** The Project would create winds that exceed 36 mph for more than one hour during daylight hours during the year.
- **Impact AES-1.CU:** The Project, combined with cumulative development in the Project vicinity and citywide, would result in significant cumulative wind impacts.
- **Impact AIR-1:** Demolition and construction associated with the Project would result in average daily emissions that would exceed the City's construction significance thresholds of 54 pounds per day of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub> or 82 pounds per day of PM<sub>10</sub>.
- **Impact AIR-2:** Operation of the Project (and combined overlapping construction and operation) would result in operational average daily emissions of more than 54 pounds per day of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub> or 82 pounds per day of PM<sub>10</sub>; or result in maximum annual emissions of 10 tons per year of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub> or 15 tons per year of PM<sub>10</sub>.
- **Impact AIR-1.CU:** The Project, combined with cumulative development in the Project vicinity and citywide, would contribute to cumulative regional air quality impacts associated with criteria pollutants.
- **Impact AIR-2.CU:** The Project, combined with cumulative development would contribute to cumulative health risk impacts on sensitive receptors.
- **Impact CUL-5:** The proposed Project would result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Related to potential removal of Crane X-422. *This Significant and Unavoidable Impact would be considered Less Than Significant if the Lead Agency ultimately determines that Crane X-422 is not a historical resource. As stated earlier in this report, the City has received two reports on the historic significance of Crane X-422 with differing conclusions. Out of an abundance of caution, the Draft EIR treats Crane X-422 as an historic resource for CEQA purposes.*

- **Impact CUL-1.CU:** The Project, combined with cumulative development in the Project vicinity as a result of the Downtown Oakland Specific Plan and citywide, would contribute to cumulative adverse impacts on historical resources.
- **Impact NOI-1:** Construction of the proposed Project would result in substantial temporary or periodic increases in ambient noise levels in the Area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- **Impact NOI-2:** Construction of the proposed Project would expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).
- **Impact NOI-3:** Operation of the proposed Project would result in generation of noise resulting in a 5-dBA permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, or generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise.
- **Impact NOI-1.CU:** Construction activities of the proposed Project combined with cumulative construction noise in the project area would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity during construction.
- **Impact NOI-2.CU:** Operation of the proposed Project when considered with other cumulative development would cause a substantial permanent increase in ambient noise levels in the project vicinity.
- **Impact TRANS-3:** The Project would generate additional multimodal traffic traveling across the at-grade railroad crossings on Embarcadero that would expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent or substantial transportation hazard.
- **Impact TRANS-6:** The Project traffic volumes would cause the significant degradation of two CMP or MTS segments in 2020:
  - Posey Tube in the eastbound direction between the City of Alameda and the City of Oakland.
  - Webster Tube in the westbound direction between the City of Oakland and the City of Alameda.
- **Impact TRANS-3.CU:** The Project would contribute to cumulative volumes of multimodal traffic traveling across the at-grade railroad crossings on Embarcadero that would cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent or substantial transportation hazard.

- **Impact TRANS-6.CU:** The Project would contribute to congestion on CMP Roadway Segments, including degradation from LOS E or better to LOS F or an increase the v/c ratio by 0.03 or more for segments already projected to operate at LOS F on the following CMP or MTS segments in 2040:
  - I-880 in the northbound direction between 23<sup>rd</sup> Avenue and Embarcadero.
  - SR 24 in the eastbound direction between Broadway and State Route 13.
  - Posey Tube in the eastbound direction between the City of Alameda and the City of Oakland.
  - Webster Tube in the westbound direction between the City of Oakland and the City of Alameda.
  - Market Street in the northbound direction between 12<sup>th</sup> Street and 14<sup>th</sup> Street
  - Market Street in the southbound direction between Grand Avenue and 18<sup>th</sup> Street

#### Significant and Unavoidable Impacts Related to Project Variants

- **Impact CUL-8:** The proposed Project, with the Peaker Power Plant Variant, would directly impact a historical resource through removal of portions of the east and west wings of the building at 601 Embarcadero West.
- **Impact CUL-10:** The proposed Project, with the Aerial Gondola Variant, would result in indirect impacts to the Old Oakland API.
- **Impact CUL-3.CU:** The Project, in combination with the Peaker Power Plant Variant, would contribute to a citywide cumulative impact on cultural and historic resources identified in the Downtown Oakland Specific Plan EIR through the loss of the historic wings of the Peaker Power Plant.
- **Impact CUL-4.CU:** The proposed Project, in combination with the Aerial Gondola Variant, would contribute to a citywide significant cumulative impact on cultural and historic resources identified in the DOSP EIR through changes to the setting of the Old Oakland API.

#### **Project Alternatives**

Chapter 6 of the Draft EIR includes the analysis of four alternatives, including the “*No Project Alternative*”, to the Proposed Project that meet the requirements of CEQA, which include a reasonable range of alternatives to the Project that would feasibly attain most of the Project’s basic objectives, and avoid or substantially lessen many of the Project’s significant environmental effects. The CEQA alternatives analyzed in Chapter 6 include:

- **Alternative 1: The No Project Alternative.** Under the No Project Alternative, the proposed Project would not be approved, none of the Project variants would be implemented, and no physical changes would occur. Howard Terminal would remain in use by short-term tenants of the Port of Oakland for maritime support uses. The Oakland A’s would continue to use the Oakland Coliseum until the end of their current lease in

2024. In the longer term, it is a likely possibility that the A's would have to build a new ballpark, either in Oakland or somewhere else.

- **Alternative 2: The Off-Site (Coliseum Area) Alternative.** Under this alternative, Howard Terminal would remain in its current use and the Oakland A's would construct a new ballpark and mixed-use development at the site of the Oakland Coliseum. No physical changes would occur at Howard Terminal, which would remain in use by short-term tenants of the Port of Oakland for maritime support uses. None of the Project variants analyzed in Chapter 5 would be implemented with the Off-Site (Coliseum Area) Alternative.
- **Alternative 3: The Proposed Project with Grade Separation Alternative.** Under this alternative, the proposed Project would be constructed at the Project site and would be revised to include construction of a grade-separated crossing of the railroad tracks for vehicles accessing the site as well as the pedestrian and bicycle bridge included as mitigation in Section 4.15, *Transportation and Circulation*. Alternative 3 may or may not include implementation of other Project variants.
- **Alternative 4: The Reduced Project Alternative.** Under this Alternative, site preparation and phased construction of a new ballpark and other uses would occur, however commercial and residential development would be at lower densities than with the proposed Project. The site plan for Alternative 4 would be the same as for the proposed Project, with commercial, residential, and mixed-use development. All building other than the ballpark and the hotel would be no taller than 60 or 70 feet and both the amount of construction and the intensity of use of the site would be less than with the proposed Project.

The DEIR concluded that the No Project Alternative is the environmentally superior alternative. In instances where the No Project Alternative is the environmentally superior alternative, CEQA requires that the second most environmentally superior alternative be identified. Comparison of the environmental impacts associated with each alternative, indicates that the Reduced Density Alternative would be the second most environmentally superior alternative because it would avoid most of the significant and unavoidable air quality impacts of the proposed Project, and all other build alternatives.

## **PUBLICATION AND DISTRIBUTION OF THE DRAFT EIR**

The Draft EIR was made available for public review on February 26, 2021. The Notice of Availability for the Draft EIR was mailed to property owners within 300 feet of the Project site, Interested Parties, and State and Local Agencies. The City also published a Legal Ad in the Oakland Tribune edition of the Eastbay Times. The Notice of Availability is attached to this report (see Attachment B). Due to Alameda County's continuing Shelter-in-Place order to prevent the spread of COVID-19, the City of Oakland's administrative offices, including the Bureau of Planning, remains closed to the public. Therefore, hard copies of the document are not available for public review. Therefore, pursuant to the Governor's Executive Order N-80-20, the City of Oakland is following an alternative process for providing access to the Draft EIR. Consistent with the Executive Order, the Draft EIR was uploaded to the State Clearinghouse

CEQAnet portal (<https://ceqanet.opr.ca.gov/>). The Draft EIR and its appendices may also be viewed or downloaded from the City of Oakland's website at:

<https://www.oaklandca.gov/documents/oakland-as-waterfront-ballpark-district-at-howard-terminal-environmental-impact-report-documents-case-file-number-er18-016>

### **Draft EIR Informational Workshop**

As mentioned earlier in this report, pursuant to the procedural requirements of Section 21168.6.7, the City conducted an informational workshop on March 6, 2021 within 10 days after the release of the Draft EIR to inform the public of the key analyses and conclusions of the Draft EIR. This was held via Zoom and was recorded and has been uploaded onto the Waterfront Ballpark District Project page. You may refer to this video for more in-depth information on the key analyses in the document, and it may be accessed on the city website at the link below:

[http://oakland.granicus.com/MediaPlayer.php?publish\\_id=2a80e641-7eb6-11eb-96cb-0050569183fa](http://oakland.granicus.com/MediaPlayer.php?publish_id=2a80e641-7eb6-11eb-96cb-0050569183fa)

### **CONCLUSION**

All comments received on the Draft EIR will be considered by the City prior to finalizing the EIR and making a decision on the Project. Comments on the Draft EIR should focus on the adequacy of the EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors. The public hearing on April 21, 2021 is not intended for public comments on the Project merits. Comments on the Draft EIR may be made at the April 21, 2021 hearing or in writing to the Department of Planning & Building, Bureau of Planning, to the attention of Peterson Vollmann, Planner IV, City of Oakland, Department of Planning and Building, Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612 or by e-mail at [pvollmann@oaklandca.gov](mailto:pvollmann@oaklandca.gov). **The City encourages comments to be submitted electronically via the following link:** <https://comment-tracker.esassoc.com/oaklandsportseir/index.html>

Written comments must be received prior to the comment period deadline (4:00 p.m. on April 27, 2021). After all comments are received, the City will prepare a Final EIR/Response to Comments document and the Planning Commission will consider recommendation for certification of the Final EIR at a future meeting date. Staff will also return to the full Planning Commission to consider a recommendation on the development entitlements.

**RECOMMENDATION**

- 1) Receive public and Planning Commission comments on the Draft EIR.
- 2) Close the public hearing with respect to receipt of oral comments; written comments will be accepted until 4:00 pm on April 27, 2021.


Prepared by:



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Peterson Z. Vollmann, Planner IV

Reviewed by:



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Catherine Payne, Acting Development Planning Manager  
Bureau of Planning

Approved for forwarding to the Planning Commission:



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Ed Manasse, Deputy Director  
Bureau of Planning

Attachments:

- A. Summary Table (DEIR Table 2-1)
- B. Notice of Extension of Comment Period and Notice of Availability (NOA)

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.1 Aesthetics, Shadow and Wind</b>		
<p><b>Impact AES-1:</b> The Project would not have a substantial adverse effect on a public scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, located within a State or locally designated scenic highway. (Criteria 1 and 2) (<i>Less than Significant, but not a CEQA Consideration</i>)</p>	None required	Less Than Significant, but not a CEQA Consideration
<p><b>Impact AES-2:</b> The Project would not substantially degrade the existing visual character or quality of the site and its surroundings. (Criterion 3) (<i>Less than Significant, but not a CEQA Consideration</i>)</p>	None required	Less Than Significant, but not a CEQA Consideration
<p><b>Impact AES-3:</b> The Project would create a new source of substantial light or glare which could substantially and adversely affect day or nighttime views in the area. (Criterion 4) (<i>Significant and Unavoidable, but not a CEQA Consideration</i>)</p>	<p><b>Improvement Measure AES-1: Construction Lighting Design Features.</b> During construction, light sources associated with proposed Project construction shall be shielded and/or aimed so that no direct beam illumination is directed/aimed outside of the Project Site boundary to the extent feasible. However, construction lighting shall not be so limited as to compromise the safety of construction workers.</p> <p><b>Improvement Measure AES-2: Design Lighting Features to Minimize Light Pollution.</b> Prior to obtaining the final building permit for the ballpark, to minimize the effects of light pollution on nighttime views, and to prevent unnecessary glare onto adjacent areas, the following measures would be implemented:</p> <ul style="list-style-type: none"> <li>• <b>Field Lighting:</b> To the extent permitted by and compatible with MLB requirements, standards or professional baseball standards, all field lighting shall be a correlated color temperature of 5700K, a minimum color rendering index of 80, and field lighting may include accessories such as visors or shields to minimize spill light;</li> <li>• <b>Architectural Lighting:</b> minimize areas of non-signage architectural façade lighting (not signage) on buildings above 50 feet; use warm color temperature LED sources to minimize blue light emissions; integrate lighting elements into architecture wherever possible to minimize direct view of light sources; and rely to the extent possible on low mounting-height luminaires to reduce the visibility of the luminaire from a distance;</li> <li>• <b>House Lighting:</b> lighting of the stands, or “house” lighting, shall be fully shielded so that house lighting limits or avoids uplighting and should be CIE-correlated color temperature of 5700K;</li> <li>• <b>Digital Signage:</b> two key digital signage locations are the double-sided digital scoreboard in centerfield and the digital ribbon boards within the ballpark. While all signage will comply with the California Vehicle Code requirements for brightness where they are within the field of view for freeway drivers, digital signage applications such as wayfinding or advertising that are not within the ballpark itself and associated with the function of the ballpark shall include the following measures:</li> </ul>	Significant and Unavoidable, but not a CEQA Consideration

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.1 Aesthetics, Shadow and Wind (cont.)</b>		
<b>Impact AES-3 (cont.)</b>	<ul style="list-style-type: none"> <li>○ all digital signage, including static and dynamic signage, should be provided with dimming capabilities and the associated control infrastructure to dim the sign brightness at night;</li> <li>○ all digital signage should include glare control measures to minimize off-axis brightness and upward directed and wasted light;</li> <li>○ the brightness of all digital signage should be verified after installation through photometric measurements to comply with the following limitations: the greater of the amount required by MLB standards or no greater than 1,000 cd/m<sup>2</sup> when set to all pixels at bright white, and no greater than 8.0 lux vertical at the property line created by any single digital sign.</li> </ul> <p>The Project sponsor shall demonstrate to the satisfaction of the City and the Port that its lighting design achieves the desired lighting results, or is necessary to meet market demand and expectations of an MLB ballpark with respect to field lighting, architectural lighting, house lighting, and digital signage as described in the Lighting Technical Report (HLB Lighting Design, 2020). In addition, if the ballpark orientation or design of light stands changes such that light and glare levels in the shipping channel or Inner Harbor Turning Basin would be substantially different than analyzed in the Lighting Technical Report, the Project sponsor shall be required to assess the changes in a supplemental Lighting Technical Report subject to review and approval by the City and the Port.</p>	
<b>Impact AES-4:</b> The Project would not cast shadow that substantially impairs a nearby use reliant on sunlight, including the following functions: a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors; the beneficial use of any public or quasi-public open space; a historic resource; or result in an exception to the policies in the General Plan, Planning Code, or Uniform Building Code, and the exception causes there to be inadequate light related to appropriate uses. (Criteria 6, 7, 8, and 9) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact AES-5:</b> The Project would create winds that exceed 36 mph for more than one hour during daylight hours during the year. (Criterion 10) ( <i>Significant and Unavoidable with Mitigation</i> )	<p><b>Mitigation Measure AES-1: Wind Impact Analysis and Mitigation for Buildings 100 Feet or Greater in Height.</b></p> <p>With the goal of preventing to the extent feasible a net increase in the number of hazardous wind exceedance locations, compared to existing conditions, prior to obtaining a building permit for any building within the Project site proposed to be at least 100 feet in height, the Project sponsor (including any subsequent developer) shall undertake a wind analysis for such proposed building.</p> <p>The wind analysis shall be conducted by a qualified wind consultant. The consultant shall conduct an analysis of the proposed building using a model that represents the proposed building in the</p>	Significant and Unavoidable



**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.1 Aesthetics, Shadow and Wind (cont.)</b>		
<b>Impact AES-5 (cont.)</b>	<p>context of then-existing conditions, as well as in the context of the proposed Project as a whole (the buildout scenario tested in the EIR, as may be modified from time to time by the Project sponsor to reflect actual building designs known at the time). The testing shall include test points deemed appropriate by the consultant and agreed upon by the Oakland Department of Planning &amp; Building to determine the wind performance of the building, such as building entrances and sidewalks, and the consultant's report shall be submitted to the Oakland Department of Planning &amp; Building. If the wind consultant demonstrates to the satisfaction of the Oakland Department of Planning &amp; Building that the modified design would not create a net increase in hazardous wind hours or locations under partial buildout or buildout conditions, compared to then-existing conditions, no further review would be required.</p> <p>If the wind analysis determines that the building's design would increase the hours of wind hazard or the number of test points subject to hazardous winds, compared to then-existing conditions, the wind consultant shall notify the City and the Project sponsor. The Project sponsor shall work with the wind consultant to identify feasible mitigation strategies, including design changes (e.g., setbacks, rounded/chamfered building corners, or stepped facades), to eliminate or reduce wind hazards to the maximum feasible extent without unduly restricting development potential. Wind reduction strategies could also include features such as landscaping and/or installation of canopies along building frontages, and the like.</p>	
<b>Impact AES-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, would result in significant cumulative aesthetics, wind, and shadow impacts. <i>(Significant and Unavoidable with Mitigation, but not CEQA impacts with regard to aesthetics)</i>	<b>Mitigation Measure AES-1: Wind Impact Analysis and Mitigation for Buildings 100 Feet or Greater in Height</b> (See Impact AES-5)	Significant and Unavoidable
<b>4.2 Air Quality</b>		
<b>Impact AIR-1:</b> Demolition and construction associated with the Project would result in average daily emissions that would exceed the City's construction significance thresholds of 54 pounds per day of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 82 pounds per day of PM <sub>10</sub> . (Criterion 1) <i>(Significant and Unavoidable with Mitigation)</i>	<p><b>Mitigation Measure AIR-1a: Dust Controls.</b></p> <p>The Project sponsor shall implement all of the following applicable dust control measures during construction of the Project:</p> <p><i>Basic Controls</i></p> <ol style="list-style-type: none"> <li>1. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph). Reclaimed water should be used whenever feasible.</li> <li>2. 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>3. 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>4. Limit vehicle speeds on unpaved roads to 15 mph.</li> <li>5. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.</li> </ol>	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-1 (cont.)</b>	<p>6. All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>7. 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><i>Enhanced Controls</i></p> <ol style="list-style-type: none"> <li>1. Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</li> <li>2. Designate a person or persons or include dust monitoring stations to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holidays and weekend periods when work may not be in progress.</li> <li>3. When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity.</li> <li>4. Post a publicly visible large on-site sign that includes the contact name and phone number for the Project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the BAAQMD. When contacted, the Project complaint manager shall respond and take corrective action within 48 hours.</li> <li>5. 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> </ol> <p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b></p> <p>The Project sponsor shall implement all of the following applicable criteria air pollutant control measures during construction of the Project:</p> <ol style="list-style-type: none"> <li>1. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage to this effect shall be provided for construction workers at all access points.</li> <li>2. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off Road Diesel Regulations").</li> <li>3. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation shall be kept at the construction site and be available for review by the City, Port and the Air District as needed.</li> <li>4. Portable equipment shall be powered by grid electricity if available. If grid electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.</li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-1 (cont.)</b></p>	<p>5. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>6. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if requested), the Project sponsor shall provide written documentation that fleet requirements have been met (please see Enhanced Controls below for equipment inventory requirements).</p> <p><i>Enhanced Controls</i></p> <p>1. Construction Emissions Minimization Plan: The Project sponsor shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City for review and approval prior to the issuance of construction-related permits for site preparation (including but not limited to grading activities, hazardous materials remediation, and/or horizontal infrastructure) for each individual project site (or phase with multiple project sites to be constructed concurrently by one entity). If requested, a copy of the Emissions Plan shall be provided to the Port and Air District. The Emissions Plan shall include the following:</p> <p>a. An equipment inventory including the list off-road equipment anticipated to be required for each phase of construction, including a protocol requiring that a current list of equipment shall be maintained on each construction site for review by City inspectors at all times for conformity with the Emissions Plan. The list of equipment maintained on site shall include, but is not limited to, the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>b. A Certification Statement signed by each construction contractor agreeing to comply fully with the Emissions Plan and acknowledging that a significant violation of the Emissions Plan shall constitute a material breach of contract.</p> <p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b></p> <p>Prior to the issuance of a construction permit the Project sponsor shall implement the following:</p> <p>1. The Project sponsor shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions, including the following:</p> <p>a. All off-road diesel equipment shall have engines that meet Tier 4 Final off-road emission standards, as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through submittal of an equipment inventory and Certification Statement to the City building official. The Certification Statement must state that the Contractor agrees to compliance and</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation												
<b>4.2 Air Quality (cont.)</b>														
<p><b>Impact AIR-1 (cont.)</b></p>	<p>acknowledges that a significant violation of this requirement shall constitute a material breach of contract. If engines that comply with Tier 4 Final off-road emission standards are not commercially available for specific off-road equipment necessary during construction, then the Project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step-down schedules in Table M-AIR-1c. The Contractor shall provide to the City for review and approval documentation showing that engines that comply with Tier 4 Final off-road emission standards are not commercially available for specific off-road equipment necessary during construction.</p> <p>For purposes of this mitigation measure, “commercially available” shall mean the availability of Tier 4 Final engines similar to the availability for other large-scale construction projects in the City occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction; for the ballpark and (ii) geographic proximity to the Project site of Tier 4 Final equipment.</p> <p>The Project sponsor shall maintain records concerning its efforts to comply with this requirement.</p> <p align="center"><b>TABLE M-AIR-1C OFF ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE</b></p> <table border="1" data-bbox="825 802 1625 971"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emissions Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 4 Interim</td> <td>N/A</td> </tr> <tr> <td>2</td> <td>Tier 3</td> <td>ARB Level 3 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>ARB Level 3 VDCES</td> </tr> </tbody> </table> <p>How to use the table: if engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the Project sponsor shall meet Compliance Alternative 1. If off-road equipment meeting Compliance Alternative 1 are not commercially available, then the Project sponsor shall meet Compliance Alternative 2. If off-road equipment meeting Compliance Alternative 2 are not commercially available, then the Project sponsor shall meet Compliance Alternative 3.</p> <p>In addition, if the Project sponsor uses any of the compliance alternatives in Table M-AIR-1c, the Project sponsor must demonstrate to the satisfaction of the City that the health risks from Project construction and operation do not exceed a total of 10 in a million excess cancer risk for any on-site or off-site receptor and also that the annual average PM<sub>2.5</sub> concentrations from Project construction and operation do not exceed a total of 0.3 µg/m<sup>3</sup> for any on-site or off-site receptor.</p> <p>2. Construction Emissions Minimization Plan</p> <p>The Project sponsor shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Port and Air District if requested) for review and approval prior to</p>	Compliance Alternative	Engine Emissions Standard	Emissions Control	1	Tier 4 Interim	N/A	2	Tier 3	ARB Level 3 VDECS	3	Tier 2	ARB Level 3 VDCES	
Compliance Alternative	Engine Emissions Standard	Emissions Control												
1	Tier 4 Interim	N/A												
2	Tier 3	ARB Level 3 VDECS												
3	Tier 2	ARB Level 3 VDCES												

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-1 (cont.)</b></p>	<p>the issuance of construction-related permits for site preparation (including but not limited to grading activities, hazardous materials remediation, and/or horizontal infrastructure) for each individual project site (or each phase with multiple project sites to be constructed concurrently by one entity). The Emissions Plan shall include the following:</p> <ol style="list-style-type: none"> <li>a. An equipment inventory including the list of off-road equipment anticipated to be required for each phase of construction, including a protocol requiring that a current list of equipment shall be maintained on each construction site for review by City inspectors at all times for conformity with the Emissions Plan. The list of equipment maintained on site shall include, but is not limited to, the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</li> <li>b. A Certification Statement signed by each construction contractor agreeing to comply fully with the Emissions Plan and acknowledging that a significant violation of the Emissions Plan shall constitute a material breach of contract.</li> </ol> <p><b>Mitigation Measure AIR-1d: Super-Compliant VOC Architectural Coatings during Construction.</b></p> <p>The Project sponsor shall use super-compliant VOC architectural coatings during construction for all interior spaces and shall include this requirement on plans submitted for review by the City's building official. "Super-Compliant" refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District rule 1113 which requires a limit of 10 grams VOC per liter (<a href="http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings">http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings</a>).</p>	
<p><b>Impact AIR-2:</b> Operation of the Project (and combined overlapping construction and operation) would result in operational average daily emissions of more than 54 pounds per day of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub> or 82 pounds per day of PM<sub>10</sub>; or result in maximum annual emissions of 10 tons per year of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub> or 15 tons per year of PM<sub>10</sub>. (Criterion 2) <i>(Significant and Unavoidable with Mitigation)</i></p>	<p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (See Impact AIR-1)</p> <p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (See Impact AIR-1)</p> <p><b>Mitigation Measure AIR-1d: Super-Compliant VOC Architectural Coatings during Construction.</b> (See Impact AIR-1)</p> <p><b>Mitigation Measure AIR-2a: Use Low and Super-compliant VOC Architectural Coatings in Maintaining Buildings through Covenants, Conditions, and Restrictions.</b></p> <p>The Project Sponsor shall require all nonresidential developed parcels to include within their Covenants, Conditions, and Restrictions (CC&amp;Rs) and/or ground leases requirements for all future interior spaces to be repainted only with "Super-Compliant" Architectural Coatings (<a href="http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings">http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings</a>). "Super-Compliant" refers to paints that meet the more stringent regulatory limits in South Coast AQMD Rule 1113 which requires a limit of 10 grams VOC per liter.</p> <p><b>Mitigation Measure AIR-2b: Promote use of Green Consumer Products.</b></p> <p>To reduce ROG emissions associated with the Project, the Project Sponsor and/or future developer(s) shall provide education for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of final occupancy and every five years thereafter, the Project sponsor and/or future developer(s) shall develop electronic correspondence</p>	<p>Significant and Unavoidable</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2 (cont.)</b>	<p>to be distributed by email annually and upon any new lease signing to residential and/or commercial tenants of each building on the Project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing.</p> <p><b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b></p> <p>To reduce NO<sub>x</sub> associated with operation of the proposed Project, the Project sponsor shall implement the following measures. These features shall be submitted to the City for review and approval and be included on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ol style="list-style-type: none"> <li>1. If feasible, non-diesel fueled generators shall be installed to replace diesel-fueled generators. Alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other non-diesel emergency power systems, must be demonstrated to reduce NO<sub>x</sub> emissions compared to diesel fuel.</li> <li>2. All new diesel backup generators shall have engines that meet or exceed California Air Resources Board Tier 4 off- road Compression Ignition Engine Standards (title 13, CCR, section 2423) which have the lowest NO<sub>x</sub> emissions of commercially available generators. If the California Air Resources Board adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest NO<sub>x</sub> emissions shall apply.</li> <li>3. All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by the Air District in its permitting process.</li> <li>4. All diesel backup generator exhaust shall be vented on the rooftops of each building where the generators are located. This could be achieved by either placing the diesel backup generators themselves on the rooftops, or by constructing exhaust stacks from the diesel backup generator locations to the rooftops. Alternatively, the generators or exhaust stacks could be located in areas where the Project sponsor can quantitatively demonstrate that these locations would not result in health risks that exceed those associated with rooftop placement for both existing offsite and future onsite sensitive receptors. This analysis must consider health risks from the Project as a whole at full buildout, including all 17 generators installed at the Project site, and including emissions from off-site sources of TACs under cumulative conditions, and the impact of all existing offsite or new onsite sensitive receptors.</li> <li>5. For each new diesel backup generator permit submitted to the Air District for the Project, the Project sponsor shall submit the anticipated location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.</li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-2 (cont.)</b></p>	<p><b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b></p> <p>The Project sponsor shall incorporate the following health risk reduction measures into the Project design and construction contracts (as applicable) in order to reduce the potential health risk due to exposure to toxic air contaminants. These features shall be submitted to the City for review and approval and be included on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City. Emissions from Project-related diesel trucks shall be reduced through implementing the following measures, if feasible:</p> <ol style="list-style-type: none"> <li>1. Installing electrical hook-ups for diesel trucks at loading docks.</li> <li>2. Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.</li> <li>3. Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.</li> <li>4. Prohibiting trucks from idling for more than two minutes.</li> <li>5. Establishing truck routes to avoid sensitive receptors in the Project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.</li> </ol> <p><b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b></p> <p>The Project sponsor shall prepare a Criteria Pollutant Mitigation Plan (CPM Plan) prior to the issuance of building construction related permits for site preparation (including but not limited to grading activities, hazardous materials remediation, and/or horizontal infrastructure) for each individual project site (or phase with multiple project sites to be constructed concurrently by one entity). The purpose of the CPM Plan is to document expected construction and operational criteria pollutant emissions, including ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions; and to identify all available feasible measures (as defined under CEQA; see below) to reduce total criteria pollutant emissions below the City's thresholds of significance. The criteria pollutant emissions estimate for the Project shall include consideration of all criteria pollutant emission reduction measures and emission reduction actions that will be implemented by the Project and shall describe the approximate criteria pollutant emissions reductions that will be associated with each action and reduction measure.</p> <p>The CPM Plan shall be submitted to the City of Oakland Planning Department for review and approval or conditional approval based on a determination of whether the CPM Plan meets the conditions described below. The CPM Plan shall include some or all of the recommended measures listed below, as needed to reduce the Project's criteria pollutant emissions below the City's thresholds of significance. Should the Project sponsor deem any of the recommended measures infeasible, the CPM Plan shall clearly explain why such measure is considered to be infeasible, and how the goal of reducing all criteria pollutant emissions below the City's thresholds will be accomplished without the measure, and the Project sponsor shall only be permitted to remove measures if the City of Oakland Planning Department, in its discretion, determines that the measure is infeasible. The criteria pollutant emissions estimate for the Project shall include consideration of all mitigation measures and emission reduction actions that will be implemented by the Project and shall describe the approximate criteria pollutant emissions reductions that will be associated with each action and mitigation measure.</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2 (cont.)</b>	<p>The CPM Plan shall include a detailed description of the criteria pollutant emissions for all construction activities and all operational components of each Project site as shown in final development plan or equivalent based on the best available construction and operational activity and energy use data at the time of Project approval and the latest and most up-to-date emissions modeling and estimation protocols and methods. The plan shall, at minimum, include the following elements:</p> <ol style="list-style-type: none"> <li>1. <b>Project Criteria Pollutant Emissions</b> – The Project’s criteria pollutant emission estimates presented in the CPM Plan shall include both construction and operational emissions and will be based on the emission factors for mobile sources, area sources, energy sources, and stationary sources commonly used at the time the CPM Plan is completed, along with the incorporation of existing vehicle emission standards and building energy standards. If shuttle service to and from the Transportation Hub is provided as part of the TMP, then the estimates shall include emissions from this service. Emission factors are likely to decrease over time for some emission sources, such as mobile sources as the vehicle fleet shifts to more low- and zero-emissions fuel sources, and as new future technology that cannot currently be anticipated is adopted. The initial Project criteria pollutant emission estimates will be based upon final design, Project-specific traffic generation estimates, energy use estimates, equipment to be used on-site, and other emission factors appropriate for the Project prior to construction. Methods should generally follow the approach used in this DEIR and in Appendix AIR.</li> <li>2. <b>Criteria Pollutant Emission Reduction Measures</b> – the CPM Plan shall include all feasible criteria pollutant emission reduction measures that reduce or offset the Project’s incremental criteria pollutant emissions below the City’s thresholds of significance. All emission reduction measures shall be verifiable and feasible to implement over the Project life. The CPM Plan shall be consistent with all regulatory requirements at the time the CPM Plan is developed, and shall include the recommended reduction measures identified below unless the Project sponsor provides evidence reasonably satisfactory to the City of Oakland Planning Department that (a) one or more measures are infeasible, or (b) that one or more measures are not required to reduce the Project’s criteria pollutant emissions below City’s thresholds. Measures shall be implemented as needed to achieve the City’s significance thresholds. In addition, all measures shall be considered in the order of City preference as follows: (1) on-site measures, (2) off-site measures within the City of Oakland, and (3) off-site measures within the San Francisco Bay Area Air Basin. All feasible on-site and off-site measures must be implemented before emissions offsets are considered in the CPM Plan.</li> </ol> <p>For the purposes of this mitigation measure, “feasible” shall mean as defined under CEQA “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.”</p> <ol style="list-style-type: none"> <li>a. <b>Recommended On-Site Emission Reduction Measures:</b> <ol style="list-style-type: none"> <li>i. <i>Minimize the Project’s energy demand through physical design features, with the ultimate goal of zero net energy buildings.</i> Minimize electricity and natural gas demand through implementation of design measures. New development, including residential, commercial, and retail buildings, shall be designed as zero net energy buildings as defined by the U.S. Department of Energy as follows: “An energy-efficient building where, on a source energy basis, the actual annual delivered energy is less than or equal to the on-site renewable exported energy” (DOE, 2015).</li> </ol> </li> </ol>	



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2 (cont.)</b>	<ul style="list-style-type: none"> <li>ii. <i>Electrify all residential development.</i> Residential buildings shall be 100 percent electric and not include any natural gas appliances, including water heaters, clothes washers, HVAC systems, and stoves. Notwithstanding the fact that this is a recommended measure, the Project shall comply with applicable building electrification requirements adopted by the City as part of its building code and compliance with regulatory requirements shall not be considered mitigation.</li> <li>iii. <i>Electrify nonresidential development.</i> Nonresidential buildings shall be 100 percent electric and not include any natural gas appliances, including water heaters, clothes washers, HVAC systems, and stoves. Notwithstanding this measure, the Project shall comply with any applicable building electrification requirement adopted by the City as part of its building code and compliance with regulatory requirements shall not be considered mitigation.</li> <li>iv. <i>Additional electric vehicle (EV) charging stations beyond regulatory requirements.</i> Install EV charging stations that provide charging opportunities at the Project site beyond regulatory requirements. The Project Sponsor shall promote the use of clean fuel-efficient vehicles through preferential (designated and proximate to entry) parking and installation of charging stations beyond the level required by regulatory requirements. Promote the use of zero-emission vehicles by requesting that any car share program operator with vehicles provided on the Project site include electric vehicles within its car share program to reduce the need to have a vehicle or second vehicle and to reduce vehicle emissions.</li> <li>v. <i>Preferred parking for alternative-fueled vehicles and car sharing.</i> Reduce the need to have a vehicle (or second vehicle) by providing preferential (designated and proximate to entry) parking for ride sharing vehicles on site beyond regulatory requirements. Promote the use of zero-emission vehicles by requesting that any car share program operator with vehicles provided on Project site include electric vehicles within its car share program.</li> <li>vi. <i>Additional TDM or TMP measures.</i> Implement TDM or TMP measures that go beyond the 20 percent vehicle trip reduction in the TDM or TMP Plan by encouraging mode shift from vehicles to other modes of transportation including transit, biking, walking, and ride-sharing.</li> <li>vii. <i>Additional actions from Mitigation Measure GHG-1.</i> Implement any additional on-site actions from Mitigation Measure GHG-1 (Preparation and Implementation of a GHG Reduction Plan) that would reduce criteria pollutant emissions in addition to GHG emissions.</li> <li>viii. <i>Additional measures and technology.</i> Implement additional measures and technology to reduce criteria pollutant emissions from Project construction and operations that are not currently known or available. This may include new energy systems (such as battery storage) to replace natural gas use, new transportation systems (such as autonomous vehicle networks) to reduce fossil-fueled vehicles, or other technology (such as alternatively-fueled emergency generators or renewable backup energy supply) that is not currently available at the project-level, provided that the CPM Plan demonstrates to the City's satisfaction that such measure are as or more effective as the existing measures described above.</li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2 (cont.)</b>	<p>b. <b>Recommended Off-Site Emission Reduction Measures:</b></p> <ul style="list-style-type: none"> <li>i. <i>Community energy-efficiency retrofits.</i> Fund, contribute to, or implement community energy efficiency retrofits in West Oakland, the greater Oakland community, or other communities selected for the CARB's Community Air Protection Program under AB 617, to reduce off-site building energy use.</li> <li>ii. <i>Off-site EV chargers.</i> Fund or implement a program that expands the installation of EV chargers in West Oakland, the greater Oakland community, or other communities selected for the CARB's Community Air Protection Program under AB 617, to reduce mobile source emissions from gasoline and diesel vehicles.</li> <li>iii. <i>Additional actions from Mitigation Measure GHG-1.</i> Implement any additional off-site actions from Mitigation Measure GHG-1 (Preparation and Implementation of a GHG Reduction Plan) that would reduce criteria pollutant emissions in addition to GHG emissions.</li> </ul> <p>c. <b>Emissions Offsets:</b> Prior to issuance of the final certificate of occupancy for the final building associated with Phase 1, the Project sponsor, with the oversight of the City of Oakland Planning Department, shall either:</p> <ul style="list-style-type: none"> <li>i. <i>Directly fund or implement a specific offset project within the City of Oakland</i> to achieve the equivalent of annual tons-per-year reduction equal to the total estimated operational ROG, NO<sub>x</sub>, and PM<sub>10</sub> emissions offsets required to reduce the Project's criteria pollutants below City's significance thresholds. The emissions offset measures will be based on the criteria pollutant reductions necessary after implementation of all other emission reduction measures implemented through the verified CPM Plan described above. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within West Oakland or the surrounding community. Such projects could include community-level strategies and control measures identified in BAAQMD's AB 617 West Oakland Community Action Plan (or any future AB 617 plan for nearby communities), such as zero-emission trucks, upgrading locomotives with cleaner engines, replacing existing diesel stationary and standby engines with Tier 4 diesel or cleaner engines, or expanding or installing energy storage systems (e.g., batteries, fuel cells) to replace stationary sources of pollution. Prior to implementing the offset project, it must be approved by the City of Oakland Bureau of Planning, as consistent with the requirements of this mitigation measure. The Project Sponsor shall notify the City of Oakland Bureau of Planning within six months of completion of the offset project for verification; or</li> <li>ii. <i>Pay mitigation offset fees</i> to the Air District Bay Area Clean Air Foundation or other governmental entity. The mitigation offset fee shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the City, the Project Sponsor, and the Air District or other governmental entity, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve annual reductions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> equal to the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated and implemented through the CPM Plan</li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2 (cont.)</b>	<p>The offset fee for ROG and NO<sub>x</sub> shall be made prior to issuance of the first building permit for the Project when the combination of construction and operational emissions is predicted to first exceed 54 pounds per day. This offset payment shall total the annual tons per year of ROG and NO<sub>x</sub> above the 54 pounds-per-day and 10 tons-per-year threshold after implementation of Mitigation Measures AIR-2a through AIR-2d and the verified CPM Plan. The offset fee for PM<sub>10</sub> shall be made prior to issuance of the final certificate of occupancy for the final building associated with Full Buildout of the Project when operational emissions of PM<sub>10</sub> is predicted to first exceed 82 pounds per day. This offset payment shall total the annual tons per year of PM<sub>10</sub> above the 82 pounds-per-day and 15 tons-per-year threshold and PM<sub>10</sub> after implementation of Mitigation Measures AIR-2a through AIR-2d and the verified CPM Plan.</p> <p>The total emission offset amount shall be calculated by summing the maximum daily construction and operational emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> (pounds/day), above the City's threshold multiplying by 260 work days per year for construction and 365 days per year for operation, and converting to tons. The amount represents the total estimated operational and construction-related ROG, NO<sub>x</sub>, and PM<sub>10</sub> emissions offsets required to reduce the Project's criteria pollutant emissions below the City's thresholds after implementation of all other mitigation measures implemented through the CPM Plan.</p> <p>Documentation of mitigation offset payments, as applicable, shall be provided to the City.</p> <p>When paying a mitigation offset fee under paragraph (c)(ii), the Project sponsor shall enter into a memorandum of understanding (MOU) with the Air District Clean Air Foundation or other governmental entity. The MOU shall include details regarding the funds to be paid, the administrative fee, and the timing of the emissions reductions project. Acceptance of this fee by the air district shall serve as acknowledgment and a commitment to (1) implement an emissions reduction project(s) within a time frame to be determined, based on the type of project(s) selected, after receipt of the mitigation fee to achieve the emissions reduction objectives specified above and (2) provide documentation to the Planning Department and the Project sponsor describing the project(s) funded by the mitigation fee, including the amount of emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> reduced (tons per year) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). To qualify under this mitigation measure, the specific emissions reduction project must result in emission reductions within the air basin that are real, surplus, quantifiable, and enforceable and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. The requirement to pay such mitigation offset fee shall terminate if the Project sponsor is able to demonstrate that the Project's emissions upon the: (a) full buildout or (b) termination of the Development Agreement if it is later than full buildout are less than the 10-ton-per-year thresholds for ROG and NO<sub>x</sub> and the 15-ton-per-year threshold for PM<sub>10</sub>.</p> <p>The Project sponsor shall prepare an Annual CPM Verification Report in the first quarter of each year following completion of each project site as shown in final development plan or equivalent. The purpose of the Report is to quantify total Project construction and operational criteria pollutant emissions for the previous year based on appropriate emissions factors for that year and the</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2 (cont.)</b>	<p>effectiveness of emission reduction measures that were implemented, and determine the on-site and off-site emission reduction measures and additional ROG, NO<sub>x</sub>, and PM<sub>10</sub> offsets needed to bring the Project below the City's thresholds of significance for the coming year. The Report shall be prepared by the Project proponent and submitted to the City Planning Department for review and verification. Criteria pollutant offsets for the previous year, if required, shall be in place by the end of each reporting year. If the City Planning Department determines the report is reasonably accurate, it may approve the report; otherwise, the City shall identify deficiencies and direct the Project sponsor to correct and re-submit the report for approval.</p> <p><b>Mitigation Measure TRANS-1a: Transportation Demand Management (TDM) Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2nd Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7th Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p>	
<b>Impact AIR-3:</b> Traffic associated with the development of the proposed Project would not contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour. (Criterion 3) ( <i>Less than Significant</i> )	None required	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-4:</b> Construction and operation of the Project could generate substantial levels of toxic air contaminants (TACs) and impact off-site receptors. (Criterion 4) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (See Impact AIR-1)  <b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-3: Truck-Related Risk Reduction Measures – Toxic Air Contaminants.</b></p> <p>The Project sponsor shall incorporate the following health risk reduction measures into the Project design of the ballpark and non-residential uses in order to reduce the potential health risk due to truck-related sources of toxic air contaminants. These measures shall be specified on the Project plans for confirmation by the City’s building official at the time of plan check and would be subject to periodic inspection.</p> <ol style="list-style-type: none"> <li><i>Truck Loading Docks Requirement:</i> The Project sponsor shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible.</li> <li><i>Truck Fleet Emission Standards:</i> The Project sponsor shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate compliance to the satisfaction of the City. Methods to comply include, but are not limited to, new clean diesel trucks, higher-tier diesel engine trucks with added particulate matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB’s Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.</li> </ol>	<p>Less Than Significant</p>
<p><b>Impact AIR-5:</b> Construction and operation of the Project could expose proposed future on-site sensitive receptors to substantial levels of toxic air contaminants (TACs). (Criterion 5) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (See Impact AIR-1)  <b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-3: Truck-Related Risk Reduction Measures – Toxic Air Contaminants.</b> (See Impact AIR-4)  <b>Mitigation Measure AIR-4a: Install MERV16 Filtration Systems.</b></p> <p>The Project Sponsor shall install a mechanical ventilation system at all residential buildings at the Project site capable of achieving the protection from particulate matter (PM<sub>2.5</sub>) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 16 filtration (as defined by American Society of Heating, Refrigerating and Air-Conditioning Engineers [ASHRAE] standard 52.2). The system must meet the requirements of Mitigation Measure AIR-1c (Diesel Particulate Matter Controls). As part of implementing this measure, an ongoing maintenance plan for the building’s HVAC air filtration system shall be required.</p> <p>Alternatively, the Project sponsor shall retain a qualified air quality consultant to prepare an updated HRA for the Project in accordance with the CARB and the Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of Project residents/occupants/users to TAC emissions. The updated HRA shall be conducted during final</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-5 (cont.)</b>	<p>design for the proposed building or phase, when the exact level of TAC exposure is known, based on proximity to actual, then-current emission sources from both the entire Project and background cumulative sources consistent with the methods used in the EIR for cumulative analysis. The updated HRA shall be submitted to the City for review and approval. If the approved updated HRA concludes that health risks are at or below both the City's project-level and cumulative thresholds of significance for new on-site sensitive receptors with a filtration system alternative to MERV16, then the alternative MERV filtration system identified in the approved updated HRA shall be allowed rather than MERV16.</p> <p><b>Mitigation Measure AIR-4b: Exposure to Air Pollution – Toxic Air Contaminants.</b></p> <p>The Project sponsor shall incorporate the following health risk reduction measures into the Project design in order to reduce the potential health risk due to exposure to toxic air contaminants as feasible for the Project's sources of TACs. These features shall be submitted to the City for review and approval and be included on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ol style="list-style-type: none"> <li>1. Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for future on-site residents and other sensitive populations in the Project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-16 or higher (with exceptions as provided in 4a above). As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.</li> <li>2. Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).</li> <li>3. Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.</li> <li>4. The Project shall be designed to locate sensitive receptors as far away as feasible from the Project's source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.</li> <li>5. Sensitive receptors shall be located on the upper floors of buildings, if feasible.</li> <li>6. Planting trees and/or vegetation between sensitive receptors and pollution sources, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>).</li> <li>7. Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.</li> </ol> <p><i>Maintenance of Health Risk Reduction Measures.</i> The Project sponsor or its designee shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the Project sponsor shall prepare and then distribute to the building manager/operator operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-6:</b> The Project would not create or expose sensitive receptors to substantial objectionable odors that would affect a substantial number of people. (Criterion 6) <i>(Less than Significant)</i></p>	<p>None required</p>	<p>Less Than Significant</p>
<p><b>Impact AIR-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, would contribute to cumulative regional air quality impacts associated with criteria pollutants. (Criteria 1, 2, and 3) <i>(Significant and Unavoidable with Mitigation)</i></p>	<p><b>Mitigation Measure AIR-1a: Dust Controls.</b> (See Impact AIR-1)  <b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (See Impact AIR-1)  <b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (See Impact AIR-1)  <b>Mitigation Measure AIR-1d: Super-Compliant VOC Architectural Coatings during Construction.</b> (See Impact AIR-1)  <b>Mitigation Measure AIR-2a: Use Low and Super-compliant VOC Architectural Coatings in Maintaining Buildings through Covenants, Conditions, and Restrictions.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2b: Promote use of Green Consumer Products.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (See Impact AIR-2)  <b>Mitigation Measure AIR-3: Truck-Related Risk Reduction Measures – Toxic Air Contaminants.</b> (See Impact AIR-4)  <b>Mitigation Measure AIR-4a: Install MERV16 Filtration Systems.</b> (See Impact AIR-5)  <b>Mitigation Measure AIR-4b: Exposure to Air Pollution – Toxic Air Contaminants.</b> (See Impact AIR-5)  <b>Mitigation Measure AIR-1.CU: Include Spare the Air Telecommuting Information in Transportation Welcome Packets.</b>                      The Project sponsor shall include dissemination of information on Spare the Air Days within the San Francisco Bay Area Air Basin as part of transportation welcome packets and ongoing transportation marketing campaigns. This information shall encourage employers and employees, as allowed by their workplaces, to telecommute on Spare the Air Days.  <b>Mitigation Measure TRANS-1a: Transportation Demand Management (TDM) Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)  <b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)  <b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2nd Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)  <b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (See Section 4.15, <i>Transportation and Circulation</i>)  <b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p>	<p>Significant and Unavoidable</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-1.CU (cont.)</b></p>	<p><b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7th Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p>Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing. (<b>See Section 4.15, <i>Transportation and Circulation</i></b>)</p>	
<p><b>Impact AIR-2.CU:</b> The Project, combined with cumulative development would contribute to cumulative health risk impacts on sensitive receptors. (Criteria 4 and 5) (<i>Significant and Unavoidable with Mitigation</i>)</p>	<p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (See Impact AIR-1)</p> <p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (See Impact AIR-1)</p> <p><b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (See Impact AIR-2)</p> <p><b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (See Impact AIR-2)</p> <p><b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (See Impact AIR-2)</p> <p><b>Mitigation Measure AIR-3: Truck-Related Risk Reduction Measures – Toxic Air Contaminants.</b> (See Impact AIR-4)</p> <p><b>Mitigation Measure AIR-4a: Install MERV16 Filtration Systems.</b> (See Impact AIR-5)</p> <p><b>Mitigation Measure AIR-4b: Exposure to Air Pollution – Toxic Air Contaminants.</b> (See Impact AIR-5)</p> <p><b>Mitigation Measure AIR-2.CU: Implement Applicable Strategies from the West Oakland Community Action Plan.</b></p> <p>The Project sponsor shall incorporate the following health risk reduction measures to the extent necessary to achieve the equivalent toxicity-weighted TAC emissions emitted from the Project or population-weighted TAC exposure reductions resulting from the Project, such that the Project does not result in a cumulatively considerable contribution to health risks associated with TAC emissions. These measures, derived from the West Oakland Community Action Plan, shall be incorporated into the Project design. As an added benefit, these measures may also reduce health risks associated with existing background sources of TACs within the West Oakland community, to lessen the degree to which the Project exacerbates these existing TAC health risks (given that these measures will not reduce Project-generated TAC emissions to zero). These measures shall be specified on the Project plans for confirmation by the City’s building official at the time of plan check and would be subject to periodic inspection.</p> <p>1. <i>Action 14a:</i> The Project sponsor shall work with the BAAQMD to help distribute information to future tenants about subsidized loans for local businesses to install energy storage systems (e.g., batteries, fuel cells) to replace stationary sources of pollution (e.g., back-up generators).</p>	<p>Significant and Unavoidable</p>



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2.CU (cont.)</b>	<ol style="list-style-type: none"> <li>2. <i>Action 14b:</i> The Project sponsor shall install energy storage systems (e.g., batteries, fuel cells) instead of diesel backup generators, if feasible.</li> <li>3. <i>Action 18:</i> The Project sponsor shall install truck charging stations for electric vendor and delivery trucks serving the Project site.</li> <li>4. <i>Action 29:</i> The Project sponsor shall provide incentives to future tenants to retrofit their truck fleets to zero-emission vehicles.</li> <li>5. <i>Action 36:</i> The Project sponsor shall work with the BAAQMD and CARB to help distribute information about financial incentives for fueling infrastructure, and for low and zero-emission equipment.</li> <li>6. <i>Action 49:</i> The Project sponsor shall work with the BAAQMD to help distribute information to future tenants about funding incentives to pay for the cost of purchasing cleaner equipment in West Oakland potentially including: electric lawn and garden equipment and battery electric Transportation Refrigeration Units.</li> <li>7. <i>Action 52:</i> The Project sponsor shall offer incentives for the purchase of electric bicycles for bike share programs.</li> <li>8. <i>Additional measures and technology.</i> The Project sponsor shall implement additional measures and technology to reduce TAC emissions from Project operations that are not currently known or available. This may include new transportation systems (such as autonomous vehicle networks) to reduce fossil-fueled vehicles or other technology (such as alternatively-fueled emergency generators or renewable backup energy supply) that is not currently available or feasible at the project-level, provided that the Project sponsor demonstrates to the City's satisfaction that such measures are as or more effective as the measures above.</li> <li>9. <i>Directly fund or implement a specific emissions or exposure reduction project(s) within the City of Oakland</i> to achieve the equivalent toxicity-weighted TAC emissions emitted from the Project or population-weighted TAC exposure reductions resulting from the Project, such that the Project does not result in a cumulatively considerable contribution to health risks associated with TAC emissions. The emissions or exposure reduction measures will be evaluated after implementation of all other emission reduction measures implemented above. To qualify under this mitigation measure, any emissions reduction project must result in TAC emission reductions that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within West Oakland or the surrounding community. Such projects could include community-level strategies and control measures identified in BAAQMD's AB 617 West Oakland Community Action Plan (or any future AB 617 plan for nearby communities), such as zero-emission trucks (Action 29); upgrading locomotives with cleaner engines (Actions 51, 62, 64, and 65); replacing existing diesel stationary and standby engines with Tier 4 diesel or cleaner engines (Action 70); installing high-efficiency air filtration systems at schools, daycare facilities, and homes (Actions 75 and 78); expanding or installing energy storage systems such as batteries, fuel cells, etc. (Action 14); or providing increased electrical infrastructure and power storage to support electric trucks (Action 18). The offset project shall be approved by the City of Oakland Bureau of Planning prior to its implementation. The Project sponsor shall notify the City of Oakland Bureau of Planning within six months of completion of the offset project for verification.</li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-2.CU (cont.)</b></p>	<p><b>Mitigation Measure TRANS-1a: Transportation Demand Management (TDM) Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2nd Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7th Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p>	
<b>4.3 Biological Resources</b>		
<p><b>Impact BIO-1:</b> The Project could have a substantial adverse effect, either directly or through habitat modifications on resident and/or migratory birds and/or on bird species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (Criterion 1) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure BIO-1a Disturbance of Birds during Nesting Season.</b></p> <p>To the extent feasible, initial Project activities that include ground disturbance, tree or vegetation removal, building/structure demolition/modification, or pile driving shall not occur during the bird breeding season of February 1 to August 15. If such activities must occur during the bird breeding season, work areas plus an appropriate buffer area determined by a qualified biologist shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-construction surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other nesting 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, such that nesting birds are not disturbed by the Project activity. The size of the nest buffer will be determined by the biologist in coordination with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest, as necessary to avoid disturbance of nesting birds.</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-1 (cont.)</b>	<p><b>Mitigation Measure BIO-1b: Bird Collision Reduction Measures.</b></p> <p>The Project sponsor shall comply with the most recent City of Oakland <i>Bird Safety Measures</i> (currently 2013) during Project design, as administered by the City of Oakland Bureau of Building. This measure applies to all construction elements that include glass as part of the building's exterior AND at least one of the following: (a) The project is located immediately adjacent to a substantial water body (i.e., Oakland-Alameda Estuary); OR (b) The project is located immediately adjacent to recreation area or park larger than one acre and which contains substantial vegetation; OR (c) The project includes a substantial vegetated or green roof (roofs with growing medium and plants taking the place of conventional roofing such as asphalt, tile, gravel or shingles) but excluding container gardens; OR (d) The project includes an existing or proposed substantial vegetated area (generally contiguous one acre in size or larger) located directly adjacent to Project buildings.</p> <p>Prior to the approval of a construction-related permit, the Project sponsor shall prepare and submit a Bird Collision Reduction Plan to the City of Oakland Bureau of Building for review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific Project Best Management Practice (BMP) strategies, described below, to reduce bird strike impacts to the maximum feasible extent. The Project sponsor shall implement the approved Plan. Mandatory measures include all of the following:</p> <ol style="list-style-type: none"> <li>i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights.</li> <li>ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures.</li> <li>iii. Avoid the use of mirrors in landscape design.</li> <li>iv. Avoid placement of bird-friendly attractants (e.g., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule), as explained below.</li> <li>v. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following: <ul style="list-style-type: none"> <li>• Use opaque glass in window panes instead of reflective glass.</li> <li>• Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).</li> <li>• Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).</li> <li>• Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects.</li> <li>• Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans.</li> </ul> </li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-1 (cont.)</b>	<ul style="list-style-type: none"> <li>• Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule).</li> <li>• Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides.</li> <li>• Install opaque window film or window film with a pattern/design which also adheres to the “two-by-four” rule for coverage.</li> </ul> <p>vi. Reduce light pollution in non-ballpark structures and apply best management practices to nighttime programming for field lighting and concert and event light shows at the ballpark to avoid and reduce potential collision hazards for migratory and resident birds, to the extent feasible. Examples may include the following:</p> <ul style="list-style-type: none"> <li>• Direct field lighting at the ballpark in a downward direction to the extent feasible.</li> <li>• Minimize night-time architectural illumination treatments during bird migration season, except with respect to nighttime programming at the ballpark for field lighting and event and concert light shows, which shall apply best management practices (e.g., install time switch control devices or occupancy sensors on non-emergency interior lights; reduce perimeter lighting whenever possible; install full cut off, shielded or directional lighting to minimize light spillage, glare or light trespass) to avoid and reduce potential collision hazards for migratory and resident birds (February 15 to May 15 and August 15 to November 30).</li> <li>• Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise.</li> <li>• Reduce perimeter lighting to the extent feasible taking into consideration safety, crowd control and Homeland Security concerns.</li> <li>• Install full cutoff, shielded, or directional lighting to minimize light spillage, glare, or light trespass with respect to best management practices for field lighting or event and concert light shows.</li> <li>• Do not use upward beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration except with respect to nighttime programming at the Ballpark for field lighting and event and concert light shows, which shall apply best management practices to avoid and reduce potential collision hazards for migratory and resident birds.</li> </ul> <p>vii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual may include the following:</p> <ul style="list-style-type: none"> <li>• Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws.</li> <li>• Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials.</li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-1 (cont.)</b>	<ul style="list-style-type: none"> <li>• Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day.</li> <li>• Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&amp;Rs.</li> <li>• Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.</li> </ul> <p><b>Mitigation Measure BIO-1c: Peregrine Falcon Firework Display Surveys, Buffer, and Monitoring.</b></p> <ol style="list-style-type: none"> <li>1. During the first operational year, a qualified biologist shall survey cranes on Project site for nesting peregrine falcons prior to start of the regular baseball season (approximately late March/early April) to identify active peregrine falcon nest sites. The survey shall be conducted prior to the first fireworks display to occur within the peregrine breeding season. If survey results are negative, then no further action would be required under this measure.</li> <li>2. Should an active peregrine falcon nest be identified during surveys, a 500-foot buffer shall be maintained between the nest site and the fireworks aerial detonation location. This initial starting buffer distance may be adjusted based on site conditions, with concurrence from the California Department of Fish and Wildlife. For example, if the nest is shielded from potential impacts, then a smaller buffer distance may be warranted.</li> <li>3. The nest site shall be monitored by a qualified biologist immediately prior to and the morning after the first five ballpark fireworks events to examine bird responses to the fireworks event. Surveys shall examine the stability patterns of the nest and evaluate the effectiveness of the 500-foot buffer. The monitor will document peregrine falcon behavioral disturbance at the nest site associated with the fireworks display and confirm if flushed adults return to the nest site following the display. If possible, video monitoring shall assist in documenting bird behavior. The qualified biologist will review the nest site the morning after the display to document the presence or absence of adults at the nest site.</li> <li>4. Following nest monitoring events, the qualified biologist shall determine if the nesting stage (i.e., egg incubation, nestling, fledgling) and level of disturbance observed warrant temporary adjustments to future fireworks displays at the ballpark (e.g., adjustments to the 500-foot buffer), to avoid potential take of an egg, nest, or nestling resulting from fireworks disturbance. If such monitoring suggests that falcons have abandoned a nesting attempt the morning after an event, a nestling rescue effort and transfer to a qualified rehabilitation center shall be required to prevent a take event. Nest monitoring would also inform adaptive management to further protect nesting falcons during future shows by, for example, adjusting the timing and/or location of the fireworks shows to further reduce effects on bird behavior.</li> <li>5. Should nesting within the Project site not be identified during surveys for 3 more consecutive seasons, it will be assumed that local peregrine falcons have selected another nesting location and annual surveys and monitoring in advance of ballpark firework displays shall no longer be necessary to avoid or minimize disturbance to this species and their nests.</li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<p><b>Impact BIO-2:</b> The Project could have a substantial adverse effect, either directly or through habitat modifications on bats identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (Criterion 1) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure BIO-2: Pre-Construction Assessments and Protection Measures for Bats.</b> The following measure shall be implemented to identify potential bat roosting habitat on the Project site.</p> <ol style="list-style-type: none"> <li>1. A qualified biologist<sup>1</sup> who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to demolition or modification of buildings on site that could provide bat roosting habitat (i.e., portions of the Peaker Power Plant building, the fire station [if demolition is pursued], and various loading/unloading shelters), to conduct a pre-construction habitat assessment of the Project site to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify bat habitat or signs of potentially active bat roosts within the Project site (e.g., guano, urine staining, dead bats, etc.). The period that the habitat assessment is valid will depend upon available habitat quality and survey findings, and will be stated in the assessment.</li> </ol> <p>The following additional measures shall be implemented should potential roosting habitat or active bat roosts be identified during the habitat assessment in buildings to be demolished or modified under the proposed Project:</p> <ol style="list-style-type: none"> <li>2. In areas identified as potential roosting habitat during the habitat assessment, initial building demolition or modification shall occur to the extent feasible when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These dates avoid the bat maternity roosting season and period of winter torpor.<sup>2</sup></li> <li>3. Depending on temporal guidance as defined below, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to building demolition or modification.</li> <li>4. If active bat roosts or evidence of roosting is identified during pre-construction surveys, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the qualified biologist determines they are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site.</li> <li>5. If special-status bat species or maternity or hibernation roosts are detected during these surveys, appropriate species- and roost-specific avoidance and protection measures shall be developed by the qualified biologist in coordination with the California Department of Fish and Wildlife to ensure the roosts are not disturbed. Such measures may include postponing the removal of buildings or structures, establishing exclusionary work buffers while the roost is active (e.g., 100-foot no-disturbance buffer), or other avoidance measures.</li> </ol>	<p>Less Than Significant</p>

<sup>1</sup> Typical experience requirements for a qualified biologist include a minimum of four years of academic training and professional experience in biological sciences and related resource management activities, and a minimum of two years of experience conducting surveys for each species that may be present within the project area.

<sup>2</sup> Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-2 (cont.)</b>	<ol style="list-style-type: none"> <li>6. The qualified biologist shall be present during building demolition or modification if potential bat roosting habitat or active bat roosts are present. Buildings with active roosts shall be modified or demolished only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit.</li> <li>7. The demolition or modification of buildings containing bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, buildings may be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.</li> <li>8. Depending on timing, repeat or additional bat habitat assessments may be necessary to support construction phasing and should precede following the steps outlined above.</li> </ol>	
<p><b>Impact BIO-3:</b> The Project could have a substantial adverse effect, either directly or through habitat modification, on marine species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration. (Criterion 1) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure BIO-3: Management of Pile Driving in the Water Column for Protection of Fish and Marine Mammals.</b></p> <p>Prior to the start of any in-water construction that involves the construction of piles, the Project sponsor shall develop a NOAA Fisheries and CDFW-approved sound attenuation reduction and monitoring plan to avoid significant impacts to special status fish and marine mammals, including acute damage or mortality. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile driving activities, and all BMPs to be taken to reduce impact hammer and/or vibratory hammer pile-driving sound in the marine environment to an intensity level of less than 183 decibels (dB). The plan shall incorporate but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Steel piles shall be installed using vibratory hammers. Impact hammers shall only be used after piles have reached the point of refusal with vibratory methods.</li> <li>• Any impact hammer installed steel piles shall be conducted in strict accordance with the Long Term Management Strategy (LTMS) defined work windows of June 1 to November 30, during which periods the presence of special-status species in the Project Site is expected to be minimal. (USACE et al., 2001).</li> <li>• A contingency plan using bubble curtains or an air barrier will be implemented to attenuate sound levels to acceptable levels.</li> <li>• Other BMPs may be implemented in coordination with NOAA Fisheries or CDFW, such as working at low tides, reducing steel-to-steel contact through the use of a wooden block, or use of double-walled piles, as appropriate to reduce underwater noise levels to acceptable levels.</li> </ul> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (see Section 4.9, Hydrology and Water Quality)</p> <p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (see Section 4.9, Hydrology and Water Quality)</p>	<p align="center">Less Than Significant</p>

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<p><b>Impact BIO-4:</b> The Project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Marine Fisheries Service. (Criterion 2) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact BIO-5:</b> The Project could have a substantial adverse effect on federally protected wetlands or other waters (as defined by section 404 of the Clean Water Act) or state protected wetlands or waters, through direct removal, filling, hydrological interruption, or other means. (Criterion 3) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure BIO-4: Compensation for Fill of Jurisdictional Waters.</b>  The Project sponsor shall minimize all in-water construction activities associated with maintenance or installation of new structures in the San Francisco Bay if required and as further determined by the regulatory agencies with authority over the Bay during the permitting process.</p> <p>If the Project includes the placement of permanent fill, the Project sponsor shall mitigate for new fill-related impacts in consultation with the applicable regulatory agencies at a ratio consistent with the "no net loss" policy for the functions and values of impacted wetlands and waters. With resource agency concurrence, suitable mitigations may include one or more of the following strategies: 1) the acquisition of mitigation credits at an agency-approved mitigation bank for affected listed species; 2) onsite or offsite shoreline improvements or intertidal/subtidal habitat enhancements along the Bay waterfront through removal of solid fill such as chemically treated wood material (e.g., pilings, decking, etc.) by pulling, cutting, or breaking off piles at least 1 foot below mudline, or; 3) removal of other un-engineered debris (e.g., concrete-filled drums or large pieces of concrete) at a ratio consistent with regulators' "no net loss" policy for the functions and values of impacted wetlands and waters.</p> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (see Section 4.9, <i>Hydrology and Water Quality</i>)</p>	Less Than Significant
<p><b>Impact BIO-6:</b> The Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Criterion 4) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact BIO-7:</b> The Project would not fundamentally conflict with the City of Oakland Protected Tree Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances. (Criterion 6) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact BIO-1.CU:</b> The Project, in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the Project area, could have a considerable contribution to any cumulative impacts related to biological resources. <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure BIO-1a: Disturbance of Birds during Nesting Season.</b> (see Impact BIO-1)  <b>Mitigation Measure BIO-1b: Peregrine Falcon Firework Display Surveys, Buffer, and Monitoring.</b> (see Impact BIO-1)  <b>Mitigation Measure BIO-1c: Bird Collision Reduction Measures.</b> (see Impact BIO-1)</p>	Less Than Significant



**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-1.CU (cont.)</b>	<p><b>Mitigation Measure BIO-2: Pre-Construction Assessments and Protection Measures for Bats.</b> (see Impact BIO-2)</p> <p><b>Mitigation Measure BIO-3: Management of Pile Driving in the Water Column for Protection of Fish and Marine Mammals.</b> (see Impact BIO-3)</p> <p><b>Mitigation Measure BIO-4: Compensation for Fill of San Francisco Bay.</b> (see Impact BIO-5)</p> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (see Section 4.9, Hydrology and Water Quality)</p> <p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (see Section 4.9, Hydrology and Water Quality)</p>	
<b>4.4 Cultural and Tribal Cultural Resources</b>		
<p><b>Impact CUL-1:</b> The Project could result in significant impacts to maritime resources (USS <i>Potomac</i> and the Lightship <i>Relief</i>) within the Study Area. (Criterion 1) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure CUL-1: Maritime Resources Treatment Plan.</b></p> <p>Prior to any construction-related work within 100 feet of the Lightship <i>Relief</i> or the USS <i>Potomac</i>, the Project sponsor shall submit a Treatment Plan for the protection of and continued access to the USS <i>Potomac</i> and the Lightship <i>Relief</i> to the City. The Treatment Plan shall be prepared by a cultural resources professional with experience with historic ships, shall be provided for review by the Port and representatives for the USS <i>Potomac</i> and the Lightship <i>Relief</i>, and shall be approved by the City prior to the start of construction. At a minimum, the Treatment Plan shall include measures to address access to the resources during construction, measures to ensure a reasonable buffer zone regarding in-water construction-related traffic in close proximity to the resources, monitoring and notification protocols (if needed), and measures to allow for safe launch and return of the resources during construction. Implementation of protective measures included in the Treatment Plan shall be the responsibility of the Project sponsor.</p>	Less Than Significant
<p><b>Impact CUL-2:</b> The Project would not result in significant impacts to the historical setting of the Southern Pacific Railroad Industrial Landscape District (SPRR) API. (Criterion 1) (<i>Less than Significant</i>)</p>	None required	Less Than Significant
<p><b>Impact CUL-3:</b> The Project could result in significant impacts to the Southern Pacific Railroad Industrial Landscape District API and the PG&amp;E Station C API resulting from construction-related vibrations. (Criterion 1) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure CUL-2: Vibration Analysis for Historic Structures.</b></p> <p>As presented in Chapter 4.11 Noise and Vibration, building damage is generally experienced when vibration levels exceed 94 VdB. Table 4.11-17 lists a number of construction activities with their estimated VdB at various distances. At distances up to 150 feet, there is potential for vibration levels to exceed 94 VdB, therefore, prior to any vibratory construction within 150 feet of a historic resource the Project sponsor shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structures and/or substantially interfere with activities located at 93 Linden Street, 110 Linden Street, 101 Myrtle Street, 737 Second Street, 601 Embarcadero West, and 101 Jefferson Street. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The Project sponsor shall implement the recommendations during construction.</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.4 Cultural and Tribal Cultural Resources (cont.)</b>		
<p><b>Impact CUL-4:</b> The proposed Project would result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. (Criterion 1) (<i>Significant and Unavoidable</i>)</p>	<p><b>Mitigation Measure CUL-3a: Crane Removal Documentation.</b> Prior to issuance of a demolition permit, the City shall require HABS documentation of Crane X-422. This documentation shall be prepared by professionals meeting, or exceeding, the Secretary of the Interior’s Historic Preservation Professional Qualifications Standards and shall include recommendations regarding selection criteria for an appropriate receiver site that approximates the crane’s current relationship to the Estuary. HABS documentation of the crane shall include recordation in both written and photographic media of the current and historical physical context and conditions of Crane X-422.</p> <p><b>Mitigation Measure CUL-3b: Crane Relocation.</b> Pursuant to Policy 3.7 of the Historic Preservation Element of the Oakland General Plan, following completion of Mitigation Measure CUL-3a and prior to issuance of a demolition permit, the project sponsor shall make a good faith effort to support prompt relocation of Crane X-422 to a site acceptable to the City and the Port, and meeting the parameters established under Mitigation Measure CUL-3a. The sponsor shall make available funds equal to the cost of demolition to interested parties that submit, in writing, a relocation plan meeting the requirements established in Mitigation Measure CUL-3a. If no such party is identified within 90 days after the sponsor’s offer, or the City determines that a submitted plan is not acceptable to the City, Crane X-422 may be removed by the sponsor.</p> <p><b>Mitigation Measure CUL-3c: Interpretive Displays.</b> The Project sponsor shall, in consultation with a qualified architectural historian and landscape architect, develop one or more interpretive displays that present information regarding the early history of the Port of Oakland and its rise to prominence. Information should focus on the transformation of the port from 1962-1977, the role that early container cranes played in this transformation, the physical context, and the unique characteristics of the low-profile design of X-422 compared to its neighbors.</p>	<p>Significant and Unavoidable</p>
<p><b>Impact CUL-5:</b> Activities undertaken during construction of the Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. (Criterion 2) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure CUL-4a: Archaeological Resources and Tribal Cultural Resources – Discovery During Construction.</b> During construction, pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the Project sponsor shall notify the City and consult with a qualified archaeologist, as applicable, to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, Project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the Project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the Project sponsor shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.4 Cultural and Tribal Cultural Resources (cont.)</b>		
<p><b>Impact CUL-5 (cont.)</b></p>	<p>archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The Project sponsor shall implement the ARDTP at his/her expense.</p> <p>Archaeological monitoring and/or data recovery programs required by this measure could suspend Project operations in the vicinity of the discovery for up to 4 weeks. At the direction of the City, the suspension of construction can extend beyond 4 weeks only if such suspension is the only feasible means to reduce potential effects on a significant archaeological resource, as defined in CEQA Guidelines Section 15064(a) and 15064.5(c) to less than significant with mitigation.</p> <p><b>Mitigation Measure CUL-4b: Archaeologically Sensitive Areas – Pre-Construction Measures.</b></p> <p><b>Provision A: Intensive Pre-Construction Study.</b> The Project sponsor shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the Project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the Project site. At a minimum, the study shall include:</p> <ol style="list-style-type: none"> <li>a. Subsurface presence/absence studies of the Project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources.</li> <li>b. A report disseminating the results of this research.</li> <li>c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources.</li> </ol> <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the Project site, or a potential resource is discovered, the Project sponsor shall hire a qualified archaeologist to monitor any ground disturbing activities on the Project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the Project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p>	

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.4 Cultural and Tribal Cultural Resources (cont.)</b>		
<b>Impact CUL-5 (cont.)</b>	<p><b>Provision B: Construction ALERT Sheet.</b> The Project sponsor shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the Project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the Project site. Training by the qualified archaeologist shall be provided to the Project's prime contractor, any Project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the Project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop within 50 feet of the discovery and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the Project site.</p>	
<b>Impact CUL-6:</b> Activities undertaken during construction of the Project could disturb human remains, including those interred outside of formal cemeteries. (Criterion 3) ( <i>Less than Significant with Mitigation</i> )	<p><b>Mitigation Measure CUL-5: Human Remains – Discovery During Construction.</b></p> <p>During construction, pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the Project site during construction activities, all work shall immediately halt and the Project sponsor shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the Project sponsor.</p>	Less Than Significant
<b>Impact CUL-7:</b> The Project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074. (Criterion 4) ( <i>Less than Significant with Mitigation</i> )	<p><b>Mitigation Measure CUL-4a: Archaeological Resources and Tribal Cultural Resources – Discovery During Construction.</b> (see Impact CUL-5)</p> <p><b>Mitigation Measure CUL-4b: Archaeologically Sensitive Areas – Pre-Construction Measures.</b> (see Impact CUL-5)</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.4 Cultural and Tribal Cultural Resources (cont.)</b>		
<p><b>Impact CUL-1.CU:</b> The Project, combined with cumulative development in the Project vicinity as a result of the Downtown Oakland Specific Plan and citywide, would contribute to cumulative adverse impacts on historical resources. <i>(Significant and Unavoidable)</i></p>	<p><b>Mitigation Measure CUL-3a: Crane Removal Documentation.</b> (see Impact CUL-4)  <b>Mitigation Measure CUL-3b: Crane Relocation.</b> (see Impact CUL-4)  <b>Mitigation Measure CUL-3c: Interpretive Displays.</b> (see Impact CUL-4)</p>	Significant and Unavoidable
<p><b>Impact CUL-2.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, could contribute to cumulative adverse impacts on archaeological resources, human remains, and tribal cultural resources. <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure CUL-4a: Archaeological Resources and Tribal Cultural Resources – Discovery During Construction.</b> (see Impact CUL-5)  <b>Mitigation Measure CUL-4b: Archaeologically Sensitive Areas – Pre-Construction Measures.</b> (see Impact CUL-5)  <b>Mitigation Measure CUL-5: Human Remains – Discovery During Construction.</b> (see Impact CUL-6)</p>	Less Than Significant
<b>4.5 Energy</b>		
<p><b>Impact ENE-1:</b> Construction and operation of the Project could result in potentially significant environmental impact due to the wasteful, inefficient, and/ or unnecessary use of energy. (Criterion 1) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure GHG-1: Preparation and Implementation of a GHG Reduction Plan.</b> (see Section 4.7, Greenhouse Gas Emissions)  <b>Mitigation Measure TRANS-1a: Transportation Demand Management (TDM) Plan.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2<sup>nd</sup> Street.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7<sup>th</sup> Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8<sup>th</sup> Street.</b> (see Section 4.15, Transportation and Circulation)</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.5 Energy (cont.)</b>		
<b>Impact ENE-1 (cont.)</b>	<p><b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3a: At-grade railroad corridor and crossing improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure Trans-3b: Pedestrian and Bicycle Overcrossing.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p>	
<p><b>Impact ENE-2:</b> Construction and operation of the Project could conflict with or obstruct adopted energy conservation plans or violate energy efficiency standards. (Criterion 2) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure GHG-1: Preparation and Implementation of a GHG Reduction Plan.</b> (See Section 4.7, Greenhouse Gas Emissions)</p> <p><b>Mitigation Measure TRANS-1a: Transportation Demand Management (TDM) Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2<sup>nd</sup> Street.</b> (see Section 4.15, <i>Transportation and Circulation</i>).</p> <p><b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (see Section 4.15, <i>Transportation and Circulation</i>).</p> <p><b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7<sup>th</sup> Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (see Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8<sup>th</sup> Street.</b> (see Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3a: At-grade railroad corridor and crossing improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3c: Pedestrian and Bicycle Overcrossing.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.5 Energy (cont.)</b>		
<p><b>Impact ENE-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, could result in significant cumulative energy impacts. <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure GHG-1: Preparation and Implementation of a GHG Reduction Plan.</b> (see Section 4.7, Greenhouse Gas Emissions)  <b>Mitigation Measure TRANS-1a: Transportation Demand Management (TDM) Plan.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2<sup>nd</sup> Street.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)  <b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7<sup>th</sup> Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8<sup>th</sup> Street.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)  <b>Mitigation Measure TRANS-3a: At-grade railroad corridor and crossing improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)  <b>Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.6 Geology, Soils, and Paleontological Resources</b>		
<p><b>Impact GEO-1:</b> The Project could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spreading. (Criteria 1.b and 1.c) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure GEO-1: Site-Specific Final Geotechnical Report.</b>  The Project sponsor shall submit a site-specific final geotechnical report, consistent with the requirements of the CBC and California Geological Survey Special Publication 117 (as amended). The geotechnical investigation and report shall be prepared by a registered geotechnical engineer for City review and approval containing, at a minimum, a description of the geological and geotechnical conditions at the site, evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to seismic shaking, liquefaction, corrosion, and all other ground stability hazards. The geotechnical investigation shall also include a report prepared by a corrosion consultant that evaluates whether specific corrosion recommendations are advised for the Project. The submittal and approval of the final geotechnical report shall be a condition of the grading and construction permits issued by the City's Bureau of Building. The Project sponsor shall implement the recommendations contained in the approved report during Project design and construction.</p>	Less Than Significant
<p><b>Impact GEO-2:</b> The Project could result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways. (Criterion 2) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (See Section 4.9, Hydrology and Water Quality)  <b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (See Section 4.9, Hydrology and Water Quality)</p>	Less Than Significant
<p><b>Impact GEO-3:</b> The Project could be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016, as it may be revised), or corrosive soil, creating substantial risks to life or property. (Criterion 3) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure GEO-1: Site-Specific Final Geotechnical Report.</b> (see Impact GEO-1)</p>	Less Than Significant
<p><b>Impact GEO-4:</b> The Project would not be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property. (Criterion 4) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact GEO-5:</b> The Project would not be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property. (Criterion 5) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact GEO-6:</b> The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Criterion 7) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure GEO-2: Inadvertent Discovery of Paleontological Resources During Construction.</b>  Pursuant to State CEQA Guidelines Section 15064.5(f), in the event that any paleontological resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the Project sponsor shall notify the City and consult with a qualified paleontologist, as applicable, to assess the significance of the find. In the event of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall</p>	Less Than Significant



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.6 Geology, Soils, and Paleontological Resources (cont.)</b>		
<b>Impact GEO-6 (cont.)</b>	<p>be determined with consideration of factors such as the nature of the find, Project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the Project site while measures for the paleontological resources are implemented.</p> <p>In the event of excavation of paleontological resources, the Project sponsor shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the Project sponsor.</p>	
<b>Impact GEO-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, could result in significant cumulative impacts to geology, soils, seismicity, or paleontology. <i>(Less than Significant with Mitigation)</i>	<p><b>Mitigation Measure GEO-1: Site-Specific Final Geotechnical Report.</b> (see Impact GEO-1)</p> <p><b>Mitigation Measure GEO-2: Inadvertent Discovery of Paleontological Resources During Construction.</b> (see Impact GEO-6)</p> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (See Section 4.9, Hydrology and Water Quality)</p> <p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (See Section 4.9, Hydrology and Water Quality)</p>	Less Than Significant
<b>4.7 Greenhouse Gas Emissions</b>		
<b>Impact GHG-1:</b> The Project could generate “net additional” GHG emissions, either directly or indirectly, from its construction and operation. (Criterion 1) <i>(Less than Significant with Mitigation)</i>	<p><b>Mitigation Measure GHG-1: Preparation and Implementation of a GHG Reduction Plan.</b></p> <p>Prior to the City’s approval of the first construction or grading-related permit for the Project, the Project sponsor shall retain a qualified air quality consultant to develop a Project-wide GHG Reduction Plan (Plan) for implementation over the life of the Project in accordance with the requirements of this mitigation measure.</p> <p>The Plan shall quantify, using the most current information available, projected emissions from the first phase of Project construction as well as Project construction for full buildout of all phases of the approved development, and operational GHG emissions for the life of the project (defined as 30 years of operation). The Plan shall specify anticipated GHG emission reduction measures sufficient to reduce or offset these emissions in accordance with the standards set forth below, such that the resulting GHG emissions are below the City’s “no net additional” threshold of significance pursuant to CEQA. The Plan shall also contain a separate schedule of projected GHG emissions, emission reductions and GHG offset purchases prepared in accordance with CARB’s AB 734 determination (CARB, 2020) in order to comply with AB 734’s requirement that those measures be monitored and enforced by the City for the life of the Project sponsor’s obligation.</p> <p>For each phase or sub-phase of development, the Plan shall be updated as set forth in greater detail in Section B.1 below. At all times throughout the life of the Project, the Plan shall demonstrate that emissions from all construction and development are below the City’s “no net additional” threshold of significance pursuant to CEQA for (1) phases already completed, permitted, and being proposed for permitting; and (2) anticipated future phases.</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<p><b>Impact GHG-1 (cont.)</b></p>	<p>The City shall retain the services of a third-party expert to assist with the City’s review and approval of the Plan. The third-party expert shall also assist the City with its review and approval of updates to the GHG Reduction Plan and Annual Reports, as described below. All costs relating to the third-party expert, including City review of its services, shall be paid by the project applicant.</p> <p><b>A. GHG Reduction Plan Contents and Standards</b></p> <p>Specific information on the components of each element of the Plan, as it pertains to CEQA compliance, is described below:</p> <p>1) <b>Land Use Program and Project GHG Emissions Estimates, by Phase</b> –The GHG Reduction Plan shall identify the amount of construction and square footage of development anticipated within each phase or sub-phase of the Project and shall estimate the projected annual and total net emissions of the Project by phase or sub-phase, inclusive of all sources of Project emissions and consistent with all categories of sources identified in the EIR.</p> <p>To estimate the construction and operational emissions, the Plan shall utilize full approved buildout (e.g., number of units, square footage of retail, etc.), inclusive of any required design features or other GHG Emission Reduction Measures as described below. The Project GHG emissions estimates in the Plan shall be based upon design and energy use estimates, Project-specific traffic generation, and equipment to be used on-site. The emission factors for electricity and transportation shall be based on those commonly used at the time the Plan is completed or at the time the Plan is subsequently amended, reflecting vehicle emissions standards and building energy standards in effect at the time. Consistent with the methodology used in the EIR, future year emissions factors shall be based on enacted regulations that are in effect and affect the emissions source (e.g., California’s Renewables Portfolio Standard for electricity, and fuel efficiency standards for on-road vehicles).</p> <p>Construction-related emissions shall be presented for both horizontal and vertical construction emissions by year for each phase. Net (incremental) emissions shall be derived by subtracting from total Project emissions (construction plus operations) the emissions from the existing A’s baseball operations at the Oakland Coliseum and at their offices in Jack London Square using the methodology in EIR. Future emission factors shall be applied both to the Project and to the existing operations so as to reflect vehicle emissions standards and building energy standards in effect at the time, as described in the previous paragraph. The net emissions calculated shall demonstrate compliance with the “no net additional” threshold as set forth in greater detail above.</p> <p>2) <b>GHG Emission Reduction Measures</b> – The Plan shall identify GHG Emission Reduction Measures that shall be implemented for each Project phase or sub-phase to achieve the “no net additional” CEQA significance threshold. Measures shall be verifiable and feasible to implement, and the Plan shall identify the person/entity responsible for each measure, each measure’s reduction amount, and the person/entity responsible for monitoring that reduction, all subject to review and approval by the City. If reduction measures associated with any given phase are shown to exceed net (incremental) emissions of that phase, the estimated credit towards future phase(s) shall be identified as set forth in Section B.1 below.</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<p>GHG reduction measures to be considered include, but are not be limited to, those listed below, as well as measures in the 2030 ECAP, Pathways to Deep GHG Reductions in Oakland: Final Report (City of Oakland, 2018b), BAAQMD's latest CEQA Air Quality Guidelines (May 2017, as may be revised), the California Air Resources Board Scoping Plan (November 2017, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on LEED published by the U.S. Green Building Council.</p> <p><b>a. Horizontal Construction Emission Reduction Measures</b></p> <p>The reduction measures for horizontal construction emissions from the Project shall be:</p> <ol style="list-style-type: none"> <li>(1) Mitigation Measure AIR-1b Criteria Air Pollutant Controls; and</li> <li>(2) Purchase of Carbon Offset Credits subject to Section 2c, <i>Standards for Carbon Offset Credits</i>, below.</li> </ol> <p><b>b. Vertical Construction and Operational Emission Reduction Measures</b></p> <ol style="list-style-type: none"> <li>(1) <u>Type and Location Requirements.</u>                      GHG reduction measures shall be subject to the following requirements with respect to type and location.                       The order of priority for the type of reduction measures shall be: (1) physical design features; (2) operational features; and (3) the purchase of carbon offset credits subject to the standards described below under Section 2c, <i>Standards for Carbon Offset Credits</i>.                       The order of priority for the location of physical design features and operational features shall be: (1) the project site; (2) off-site within the neighborhood surrounding the Project site, including Old Oakland, Jack London Square, Chinatown, and West Oakland; (3) the greater City of Oakland community; and (4) within the San Francisco Bay Area Air Basin.                       To the extent that the Plan proposes GHG reduction measures that do not conform to the priorities set forth above, the Plan shall contain substantial evidence to support the exclusion of higher priority measure(s) considered and determined to be infeasible as defined under CEQA.</li> <li>(2) <u>Required Measures.</u>                      The Plan shall incorporate the following measures to reduce Project emissions:                     <ol style="list-style-type: none"> <li>i. Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.                              The Plan shall incorporate the following mitigation measures related to operation:</li> <li>ii. Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</li> <li>iii. Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</li> <li>iv. Mitigation Measure AIR-2e: Criteria Pollutant Emission Reduction Plan.</li> </ol> </li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<ul style="list-style-type: none"> <li>v. The ballpark receives LEED Gold certification or above for new construction within one year after completion of the first baseball season. Each new nonresidential building receives LEED Gold certification or above for new construction within one year after completion of the applicable nonresidential building. Any residential building shall achieve sustainability standards of at least a LEED Gold level or the comparable GreenPoint rating, including meeting sustainability standards for access to quality transit.</li> <li>vi. Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</li> <li>vii. Mitigation Measure TRANS-1b: Transportation Management Plan.</li> <li>viii. Install EV chargers at 10% of onsite parking spaces.</li> <li>ix. Electrify a minimum of 50% of the residential units as required by CARB certification.</li> </ul> <p>Unless a waiver is granted by the City for a Project use, the Project would also be required to comply with building electrification requirements in the City's building code that reduce or eliminate the use of natural gas in effect at the time of Project development. Compliance with regulatory measures shall not qualify as a mitigation measure.</p> <p>(3) <u>Menu of Additional Emission Reduction Measures: On-site</u></p> <p>The following types of measures shall be included in the Plan as necessary to meet the requirements of this mitigation measure and the "no net additional" GHG emissions requirement for the Project.</p> <ul style="list-style-type: none"> <li>i. <i>On-site measures to reduce operational energy emissions:</i> <ul style="list-style-type: none"> <li>(a) <i>Minimize the Project's energy demand through physical design features, with the ultimate goal of zero net GHG emissions from energy use:</i> Minimize electricity and natural gas demand through implementation of design measures. New development, including residential, commercial, and retail buildings, could be designed as zero net GHG emissions buildings.</li> <li>(b) <i>100 percent zero-carbon electricity for all land uses:</i> Procure 100 percent zero-carbon electricity through East Bay Community Energy or other renewable energy provider (e.g., green power purchase agreement with electric utility) for all electricity loads, including residential, commercial, and retail buildings.<sup>3</sup></li> <li>(c) <i>On-site rooftop solar PV panels or other on-site renewable energy generation:</i> Install on-site roof-top solar PV panels or other on-site renewable energy on all buildings at the Project site subject to space availability.</li> </ul> </li> </ul>	

<sup>3</sup> East Bay Community Energy (EBCE). Information available online: <https://ebce.org/power-mix/>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<ul style="list-style-type: none"> <li>(d) <i>Electrify residential and nonresidential development.</i> Go beyond building code requirements for electrification of residential and nonresidential buildings. Any requirement for building electrification then in effect and applicable to the Project under the City’s Building Code shall not qualify as a mitigation measure but shall be treated as a project design feature and its efficacy in reducing GHG emissions shall be taken into consideration in calculating the Project’s emissions.</li> <li>(e) <i>Reduce refrigerant emissions.</i> Specify low-GWP (global warming potential) refrigerants in heat pumps installed in residential and nonresidential buildings, such as for HVAC systems, water heaters, and refrigeration.</li> <li>(f) <i>Convert the Peaker Plant:</i> Remove the jet-fueled turbines in the Peaker Plant and the associated jet fuel storage tank and replace with a battery energy storage system. The methodology used to calculate emission reductions and the amount of reduction resulting from Peaker Plant conversion attributable to the Project and applied towards the “no net additional” CEQA significance threshold shall be subject to City review and approval based on information provided as part of the Plan and other available information.</li> <li>ii. <i>On-site measures to reduce transportation emissions:</i> <ul style="list-style-type: none"> <li>(a) <i>Additional EV charging stations beyond regulatory requirements:</i> Install EV charging stations, including but not limited to curbside public EV charging stations, that provide charging opportunities beyond regulatory requirements.</li> <li>(b) <i>Preferred parking for alternative-fueled vehicles and car sharing:</i> Promote the use of clean fuel-efficient vehicles through preferential (designated and proximate to entry) parking for zero-emission vehicles beyond regulatory requirements. Reduce the need to have a vehicle (or second vehicle) by providing preferential (designated and proximate to entry) parking for ride sharing vehicles on site beyond regulatory requirements. Promote the use of zero-emission vehicles by requesting that any car share program operator with vehicles provided on Project site include electric vehicles within its car share program.</li> <li>(c) <i>Additional TDM and/or TMP measures.</i> Implement TDM and/or TMP measures that go beyond 20 percent vehicle trip reduction in the TDM and TMP Plans by encouraging mode shift from vehicles to other modes of transportation including transit, biking, walking, and car-sharing, with preference to active transportation and public transit.</li> </ul> </li> <li>iii. <i>On-site measures to reduce solid waste emissions:</i> <ul style="list-style-type: none"> <li>(a) <i>Ballpark solid waste diversion:</i> Increase waste diversion rate at the new ballpark to 75 percent or greater.</li> </ul> </li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<ul style="list-style-type: none"> <li>(b) <i>Organic waste diversion</i>: Ensure that unused edible food at restaurants and supermarkets is donated to recovery and collection organizations that can distribute it to the neediest populations beyond regulatory requirements.</li> <li>(c) <i>Increase the use of reusable bags</i>: Promotions by on-site merchants to support the City's "Bring Your Own Bag" campaign and increase the use by customers of durable reusable bags.</li> <li>iv. <i>On-site measures to reduce water and wastewater emissions</i>:               <ul style="list-style-type: none"> <li>(a) <i>Water efficient fixtures</i>: Install water efficient fixtures in residential and commercial buildings, including water-saving sinks, showers, urinals and toilets beyond regulatory requirements.</li> </ul> </li> <li>v. <i>On-site operational measures to reduce area source (landscaping) emissions</i>:               <ul style="list-style-type: none"> <li>(a) <i>Water efficient landscaping</i>: Install water-efficient landscaping and irrigation systems, including the use of native drought-tolerant vegetation beyond regulatory requirements.</li> <li>(b) <i>Compost application</i>: Include a minimum of 0.5-inches of compost applied to any landscaping.</li> <li>(c) <i>Recycled water</i>: Install dual plumbing (purple pipe) for the use of recycled water for landscape irrigation, fire protection, toilet and urinal flushing in non-residential facilities, and outdoor landscape features such as fountains and water features beyond regulatory requirements.</li> </ul> </li> <li>vi. <i>Additional on-site measures and technologies</i>.               <ul style="list-style-type: none"> <li>(a) The Plan may include additional or substitute measures and technology to reduce GHG emissions from Project construction or operations that are not currently known or available. This may include new energy systems (such as battery storage), new transportation systems (such as autonomous vehicle networks), or other technology (such as carbon capture and storage) that is not currently available at the project-level, provided that the GHG Reduction Plan demonstrates to the City's satisfaction that such measures are equally or more effective as existing available measures, including those described above.</li> </ul> </li> </ul> <p>(4) <u>Menu of Additional Emission Reduction Measures: Off-site</u></p> <ul style="list-style-type: none"> <li>i. <i>Off-site measures to reduce energy emissions</i>:               <ul style="list-style-type: none"> <li>(a) <i>Community energy efficiency retrofits</i>: Fund, contribute to, or implement community energy efficiency retrofits to reduce offsite building energy use.</li> <li>(b) <i>Community energy decarbonization projects</i>: Fund or implement measures to increase use of non-carbon sources of energy, such as retrofits or other infrastructure projects (e.g., electrification), to reduce offsite building energy use.</li> </ul> </li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<ul style="list-style-type: none"> <li>(c) <i>Community solar projects</i>: Fund or implement community solar PV installations.</li> <li>(d) <i>Community energy storage projects</i>: Fund or implement community energy storage installations, such as batteries or mechanical energy storage.</li> <li>ii. <i>Off-site measures to reduce transportation emissions</i>:               <ul style="list-style-type: none"> <li>(a) Fund or implement programs to increase use of public transit so as to exceed the 20 percent vehicle trip reduction requirement of the TDM Plan and TMP.</li> <li>(b) Fund or implement programs to increase use of bicycles, including electric bicycles, so as to exceed the 20 percent vehicle trip reduction requirement of the TDM Plan and TMP.</li> <li>(c) Fund or implement programs that promote walking in the communities neighboring the Project site, including West Oakland, and/or the greater Oakland community, so as to exceed the 20 percent vehicle trip reduction requirement of the TDM Plan and TMP.</li> <li>(d) <i>Offsite EV chargers</i>: Fund or implement a program that expands the installation of EV chargers, including but not limited to curbside public EV charging stations.</li> <li>(e) Fund or implement programs that increase use of electric vehicles.</li> <li>(f) Contribute to or implement programs that increase electrification of public transit buses in the communities neighboring the Project site, including West Oakland, and/or the greater Oakland community.</li> </ul> </li> <li>iii. <i>Off-site measures to increase carbon sequestration</i>:               <ul style="list-style-type: none"> <li>(a) <i>Tree planting and vegetated buffers</i>: Fund or implement program that results in significant new tree planting and/or vegetated buffers.</li> </ul> </li> <li>iv. <i>Purchase of Carbon Offset Credits</i>: The purchase of Carbon Offset Credits, subject to Section 2c, <i>Standards for Offset Credits</i>, below, shall only be used as a reduction measure for construction and operational emissions after all the following conditions are satisfied: (1) AB 734’s commitment to reduce 50% of net new emissions associated with the ballpark and other non-residential uses through the implementation of local direct measures has been met; and (2) for non-transportation sector and non-ballpark and non-hotel uses only, physical design features or operational features located on the project site or off-site within the City of Oakland have reduced project emissions levels to at or below 0.6 MTCO<sub>2</sub>e/service population in keeping with the City’s GHG emission reduction target.<sup>4</sup></li> </ul>	

<sup>4</sup> This performance metric is derived from the 2030 ECAP, which incorporates the City of Oakland’s adopted GHG emissions target of 56 percent below 2005 levels by the year 2030. For non-transportation emissions this equates to a Citywide efficiency threshold of 0.61 MTCO<sub>2</sub>e per service population. Refer to the Downtown Oakland Specific Plan Draft EIR, Table V.D-3 (p. 277), for its derivation, which divides the citywide 2030 non-transportation emissions target of 491,799 MTCO<sub>2</sub>e by a projected service population of 812,535 (City of Oakland, 2019b).

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<p><b>Impact GHG-1 (cont.)</b></p>	<p><b>c. Standards for Carbon Offset Credits</b></p> <p>(1) Carbon offset credits can result from activities that reduce, avoid, destroy or sequester an amount of GHG emissions in an off-site location to offset the equivalent amount of GHG emissions occurring elsewhere. For the purpose of Project mitigation, carbon offset credits shall consist of direct emission reductions or sequestration that are used to offset the Project's direct emissions. As described in the CARB Determination for AB 734, all carbon offset credits shall be purchased from a carbon offset registry approved by CARB, which at present include the following: the American Climate Registry, Climate Action Reserve, and Verra (formerly Verified Carbon Standard). The carbon offset credits shall be verifiable by the City and enforceable in accordance with the registry's applicable standards, practices, or protocols. The carbon offsets must substantively satisfy all six of the statutory "environmental integrity" requirements applicable to the CARB Cap-and-Trade Program, generally as set forth in both subdivisions (d)(1) and (d)(2) of California Health and Safety Code §38562: real, permanent, quantifiable, verifiable, enforceable, and additional. All offset credits shall be verified by an independent verifier who meets stringent levels of professional qualification (i.e., ANAB Accreditation Program for Greenhouse Gas Validation/Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB), or an expert with equivalent qualifications to the extent necessary to assist with the verification. Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer accredited by CARB and the offset credits cannot be transferred to another accredited registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable protocol or other applicable standards including (to the extent required) by purchasing an equivalent number of credits to recoup the loss.</p> <p>(2) Geographic location: Carbon offset credits shall be obtained from GHG reduction projects that occur in the following locations in order of priority to the extent feasible: (1) off-site within the neighborhood surrounding the Project site, including West Oakland; (2) the greater City of Oakland community; (3) within the San Francisco Bay Area Air Basin; (4) the State of California; and (5) the United States of America. Any offset credits used for mitigation are subject to the approval of the City.</p> <p><b>B. Implementation, Monitoring and Enforcement</b></p> <p><b>1) Updated GHG Reduction Plan Required for Each Phase<sup>5</sup></b></p> <p>Prior to issuance of the first grading or construction-related permit for each phase or sub-phase of development (i.e. a Final Development Plan and/or permit for horizontal improvements) the Applicant shall update the GHG Reduction Plan to calculate the actual quantity of emissions from construction and operation of the phase or sub-phase for the life of the Project (defined</p>	

<sup>5</sup> CARB's AB 734 Determination refers to the GHG Reduction Plan Updates completed at each phase as the "AB 734 Compliance Memorandum."



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<p><b>Impact GHG-1 (cont.)</b></p>	<p>as 30 years of operation), to calculate the reductions necessary (including local, direct, and offset credits) to achieve the “no net additional” threshold for the proposed phase or sub-phase, and to identify the specific local reduction measures and offset requirements that will be implemented to meet the threshold for the proposed phase or sub-phase. The Applicant shall provide the updated Plan to the City for review and approval, along with a separate “AB 734 Compliance Memorandum” for the phase or sub-phase, prepared in conformance with the methodology set forth in the CARB Determination, a courtesy copy of which shall also be provided to CARB.</p> <p>The GHG Reduction Plan, as amended, shall identify any proposed GHG Emissions Reduction Measures to be implemented or offset credits to be purchased as part of each phase that exceed those required to offset the phase’s emissions and achieve the “no net additional” threshold, in which case the balance of the reductions and/or credits shall be considered a “credit bank” applicable to subsequent phases.</p> <p><b>2) Implementation</b></p> <p>The Project sponsor shall implement the updated and approved GHG Reduction Plan during construction and operation of each permitted phase as follows:</p> <p>For physical GHG reduction measures to be incorporated into the design of the Project, the measures shall be included on the drawings submitted for construction-related permits and implemented during construction. The City shall confirm inclusion of these measures in the plans prior to issuance of a building permit for the applicable phase and confirm the measures were built as part of the final inspection for a Temporary Certificate of Occupancy (TCO).</p> <p>For physical GHG reduction measures to be incorporated into off-site projects, the Project sponsor shall obtain all necessary permits/approvals and the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval prior to issuance of the first building permit for the applicable phase. These off-site improvements shall be installed prior to completion of the applicable phase as shown in final development plan or equivalent. The City shall confirm completion of these measures prior to issuance of a TCO for the applicable phase and as part of the final inspection.</p> <p>For GHG reduction measures involving the purchase of carbon offset credits for horizontal construction emissions, contracts for purchase of credits shall be entered into prior to issuance of the first grading and/or permit for horizontal construction (P-Job permit) for each construction phase or subphase for horizontal construction and the Applicant shall provide the third-party verification report concerning those credits, and the unique serial numbers of those credits showing that they have been retired. The City shall confirm receipt evidence that the contract has been entered into prior to issuance of the permit and evidence of the of the verification reports and serial numbers prior to completion of the phase.</p> <p>For GHG Reduction measures involving the purchase of carbon offset credits for vertical construction emissions, contracts for purchase of credits shall be entered into prior to issuance of the building permit for each building’s construction, and the Applicant shall provide the third-party verification report concerning those credits, and the unique serial numbers of those credits showing that they have been retired prior to issuance of the building permit for each building’s construction. The City shall confirm receipt of verification reports and serial numbers prior to permit issuance.</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<p>For GHG Reduction measures involving the purchase of carbon offset credits for operational emissions, contracts for purchase of credits shall be entered into prior to issuance of a TCO for each building and the Applicant shall provide the third-party verification report concerning those credits, and the unique serial numbers of those credits showing that they have been retired. The City shall confirm receipt of the verification reports and serial numbers prior to issuance of a TCO.</p> <p><b>3) Annual Report Required</b></p> <p>The Applicant shall submit an annual report to the City's Planning Director on November first of each calendar year starting one year after the City issues the first TCO for the project.</p> <p>The Annual Report shall summarize the Project's implementation of GHG reduction measures over the preceding year, provide information on past, current, and anticipated Project phasing, describe compliance with the conditions of the Plan, and include a brief summary of any revisions to the GHG Reduction Plan since the previous Annual Report was submitted, including the start of new phases or sub-phases affected by the Plan. The Annual Report shall keep an ongoing tally of all carbon offset credits that have been purchased and applied to the Project, including the serial numbers of the credits, and the registry into which they have been permanently retired.</p> <p>The City or its third-party GHG emissions expert shall review the Annual Report to verify that the GHG Reduction Plan is being implemented in full and monitored in accordance with the terms of this mitigation measure. The City retains the right to request a Corrective Action Plan if the Annual Report is not submitted or if the GHG Reduction Measures in the Plan are not being fully implemented and/or maintained as appropriate over the Project's 30-year lifetime, and to enforce provisions of that Corrective Action Plan if specified actions are not taken or are not successful at addressing the violation within the specified period of time.</p> <p>Notwithstanding the foregoing, the City retains its discretion to enforce all mechanisms under the Municipal Code and other laws to enforce non-compliance with the requirements of this mitigation measure.</p> <p>The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the Applicant, to coincide with other related monitoring and reporting required for the Project, provided that the Annual Report shall be submitted not less than once per calendar year.</p> <p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (See Section 4.2, <i>Air Quality</i>)</p> <p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (See Section 4.2, <i>Air Quality</i>)</p> <p><b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (See Section 4.2, <i>Air Quality</i>)</p> <p><b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (See Section 4.2, <i>Air Quality</i>)</p> <p><b>Mitigation Measure AIR-2e: Criteria Pollutant Emission Reduction Plan.</b> (See Section 4.2, <i>Air Quality</i>)</p> <p><b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b> (See Section 4.15, <i>Transportation</i>)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Section 4.15, <i>Transportation</i>)</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.7 Greenhouse Gas Emissions (cont.)</b>		
<p><b>Impact GHG-2:</b> The Project could generate GHG emissions, either directly or indirectly, that result in a conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. (Criterion 2) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure GHG-1: Preparation and Implementation of a GHG Reduction Plan.</b> (see Impact GHG-1)</p> <p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-1c: Diesel Particulate Matter Controls.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2e: Criteria Pollutant Emission Reduction Plan.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (see Section 4.9, Hydrology and Water Quality)</p> <p><b>Mitigation Measure TRANS-1a: Transportation Demand Management (TDM) Plan</b> (see Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan</b> (see Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2<sup>nd</sup> Street.</b> (see Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (see Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7<sup>th</sup> Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (see Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8<sup>th</sup> Street.</b> (see Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3a: At-grade railroad corridor and crossing improvements.</b> (See Section 4.15, <i>Transportation and Circulation</i>)</p> <p><b>Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing.</b> <b>(See Section 4.15, <i>Transportation and Circulation</i>)</b></p> <p><b>Mitigation Measure UTIL-3: Recycling Collection and Storage Space.</b> (see Section 4.16, Utilities and Service Systems)</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.8 Hazards and Hazardous Materials</b>		
<p><b>Impact HAZ-1:</b> The Project would not create a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials. (Criteria 1 and 2) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (See Section 4.9, Hydrology and Water Quality)</p>	<p>Less Than Significant</p>
<p><b>Impact HAZ-2:</b> The Project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., the "Cortese List") and could create a significant hazard to the public or the environment. (Criterion 5) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure HAZ-1a: Preparation and Approval of Consolidated RAW, LUCs and Associated Plans.</b></p> <p>Prior to Project-related grading or construction onsite, the project sponsor shall prepare a consolidated RAW, LUCs, and associated plans, all of which shall be submitted to the DTSC for review and approval. The project sponsor shall provide the chief building official with documentation of DTSC's approval prior to issuance of a grading, excavation, and/or construction permits on the project site. The consolidated RAW, LUCs, and associated governing plans shall include the following:</p> <ol style="list-style-type: none"> <li>1. A <b>Remedial Action Workplan (RAW)</b> shall be prepared in compliance with established US EPA and DTSC guidelines, specifically tailored to ensure protections appropriate for the Project's anticipated construction activity and land uses, including allowing residential use under specified conditions. The RAW shall identify and address potential impacts of the remediation activities themselves. The RAW shall:               <ol style="list-style-type: none"> <li>a. Identify known areas with soil, soil gas, and/or groundwater with COC concentrations above the Target Cleanup Levels developed in the previously described Risk Assessment.</li> <li>b. Describe specific remedial methods to be applied to each of the contaminated media and areas.</li> <li>c. Describe procedures for the excavation, treatment, stockpiling, containerization, transportation, and disposal of contaminated media, including soil and dewatering effluent. Offsite disposal of contaminated materials shall be conducted by licensed hazardous waste transporters and offsite disposal facilities shall be licensed facilities permitted to accept the waste materials.</li> <li>d. For those areas and media where removal or treatment is proposed, describe sampling and analytical methods to verify that contaminated materials have been removed or treated such that the numerical cleanup levels have been achieved.</li> <li>e. Describe vapor intrusion barriers and other required remedies for those areas that will require inhalation protection (e.g., ground floor residential areas).</li> <li>f. Describe cap restoration actions for those areas that will require a cap or engineered equivalent. The cap may consist of asphalt or concrete hardscape. Engineered equivalents may include the addition of sufficient fill and/or engineered drainage to isolate the public and the environment from underlying contaminants.</li> </ol> </li> <li>2. Separate but similar <b>LUCs</b> shall be prepared for the A's and Port portions of the project site. The LUCs shall describe prohibited land uses (e.g., hospital), prohibited activities (e.g., disturbance of the cap or engineered equivalent without the approval of the DTSC), and notification and reporting requirements for activities that disturb areas with a cap or engineered equivalent.</li> </ol>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.8 Hazards and Hazardous Materials (cont.)</b>		
<p><b>Impact HAZ-2 (cont.)</b></p>	<p>3. An <b>Operations and Maintenance (O&amp;M) Plan</b> shall be prepared describing long-term groundwater monitoring and cap maintenance procedures. The O&amp;M Plan shall govern the ongoing operations and maintenance and shall include procedures describing how soil and groundwater shall be managed during future maintenance activities, utility installations, and other activities. The O&amp;M Plans shall require annual groundwater monitoring programs, annual and five-year reporting obligations, health and safety plans, notification requirements, cap maintenance obligations. For certain construction projects raising unique issues, project specific soil and groundwater management plans shall be submitted to the DTSC for their approval before work can begin. The O&amp;M Plan shall describe operations for the seasonal drainage of rainwater and the as-needed drainage of groundwater for the area within the cutoff wall beneath the ballpark.</p> <p><b>Mitigation Measure HAZ-1b: Compliance with Approved RAW, LUCs and Associated Plans.</b> Prior to issuance of any grading, building, or construction permit for the Project, the Project sponsor shall provide evidence to the chief building official of DTSC concurrence that the proposed action is consistent with the RAW, LUCs, and Associated Plans adopted to ensure protections appropriate for the type of anticipated construction activity. Prior to issuance of a certificate of occupancy or similar operating permit for new buildings and uses by the chief building official, the Project sponsor shall provide evidence of successful implementation of protective measures to ensure protections appropriate for the type of anticipated uses, including allowing residential use under specified conditions, in the form of a certificate of completion, finding of suitability for the project's intended use, or similar documentation issued by the DTSC.</p> <p><b>Mitigation Measure HAZ-1c: Health and Safety Plan.</b> Prior to issuance of building, construction, or grading permits, the Project sponsor and its contractors shall prepare and implement Health and Safety Plans (HASPs) for the protection of workers, the public, and the environment. The HASPs shall be prepared by a California licensed professional of applicable expertise (e.g., certified industrial hygienist, professional engineer, professional geologist). The HASPs shall include measures consistent with customary protocols and applicable regulations (including, but not limited to Title 8 of the California Code of Regulations) for the protection of workers, site users, the public, and the environment. The HASPs shall include procedures for the management of impacted soil; use of personal protective equipment; management, use and or treatment of water associated with construction activities; and dust mitigation). In addition, the HASPs shall include procedures to address the discovery of any suspect soils (e.g., chemical odor and/or discoloration) during construction activities, including notification and the investigation, removal, and disposal of soils as appropriate under DTSC directives and local, State, and federal regulations). The HASPs shall be submitted to the chief building official prior to the commencement of construction activities.</p> <p><b>Mitigation Measure HAZ-1d: Hazardous Building Materials.</b> Numerous existing regulations require that demolition and renovation activities that may disturb or require the removal of materials that consist of, contain, or are coated with hazardous building materials, such as ACM and/or LBP, must be inspected and/or tested for the presence of such hazardous materials. If present, the hazardous materials must be managed and disposed of in</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.8 Hazards and Hazardous Materials (cont.)</b>		
<b>Impact HAZ-2 (cont.)</b>	<p>accordance with applicable laws and regulations. The identification, removal, and disposal for ACM is regulated under CCR Title 8, Division 1, Chapter 4, Article 4, Sections 1529 and 5208. The identification, removal, and disposal for LBP is regulated under CCR Title 8, Division 1, Chapter 4, Article 4, Section 1532.1. All work must be conducted by a State-certified professional, which would ensure compliance with all applicable regulations. If ACM and/or LBP are determined to exist on-site, a site-specific hazard control plan must be prepared detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel. A State-certified ACM and/or a LBP removal contractor shall be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities shall be transported and disposed of at a landfill permitted to accept such waste and in compliance with applicable local, State, and federal laws and regulations. Once all abatement measures have been implemented, the contractor shall conduct a clearance examination and provide written documentation to the local Bay Area Air Quality Management District that ACM and LBP testing and abatement have been completed in accordance with all federal, State, and local laws and regulations. Upon acceptance by the Bay Area Air Quality Management District that abatement activities have been completed, the acceptance documentation shall be provided to the chief building official prior to the issuance of a demolition permit or (in the case of a building renovation) a certificate of occupancy or similar operating permit.</p> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (see Section 4.9, <i>Hydrology and Water Quality</i>)</p>	
<b>Impact HAZ-3:</b> The Project would provide adequate emergency access but could fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Criteria 6 and 9) ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure TRANS-4: Construction Management Plan.</b> (see Section 4.15, <i>Transportation and Circulation.</i> )	Less Than Significant
<b>Impact HAZ-1.CU:</b> The Project, combined with cumulative development in the Project vicinity, could result in significant cumulative impacts relative to hazards and hazardous materials. ( <i>Less than Significant with Mitigation</i> )	<p><b>Mitigation Measure HAZ-1a: Preparation and Approval of Consolidated RAW, LUCs and Associated Plans.</b> (see Impact HAZ-1)</p> <p><b>Mitigation Measure HAZ-1b: Compliance with Approved RAW, LUCs and Associated Plans.</b> (see above)</p> <p><b>Mitigation Measure HAZ-1c: Health and Safety Plan.</b> (see Impact HAZ-1)</p> <p><b>Mitigation Measure HAZ-1d: Hazardous Building Materials.</b> (see Impact HAZ-1)</p> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (see Section 4.9, <i>Hydrology and Water Quality.</i>)</p> <p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (see Section 4.9, <i>Hydrology and Water Quality</i>)</p> <p><b>Mitigation Measure TRANS-4: Construction Management Plan.</b> (see Section 4.15, <i>Transportation and Circulation</i>)</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.9 Hydrology and Water Quality</b>		
<p><b>Impact HYD-1:</b> The Project could violate surface water and groundwater quality standards, result in erosion or siltation on- or offsite that could affect receiving water quality, and/or substantially degrade surface water and groundwater quality, conflict with implementation of a water quality control plan, or fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16). (Criteria 1, 3, 7, 12, and 13) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> The Project sponsor shall comply with the provisions of the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16), for which the Oakland-Alameda Estuary is a qualifying waterbody.</p> <p>a. Creek Protection Plan Required Prior to the approval of a construction-related permit, the Project sponsor shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including Best Management Practices (“BMPs”) during construction and after construction to protect the creek. Required BMPs are identified below in sections (b), (c), and (d).</p> <p>b. Construction BMPs The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. The measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>i. On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek.</li> <li>ii. The Project sponsor shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent biodegradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.</li> <li>iii. Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.</li> <li>iv. Immediately upon completion of work in or near creek channels, soil must be repacked and native vegetation planted.</li> <li>v. Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the City at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.</li> <li>vi. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.</li> <li>vii. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.</li> </ul>	<p align="center">Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.9 Hydrology and Water Quality (cont.)</b>		
<b>Impact HYD-1 (cont.)</b>	<ul style="list-style-type: none"> <li>viii. Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the creek or storm drain system by the wind or in the event of a material spill.</li> <li>ix. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.</li> <li>x. Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the Project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.</li> <li>xi. Broom sweep the street pavement adjoining the project site on a daily basis as needed. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the active work area must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, or storm drains.</li> <li>xii. All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB).</li> <li>xiii. Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of the City.</li> <li>c. Post-Construction BMPs The Project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion.</li> <li>d. Landscaping The Project sponsor shall include landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season. Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.</li> </ul>	



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.9 Hydrology and Water Quality (cont.)</b>		
<b>Impact HYD-1 (cont.)</b>	<p>e. Creek Protection Plan Implementation</p> <p>The Project sponsor shall implement the approved Creek Protection Plan during and after construction. During construction, all erosion, sedimentation, debris, and pollution control measures shall be monitored regularly by the Project sponsor. The City may require that a qualified consultant (paid for by the Project sponsor) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the Project sponsor shall develop and implement additional and more effective measures immediately.</p> <p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b></p> <p>a. Post-Construction Stormwater Management Plan Required</p> <p>The Project sponsor shall comply with the City's Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), including the requirements of Provision C.3. Prior to approval of construction-related permit, the Project sponsor shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> <li>i. Location and size of new and replaced impervious surface;</li> <li>ii. Directional surface flow of stormwater runoff;</li> <li>iii. Location of proposed on-site storm drain lines;</li> <li>iv. Site design measures to reduce the amount of impervious surface area;</li> <li>v. Source control measures to limit stormwater pollution;</li> <li>vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and</li> <li>vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.</li> </ul> <p>b. Maintenance Agreement Required</p> <p>Prior to building permit final, the Project sponsor shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> <li>i. The Project sponsor accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and</li> <li>ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary.</li> </ul>	

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.9 Hydrology and Water Quality (cont.)</b>		
<b>Impact HYD-1 (cont.)</b>	<p>The maintenance agreement shall be recorded at the County Recorder's Office at the sponsor's expense.</p> <p><b>Mitigation Measure HAZ-1a: Preparation and Approval of Consolidated RAW, LUCs and Associated Plans.</b> (see Impact HAZ-1)</p> <p><b>Mitigation Measure HAZ-1b: Compliance with Approved RAW, LUCs and Associated Plans.</b> (see Impact HAZ-1)</p> <p><b>Mitigation Measure HAZ-1c: Health and Safety Plan.</b> (see Impact HAZ-1)</p>	
<b>Impact HYD-2:</b> The Project would not result in substantially depleting groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or lowering the local groundwater table. (Criterion 2) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact HYD-3:</b> The Project would not result in substantial flooding on- or off-site or create or contribute substantial runoff which would be an additional source of polluted runoff. (Criteria 4 and 6) ( <i>Less than Significant with Mitigation</i> )	<p><b>Mitigation Measure HYD-1a: Creek Protection Plan</b> (See Impact HYD-1)</p> <p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (See Impact HYD-1)</p>	Less Than Significant
<b>Impact HYD-4:</b> The Project would place structures, including potential housing, within a 100-year flood hazard area, which could impede or redirect flood flows, exposing people or structures to a significant risk of loss, injury or death involving flooding. (Criterion 8 and 9) ( <i>Less than Significant with Mitigation</i> )	<p><b>Mitigation Measure HYD-2: Structures in a Flood Zone.</b></p> <p>The Project shall be designed to ensure that new structures within a 100-year flood zone do not interfere with the flow of water or increase flooding. Prior to approval of construction-related permit, the Project sponsor shall submit plans and hydrological calculations for City review and approval with the construction-related drawings that show finished site grades and floor elevations of buildings located within the current 100-year coastal flood Special Flood Hazard Area (SFHA) and/or 100-year Base Flood Elevation (BFE) elevated above the current 100-year coastal flood SFHA and/or 100-year BFE.</p>	Less Than Significant
<b>Impact HYD-5:</b> The Project could expose people or structures to a significant risk of loss, injury or death involving flooding. (Criterion 10 and 11) ( <i>Less than Significant with Mitigation</i> )	<p><b>Mitigation Measure HYD-3: Sea Level Rise Final Adaptive Management and Contingency Plan.</b></p> <p>Prior to the issuance of the first grading permit for the Project, the Project sponsor shall develop a final adaptive management and contingency plan for sea level rise using the strategies identified in the <i>Tidal Datums and Sea Level Rise Design Basis Memorandum</i> prepared for the Project (Moffat &amp; Nichol, 2019) or other equivalent strategies that will be implemented to address the medium-high risk aversion scenario through 2100, subject to approval of the City and the State Lands Commission pursuant to AB 1191. The final adaptive management and contingency plan shall, at a minimum, include enforceable strategies incorporating an adaptive management approach to sea level rise for the duration of ground lease term for the final trust lands. The plan shall establish a monitoring and compliance program providing for regular review and enforcement by the City, including actual measured sea level rise adjacent to the Project site, and strategies that have been implemented, or are required to be implemented in the future, to address then-current projections of sea level rise.</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.9 Hydrology and Water Quality (cont.)</b>		
<p><b>Impact HYD-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, could result in significant cumulative impacts on surface water or groundwater quality. <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure HYD-1a: Creek Protection Plan.</b> (see Impact HYD-1)  <b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements.</b> (see Impact HYD-1)  <b>Mitigation Measure HYD-2: Structures in a Flood Zone.</b> (see Impact HYD-4)  <b>Mitigation Measure HYD-3: Sea Level Rise Final Adaptive Management and Contingency Plan.</b> (see Impact HYD-5)  <b>Mitigation Measure HAZ-1a: Preparation and Approval of Consolidated RAW, LUCs and Associated Plans.</b> (see Section 4.8, <i>Hazards and Hazardous Materials</i>)  <b>Mitigation Measure HAZ-1b: Compliance with Approved RAW, LUCs and Associated Plans.</b> (see Section 4.8, <i>Hazards and Hazardous Materials</i>)  <b>Mitigation Measure HAZ-1c: Health and Safety Plan.</b> (see Section 4.8, <i>Hazards and Hazardous Materials</i>)</p>	Less Than Significant
<b>4.10 Land Use, Plans, and Policies</b>		
<p><b>Impact LUP-1:</b> The Project would not result in the physical division of an existing community. (Criterion 1) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact LUP-2:</b> The Project could result in a fundamental conflict with adjacent or nearby land or water-based uses. (Criterion 2) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan and Requirements.</b>  The Project sponsor shall develop a protocol for boating and water recreation around the Project site with the approval of the City of Oakland and the Port of Oakland, the San Francisco Bay Area Water Emergency Transportation Authority, the Harbor Safety Committee of the San Francisco Bay Region, and the United States Coast Guard.</p> <p>The protocol shall specify measures intended to minimize conflicts with maritime navigation resulting in safety hazards and ship delay, and shall be implemented prior to and during baseball games, concerts, and other large events (as defined in the TMP) scheduled at the ballpark or the Waterfront Park. The protocol shall include, but shall not be limited to, the following requirements:</p> <ol style="list-style-type: none"> <li>1. Installation and maintenance of signs along the wharf informing recreational watercraft of the prohibition on docking and anchoring adjacent to the Project site, including the wharf adjacent to the Project site;</li> <li>2. Water-based patrols by the Oakland Police Department during and reasonably prior and subsequent to, all baseball games, concerts, and other large events (as defined in the TMP) at the ballpark or the Waterfront Park, sufficient to remove any boating and water recreation activity that is not in compliance with all the applicable laws, regulations, and rules governing navigation in the shipping channel or in the turning basin, as well as ensuring that no such boating or water recreation activity loiters, anchors, or otherwise impedes maritime navigation;</li> <li>3. Procedures for response to water-related emergencies adjacent to the Project site during all baseball games, concerts, and other large events (as defined in the TMP) at the ballpark or the Waterfront Park; and</li> <li>4. Communications by the Project sponsor to its guests, customers, and the public regarding this protocol through communicating on (without limitation) its websites and on communications to those who have purchased entry to ballpark events.</li> </ol>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.10 Land Use, Plans, and Policies (cont.)</b>		
<p><b>Impact LUP-2 (cont.)</b></p>	<p>The Project sponsor shall solely fund the cost of all of the above requirements, including the incremental cost of the additional water-based OPD patrols.</p> <p>The Project sponsor, the City of Oakland, and the Port of Oakland (collectively, the “Approving Parties”) shall reach agreement on a protocol achieving all of these requirements prior to the issuance of a certificate of occupancy and Port Building Permit for the ballpark. During the opening baseball season in which games are played in the ballpark, the Approving Parties shall meet at least monthly to review the effectiveness of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards. After this opening baseball season, the Approving Parties shall continue to meet monthly to review the effectiveness of the protocol unless less frequent meetings are mutually agreed upon. Additionally, the Approving Parties shall review annually the number of OPD warnings and citations, safety incidents, and water-related emergency responses to ensure that the safety measures are effective.</p> <p>The Approving Parties shall make good faith efforts to regularly revise the initial protocol based on the effectiveness and feasibility of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards. If the Approving Parties cannot mutually agree to revise the protocol to ensure that it effectively prevents non-compliant boating activity, shipping delays, and water safety hazards within 30 days of first making such efforts, then the Port may require additional operational safety measures that are similar to those listed in the initial protocol, including measures such as increased water-based patrols or enhanced signage, which shall be promptly implemented by Project sponsor at Project sponsor’s sole cost.</p> <p><b>Mitigation Measure LUP-1b: Implement Improvement Measure AES-2, Design Lighting Features to Minimize Light Pollution.</b> (see Section 4.1, Aesthetics, Shadow and Wind)</p> <p><b>Mitigation Measure LUP-1c: Land Use Siting and Buffers.</b></p> <p>All proposed sensitive uses (including residences and childcare facilities) on the Project site shall be prohibited west of Myrtle Street. Prohibiting residential uses west of Myrtle Street would separate potential on-site sensitive receptors from Port and industrial operations west of the Project site, and would place residential uses over 1,000 feet from the UPRR railyard to the northwest of the Project site, per guidance from the California Air Resources Board’s (CARB’s) <i>Air Quality and Land Use Handbook</i> (2005). Prior to the issuance of a construction-related permit, the Project sponsor shall develop detailed plans and specifications for buffering strategies to be used during Project development, including timing and phasing of implementation to precede on-site sensitive receptors. Buffering strategies to be used on the Project site shall incorporate guidance contained in CARB’s <i>Technical Advisory: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways</i> (2017) and the U.S. Environmental Protection Agency’s (U.S. EPA’s) <i>Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality</i> (2016) and include (but not be limited to):</p> <ol style="list-style-type: none"> <li>1. The creation of building and streetscape design principles that shall incorporate buildings with varying shapes and heights, building articulations, and spaces that encourage air flow.</li> <li>2. Solid barriers (e.g., sound walls or building walls) along the western perimeter of the Project site that shall be used in combination with vegetation barriers (i.e., dense trees/vegetation planted next to the solid barrier). If implemented Solid building exterior walls built on the western property line of Block 17 shall be used in combination with upper level setbacks and landscaping elements.</li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.10 Land Use, Plans, and Policies (cont.)</b>		
<p><b>Impact LUP-2 (cont.)</b></p>	<p>3. Vegetated buffers along the western perimeter of the site and portions of the northern perimeter west of Market Street that shall be planted densely, contain plants tolerant of air pollution, use trees, shrubs, and grasses for multi-level pollutant trapping, and use multiple species to minimize risks with low diversity.</p> <p>City planning staff shall review and accept the Project sponsor's plans and specification, together with their proposed timing and phasing strategies prior to issuance of any construction-related permit. Accepted plans, specifications, and phasing shall be referenced on all subsequent construction-related plans submitted to the City's building official, who shall determine compliance prior to permit issuance and upon final inspection.</p> <p>The project Sponsor shall be responsible for maintaining all solid barriers and vegetated buffers for the life of the Project.</p> <p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measures AIR-1c: Diesel Particulate Matter Controls.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measures AIR-3: Truck-Related Risk Reduction Measures – Toxic Air Contaminants.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measures AIR-4a: Install MERV16 Filtration Systems.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measures AIR-4b: Exposure to Air Pollution – Toxic Air Contaminants.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure AIR-2.CU: Implement Applicable Strategies from the West Oakland Community Action Plan.</b> (see Section 4.2, Air Quality)  <b>Mitigation Measure BIO-1b: Bird Collision Reduction Measures.</b> (see Section 4.3, Biological Resources)  <b>Mitigation Measure NOI-3, Noise Reduction Plan for Exposure to Community Noise.</b> (see Section 4.11, Noise and Vibration)  <b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b> (see Section 4.15, Transportation and Circulation)  <b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (see Section 4.15, Transportation and Circulation)  <b>Improvement Measure LUP-1: Statement of Disclosure.</b></p> <p>The Project sponsor and any future owners of the Project or portions of the Project shall provide a Statement of Disclosure on the lease or title to all new tenants or owners of the Project, or any portion thereof, acknowledging the commercial and industrial character of the Project's environs, and providing express acceptance of the potential for the Port's maritime and marine operations in the area to result in certain off-site impacts at higher levels than would be expected in other mixed-use or residential areas of the City. This requirement shall run with the land.</p>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.10 Land Use, Plans, and Policies (cont.)</b>		
<b>Impact LUP-3:</b> The Project would not conflict with public trust restrictions. (Criterion 3) <i>(Less than Significant)</i>	None required	Less Than Significant
<b>Impact LUP-4:</b> The Project would not conflict with the San Francisco Bay Plan and Seaport Plan land use policies adopted for the purpose of avoiding or mitigating an environmental effect. (Criterion 3) <i>(Less than Significant)</i>	None required	Less Than Significant
<b>Impact LUP-5:</b> Development of the Project would not conflict with other regional land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. (Criterion 3) <i>(Less than Significant)</i>	None required	Less Than Significant
<b>Impact LUP-6:</b> Development of the Project would not result in a fundamental conflict with City of Oakland General Plan land use policies (Criterion 3). <i>(Less than Significant)</i>	None required	Less Than Significant
<b>Impact LUP-7:</b> Development of the Project would not fundamentally conflict with City of Oakland Estuary Policy Plan. (Criterion 3) <i>(Less than Significant)</i>	None required	Less Than Significant
<b>Impact LUP-8:</b> Development of the Project would not conflict with City of Oakland Planning Code and Zoning Map. (Criterion 3) <i>(Less than Significant)</i>	None required	Less Than Significant
<b>Impact LUP-1.CU:</b> Development of the Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Project site, would not result in significant cumulative impacts to land use and planning. <i>(Less than Significant with Mitigation)</i>	<p><b>Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan and Requirements.</b> (see Impact LUP-2)</p> <p><b>Mitigation Measure LUP-1b: Implement Improvement Measure AES-2, Design Lighting Features to Minimize Light Pollution.</b> (see Section 4.1, Aesthetics, Shadow and Wind)</p> <p><b>Mitigation Measure LUP-1c: Land Use Siting and Buffers.</b> (see Impact LUP-2)</p> <p><b>Mitigation Measure AIR-1b: Criteria Air Pollutant Controls.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measures AIR-1c: Diesel Particulate Matter Controls.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2c: Diesel Backup Generator Specifications.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2d: Diesel Truck Emission Reduction.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2e: Criteria Pollutant Mitigation Plan.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measures AIR-3: Truck-Related Risk Reduction Measures – Toxic Air Contaminants.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measures AIR-4a: Install MERV16 Filtration Systems.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measures AIR-4b: Exposure to Air Pollution – Toxic Air Contaminants.</b> (see Section 4.2, Air Quality)</p> <p><b>Mitigation Measure AIR-2.CU: Implement Applicable Strategies from the West Oakland Community Action Plan.</b> (see Section 4.2, Air Quality)</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.10 Land Use, Plans, and Policies (cont.)</b>		
<b>Impact LUP-1.CU (cont.)</b>	<p><b>Mitigation Measure BIO-1b: Bird Collision Reduction Measures.</b> (see Section 4.3, Biological Resources)</p> <p><b>Mitigation Measure NOI-3, Noise Reduction Plan for Exposure to Community Noise.</b> (see Section 4.11, Noise and Vibration)</p> <p><b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b> (see Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (see Section 4.15, Transportation and Circulation)</p>	
<b>4.11 Noise and Vibration</b>		
<p><b>Impact NOI-1:</b> Construction of the proposed Project would result in substantial temporary or periodic increases in ambient noise levels in the Area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Criteria 1 and 2) (<i>Significant and Unavoidable with Mitigation</i>)</p>	<p><b>Mitigation Measure NOI-1a: Construction Days/Hours.</b></p> <p>The Project sponsor shall comply with the following restrictions concerning construction days and hours:</p> <ul style="list-style-type: none"> <li><b>a. Monday-Friday.</b> With the exception of the proposed nighttime installation of the stadia precast and ballpark concrete pours, construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday extreme noise generating activities (those generating noise levels greater than 90 dBA) shall be limited to between 8:00 a.m. and 4:00 p.m.</li> <li><b>b. Saturday.</b> Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities No pier drilling or other extreme noise generating activities (activities generating greater than 90dBA) are allowed on Saturday.</li> <li><b>c. Sunday and Holidays.</b> With the exception of construction of the proposed ballpark and site prep prior to or during the course of ballpark construction, no construction is allowed on Sunday or holidays for any of the remaining activities of Phase 1 construction or construction of Phase 2 buildings and infrastructure. Ballpark construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Sunday and holidays. No pier drilling or other extreme noise generating activities (activities generating greater than 90dBA) are allowed on Sunday or holidays.</li> </ul> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The Project sponsor shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the Project sponsor shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.11 Noise and Vibration (cont.)</b>		
<p><b>Impact NOI-1 (cont.)</b></p>	<p><b>Mitigation Measure NOI-1b: Construction Noise Reduction.</b>                      The Project sponsor shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</li> <li>c. The Project sponsor shall use temporary power poles instead of generators where feasible.</li> <li>d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.</li> <li>e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</li> </ul> <p><b>Mitigation Measure NOI-1c: Project-Specific Construction Noise Measures.</b></p> <ul style="list-style-type: none"> <li>a. <b>Construction Noise Reduction Plan Required.</b> Prior to any noise generating construction activities, the Project sponsor shall submit a Construction Noise Reduction Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts, specifically impacts associated with extreme noise generating activities (activities generating greater than 90 dBA) and/or affecting sensitive receptors on or near the Project site. The Project sponsor shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:                             <ul style="list-style-type: none"> <li>i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings.</li> <li>ii. Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;</li> </ul> </li> </ul>	



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.11 Noise and Vibration (cont.)</b>		
<p><b>Impact NOI-1 (cont.)</b></p>	<ul style="list-style-type: none"> <li>iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;</li> <li>iv. Specify additional feasible attenuation measures to further reduce extreme noise generating construction activities (activities generating greater than 90dBA);</li> <li>v. Specify additional feasible attenuation measures to further reduce construction noise impacts on the existing Phoenix Lofts, the Ellington Condominiums, and future occupants of Phase 1 residences;</li> <li>vi. 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>vii. Monitor the effectiveness of noise attenuation measures by taking noise measurements.</li> </ul> <p><b>b. Public Notification Required.</b> The Project sponsor shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the Project sponsor shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p> <p><b>Mitigation Measure NOI-1d: Construction Noise complaints.</b> The Project sponsor shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ul style="list-style-type: none"> <li>a. Designation of an on-site construction complaint and enforcement manager for the Project;</li> <li>b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the Project complaint manager and City Code Enforcement unit;</li> <li>c. Protocols for receiving, responding to, and tracking received complaints; and</li> <li>d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.</li> </ul> <p><b>Mitigation Measure NOI-1e: Physical Improvements or Off-site Accommodations for Substantially Affected Receptors.</b> The Project sponsor shall provide physical improvements or temporary accommodations for residents of the Phoenix Lofts and new Phase 1 receptors during impact or vibratory pile driving activities when it occurs within 300 feet with direct line of sight for the duration of the pile driving activity within the distances specified.</p> <ul style="list-style-type: none"> <li>• Physical improvements may consist of installation of storm windows in specific out-facing residences and/or temporary installation of acoustical blankets on the outside of the structure facing the pile driving activities.</li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.11 Noise and Vibration (cont.)</b>		
<b>Impact NOI-1 (cont.)</b>	<ul style="list-style-type: none"> <li>The accommodation option may be provided for the duration of pile driving activities. A temporary relocation Plan shall be developed by the Project sponsor and submitted to the City Department of Planning &amp; Building for review that specifies the duration of the accommodation and the type of accommodation (e.g., hotel or other). Once finalized, the affected residents shall be contacted six months prior to construction and provided with a description and the predicted severity and duration of construction-related noise exposure and provided the opportunity for temporary relocations as developed within the Temporary Relocation Plan.</li> </ul>	
<b>Impact NOI-2:</b> Construction of the proposed Project would expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA). (Criterion 8) ( <i>Significant and Unavoidable with Mitigation</i> )	<b>Mitigation Measure NOI-1e: Physical Improvements or Off-site Accommodations for Substantially Affected Receptors in Phase 1.</b> (see Impact NOI-1)	Significant and Unavoidable for human exposure impacts
	<b>Mitigation Measure CUL-2: Vibration Analysis for Historic Structures.</b> (see Section 4.4, Cultural and Tribal Cultural Resources above)	Less than Significant
<b>Impact NOI-3:</b> Operation of the proposed Project would result in generation of noise resulting in a 5-dBA permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, or generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise. (Criteria 3 and 4) ( <i>Significant and Unavoidable with Mitigation</i> )	<p><b>Mitigation Measure NOI-2a: Sound Control Plan for Concert Events.</b></p> <p>The Project sponsor shall prepare and implement a Sound Control Plan for Concert Events to be implemented at all concert events at the proposed ballpark to reduce the severity of potential noise impacts from amplified music. This Sound Control Plan shall be submitted to the City's Administrators office when applying for the special event permit required pursuant to Chapter 12.56 of the City's Municipal Code. The Plan shall be vetted by the City Administrator's Office and shall contain the following elements:</p> <ul style="list-style-type: none"> <li><b>Sound Control Agreement:</b> Each concert event will require a permit from the City Administrators Office pursuant to Section 12.56 of the City's Municipal Code. Any operator applying for a concert event at the ballpark shall enter into a Sound Control Agreement with the City as a part of this permit application. This Agreement shall establish operational restrictions on the operator both in terms of operational hours and quantitative sound level limits.</li> <li><b>Operational Hours:</b> The Sound Control Agreement would restrict the event operator to prescribed hours and days for all amplified sound.</li> <li><b>Operational Setup:</b> Noise impacts are predicted to occur at receptor locations south of the proposed ballpark. Consequently, speakers and stages shall be oriented so as to avoid directing amplified sound toward the more impacted southerly locations. The directional limitation shall be enforced for all auxiliary stage set-ups as well as the main stage, with the preferred direction being speakers facing inward.</li> <li><b>Sound Level Limits:</b> For concert events the maximum allowable sound amplification shall be established at approximately 100 feet from the stage or at an alternative location otherwise approved by the City.</li> <li><b>Real-time Monitoring:</b> Sound monitoring during events would represent the most effective method of not only ascertaining whether the operator is in compliance with the Sound Control Agreement, but also establishing a mechanism by which an operator may reduce sound levels in excess of the standard while the event is occurring.</li> </ul>	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.11 Noise and Vibration (cont.)</b>		
<p><b>Impact NOI-3 (cont.)</b></p>	<p>Sound monitoring shall be performed either by City staff, the event operator, or by a contracted technician. This monitoring shall be conducted using a 10-minute <math>L_{eq}</math> average to assess compliance with the Sound Control Agreement. Sound levels shall be monitored at pre-established off-site receptor locations to be included in the Plan or at the sound board, if correlation to remote receptors can be established. If monitored sound levels are in excess of the standard in the Sound Control Agreement, the sound monitoring technician would contact the Sound Control Liaison (see below) by the manner agreed upon in the Sound Control Agreement. The Sound Control Liaison would then have the operator reduce noise levels. After this period, the technician would collect subsequent measurements to assess compliance throughout the balance of the concert event. Repeated occurrences of not meeting the response time would lead to future permit denials for the given operator.</p> <ul style="list-style-type: none"> <li>• <b>Sound Control Liaison:</b> As part of the Sound Control Agreement, the operator would designate a Sound Control Liaison to respond to notification of sound levels in excess of those established by the Sound Control Agreement. The Sound Control Liaison would be notified by the sound monitoring technician by cell phone or text. Once notified, the Sound Control Liaison would respond to the notification and reduce sound levels to acceptable levels</li> </ul> <p><b>Mitigation Measure NOI-2b: Egress Notifications.</b> The Project sponsor shall disseminate information to event-goers identifying alternative egress routes without sensitive receptors and asking patrons for quiet post-event egress.</p> <p><b>Mitigation Measure NOI-2c: Operational Noise from Stationary Equipment.</b> Noise levels from stationary equipment (e.g., HVAC systems) on the Project site after completion of the Project (i.e., during Project operation) shall comply with the noise standards in chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels caused by stationary equipment exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City. Methods of achieving this standard include low-noise-emitting HVAC equipment, locating HVAC and other mechanical equipment with a rooftop mechanical penthouse, and use of shields and parapets to reduce noise levels to adjacent land uses. For Generators, industrial grade silencers can reduce exhaust noise by 12 to 18 dB and residential grade silencers by 18 to 25 dBA. (ASHRAE TC, 2006).</p> <p><b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b> (See Section 4.15, Transportation and Circulation)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Section 4.15, Transportation and Circulation)</p>	
<p><b>Impact NOI-4:</b> The proposed Project could propose land uses in conflict with the land use compatibility guidelines of the Oakland General Plans. (Criterion 5 and 6) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure NOI-3. Noise Reduction Plan for Exposure to Community Noise.</b> Prior to approval of construction-related permit, once specific land use designations and building design plans are available, the Project sponsor shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. Exterior to interior noise reductions of 36 dBA have been demonstrated in modern</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.11 Noise and Vibration (cont.)</b>		
<b>Impact NOI-4 (cont.)</b>	urban residential uses (ESA, 2019), while attenuation of up to 45 dBA have been achieved at airport hotels. The Project sponsor shall implement the approved Plan during construction. Interior noise levels shall not exceed the following: <ol style="list-style-type: none"> <li>a. 45 dBA, DNL: Residential activities, civic activities, hotels</li> <li>b. 50 dBA, DNL: Administrative offices; group assembly activities</li> <li>c. 55 dBA, DNL: Commercial activities</li> <li>d. 65 dBA, DNL: Industrial activities</li> </ol>	
<b>Impact NOI-5:</b> Operation of the proposed Project would not expose persons to groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA) or propose land uses in conflict with the land use compatibility guidelines of the Oakland General Plans. (Criterion 5 and 6) <i>(Less than Significant, but not a CEQA Consideration)</i>	<b>Improvement Measure NOI-4. Vibration Reduction Plan.</b> All residential development with a vibration exposure exceeding 75 VdB from operations on the UPRR tracks shall be designed to reduce vibration from UPRR operations to 75 VdB or less for residential uses. Prior to issuance of any building permit for structures intended for human occupancy within 100 feet of the mainline track, a detailed vibration design study shall be completed by a qualified engineer to confirm the ground vibration levels and frequency along the UPRR tracks and to determine appropriate design to limit interior vibration levels to 75 VdB for residences, if necessary. Implementation of the recommended measures of the acoustical study into Project design elements shall be verified by the Oakland Building Department as part of the plan-check process.  Specific measures to achieve the performance standards set forth above may include one or a combination of the following methods: <ul style="list-style-type: none"> <li>• Use of vibration isolation techniques such as supporting the new building foundations on elastomer pads similar to bridge bearing pads;</li> <li>• Installation of vibration wave barriers. Wave barriers would consist of control trenches or sheet piles, which are analogous to controlling noise with sound barrier. The applicability of this technique depends on the characteristics of the vibration waves.</li> </ul>	Less Than Significant, but not a CEQA Consideration
<b>Impact NOI-1.CU:</b> Construction activities of the proposed Project combined with cumulative construction noise in the Project area would cause a substantial temporary or periodic increase in ambient noise levels in the Project vicinity during construction. <i>(Significant and Unavoidable)</i>	<b>Mitigation Measure NOI-1a: Construction Days/Hours.</b> (See Impact NOI-1) <b>Mitigation Measure NOI-1b: Construction Noise Reduction.</b> (See Impact NOI-1) <b>Mitigation Measure NOI-1c: Project-Specific Construction Noise Measures.</b> (See Impact NOI-1) <b>Mitigation Measure NOI-1d: Construction Noise Complaints.</b> (See Impact NOI-1) <b>Mitigation Measure NOI-1e: Physical Improvements or Off-site Accommodations for Substantially Affected Receptors.</b> (See Impact NOI-1)	Significant and Unavoidable
<b>Impact NOI-2.CU:</b> Operation of the proposed Project when considered with other cumulative development would cause a substantial permanent increase in ambient noise levels in the Project vicinity. <i>(Significant and Unavoidable)</i>	<b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b> (See Section 4.15, Transportation and Circulation) <b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Section 4.15, Transportation and Circulation)	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.12 Population and Housing</b>		
<b>Impact POP-1:</b> Construction of the proposed Project would not induce substantial population growth in a manner not contemplated in the General Plan. (Criterion 1) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact POP-2:</b> Implementation of the proposed Project would directly induce population growth by proposing new homes, and by extending roads and infrastructure to serve the Project site; however, this growth is within regional projections and consistent with the General Plan. (Criterion 1) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact POP-3:</b> Implementation of the proposed Project would directly induce population growth by proposing new businesses and by extending roads and infrastructure to serve the Project site; however, this growth would be consistent with the General Plan. (Criterion 1) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact POP-4:</b> Implementation of the proposed Project would not directly or indirectly displace substantial numbers of existing people or housing units necessitating the construction of replacement housing elsewhere. (Criteria 2 and 3) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact POP-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, would not contribute to cumulative substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads and other infrastructure). ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact POP-2.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, would not displace substantial numbers of existing people or housing units necessitating the construction of replacement housing elsewhere. ( <i>Less than Significant</i> )	None required	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.13 Public Services</b>		
<p><b>Impact PUB-1:</b> The Project could result in an increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives, construction of which could have significant physical environmental impacts. (Criterion 1) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure PUB-1:</b> For construction of the new public services facilities, implement <b>Mitigation Measures AIR-1a, Dust Controls; AIR-1b, Criteria Air Pollutant Controls; AIR-1c, Diesel Particulate Matter Controls; AIR-1d, Super-Compliant VOC Architectural Coatings during Construction; BIO-1a, Disturbance of Birds during Nesting Season; BIO-2, Pre-Construction Assessments and Protection Measures for Bats; BIO-3, Management of Pile Driving in the Water Column for Protection of Fish and Marine Mammals; BIO-4, Compensation for Fill of Jurisdictional Waters; CUL-1, Maritime Resources Treatment Plan; CUL-2, Vibration Analysis for Historic Structures; CUL-4a, Archaeological Resources and Tribal Cultural Resources – Discovery During Construction; CUL-4b, Archaeologically Sensitive Areas – Pre-Construction Measures; CUL-5, Human Remains – Discovery During Construction; GEO-1, Site-Specific Final Geotechnical Report; GEO-2, Inadvertent Discovery of Paleontological Resources During Construction; HAZ-1a, Preparation and Approval of Consolidated RAW, LUCs and Associated Plans; HAZ-1b, Compliance with Approved RAW, LUCs and Associated Plans; HAZ-1c, Health and Safety Plan; HAZ-1d, Hazardous Building Materials; HYD-1, Creek Protection Plan; NOI-1a, Construction Days/Hours; NOI-1b, Construction Noise Reduction; NOI-1c, Extreme Construction Noise Measures; NOI-1d, Project-Specific Construction Noise Reduction Measures; NOI-1e, Construction Noise Complaints; NOI-1f, Physical Improvements or Off-site Accommodations for Substantially Affected Receptors; and TRANS-4, Construction Management Plan.</b></p> <p><b>Necessary Improvement Measure PUB-1: Fire Station 2 Retrofit or Replacement.</b></p> <p>Prior to the issuance of the first building permit for the ballpark or a demolition permit for Fire Station 2, the Project sponsor shall develop detailed plans and a program to retrofit and make improvements to Fire Station 2 or construct a replacement fire station. The replacement station shall be located within the Project’s development envelope or in close proximity to the site, subject to the approval of the Oakland Fire Department (OFD). The Project sponsor shall coordinate with OFD on the timing of retrofit or demolition of Fire Station 2 to ensure that adequate fire protection and emergency medical response services are available to maintain existing service levels and serve the Project during the retrofit or construction of the replacement fire station, which may include development of a temporary station, while the Fire Station 2 retrofit or the replacement fire station is under construction. If a temporary station is required, Fire Station 2 shall not be closed or demolished until the temporary station has been established. In that event, the temporary station shall remain in operation until it is no longer needed by OFD because the fire station remodels and construction projects have been completed, or the permanent replacement fire station has been completed. The Project sponsor shall be responsible for all design and construction costs associated with the retrofit of Fire Station 2 or the replacement fire station and for the design and construction of any facilities required to provide adequate fire protection and emergency medical response services during construction of the replacement fire station.</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.13 Public Services (cont.)</b>		
<p><b>Impact PUB-2:</b> The Project could result in an increase in demand for police services that would require new or physically altered police facilities in order to maintain acceptable service ratios, response times, or other performance objectives, construction of which could have significant physical environmental impacts. (Criterion 1) <i>(Less than Significant with Mitigation Incorporated)</i></p>	<p><b>Mitigation Measure PUB-1.</b> (see Impact PUB-1)  <b>Necessary Improvement Measure PUB-2: Ballpark Law Enforcement Facilities.</b>            Prior to the issuance of the building permit for the ballpark, the Project sponsor shall provide building plans to the Bureau of Planning &amp; Building showing the locations of police and other law enforcement office space and a command post within the ballpark. The office space shall include an area within the development to be utilized for event day briefings, report writing space, and holding cells to accommodate arrests. The command post is to be utilized by all agencies involved in event and security operations at the ballpark. The law enforcement office space and command post shall be developed in consultation with law enforcement agencies, including the OPD, U.S. Coast Guard, and Alameda County Sheriff based on their needs. The Project sponsor shall be responsible for all design, construction, and maintenance costs associated with the law enforcement office space and command center.</p>	Less Than Significant
<p><b>Impact PUB-3:</b> The Project would not result in an increase in new students for public schools at a level that would require new or physically altered school facilities in order to maintain acceptable service ratios, response times, or other performance objectives, construction of which would have significant physical environmental impacts. (Criterion 1) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact PUB-4:</b> The Project would not result in an increase in demand for libraries at a level that would require new or physically altered library facilities in order to maintain acceptable service ratios, response times, or other performance objectives, construction of which would have significant physical environmental impacts. (Criterion 1) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact PUB-5:</b> The Project could indirectly result in an increase in demand for maritime emergency services and law enforcement at a level that would require new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives, construction of which could have significant physical environmental impacts. (Criterion 1) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure PUB-1.</b> (see Impact PUB-1)  <b>Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan.</b> (see Section 4.10, <i>Land Use, Plans, and Policies</i>)</p>	Less Than Significant
<p><b>Impact PUB-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, could result in an adverse cumulative increase in demand for public services that would require new or physically altered governmental facilities, construction of which could have significant physical environmental impacts. <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure PUB-1.</b> (see Impact PUB-1)  <b>Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan.</b> (see Section 4.10, <i>Land Use, Plans, and Policies</i>)</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.14 Recreation</b>		
<b>Impact REC-1:</b> The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (Criterion 1) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact REC-2:</b> The Project would include recreational facilities, but would not require the construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment. (Criterion 2) ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure REC-1:</b> Implement <b>Mitigation Measures AIR-1a, Dust Controls; AIR-1b, Criteria Air Pollutant Controls; AIR-1c, Diesel Particulate Matter Controls; AIR-1d, Super-Compliant VOC Architectural Coatings during Construction; BIO-1a, Disturbance of Birds during Nesting Season; BIO-2, Pre-Construction Assessments and Protection Measures for Bats; BIO-3, Management of Pile Driving in the Water Column for Protection of Fish and Marine Mammals; BIO-4, Compensation for Fill of Jurisdictional Waters; CUL-1, Maritime Resources Treatment Plan; CUL-2, Vibration Analysis for Historic Structures; CUL-4a, Archaeological Resources and Tribal Cultural Resources – Discovery During Construction; CUL-4b, Archaeologically Sensitive Areas – Pre-Construction Measures; CUL-5, Human Remains – Discovery During Construction; GEO-1, Site-Specific Final Geotechnical Report; GEO-2, Inadvertent Discovery of Paleontological Resources During Construction; HAZ-1a, Preparation and Approval of Consolidated RAW, LUCs and Associated Plans; HAZ-1b, Compliance with Approved RAW, LUCs and Associated Plans; HAZ-1c, Health and Safety Plan; HAZ-1d, Hazardous Building Materials; HYD-1, Creek Protection Plan; NOI-1a, Construction Days/Hours; NOI-1b, Construction Noise Reduction; NOI-1c, Extreme Construction Noise Measures; NOI-1d, Project-Specific Construction Noise Reduction Measures; NOI-1e, Construction Noise Complaints; NOI-1f, Physical Improvements or Off-site Accommodations for Substantially Affected Receptors; and TRANS-4, Construction Management Plan.</b>	Less Than Significant
<b>Impact REC-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative impacts to recreation. ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure REC-1</b> (See Impact REC-2)	Less Than Significant
<b>4.15 Transportation and Circulation</b>		
<b>Impact TRANS-1A Non-Ballpark Development:</b> VMT per capita generated by the residential and commercial components of the Project would be more than 15 percent below the regional averages, and citywide VMT per service population would remain the same without and with the retail component of the Project, resulting in a less-than-significant impact for the residential and commercial components of the Project. VMT generated by the performance venue would be more than 15 percent below similar uses with a TDM Plan, resulting in a less-than-significant impact for the ballpark component of the Project. (Criterion 1) ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b>  This mitigation measure is intended to ensure that the Project achieves a 20 percent project VTR for the non-ballpark development over conditions without a TDM Plan, as prescribed in AB 734.  A separate TDM Plan shall be prepared for each building within the non-ballpark development unless otherwise approved by the City. The building owner or their designee shall submit a Transportation and Parking Demand Management (TDM) Plan for the non-ballpark development for review and approval by the City prior to building occupancy. A draft TDM Plan is included in Draft EIR Appendix TRA. To ensure implementation of the TDM Plan, the building owners or their designees shall actively participate in a Transportation Management Association (TMA) to be established by the Project sponsor prior to occupancy of the first non-ballpark building. The TMA at a minimum covers the non-ballpark development for the site but could also cover the ballpark or additional development in Jack London District and potentially downtown.	Less Than Significant



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation						
<b>4.15 Transportation and Circulation (cont.)</b>								
<p><b>Impact TRANS-1A (cont.)</b></p>	<p>The goals of the TDM Plan shall be the following:</p> <ul style="list-style-type: none"> <li>• Reduce vehicle traffic and parking demand generated by the Project to the maximum extent practicable.</li> <li>• Prioritize pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.</li> <li>• Enhance the City's transportation system, consistent with City policies and programs.</li> </ul> <p>The TDM Plan shall include the baseline calculations of non-ballpark development vehicle trips. These will be the baseline measurements that the TDM Plan will be measured against.</p> <p>The TDM Plan shall comply with the requirements of AB 734 (Section 21168.6.7(a)(3)(A)(iii)), which states that the Project must have a TDM Plan that achieves a 20 percent reduction in vehicle trips as compared to operations absent the plan. A separate TDM Plan shall be prepared for each building in the non-ballpark development, unless otherwise approved by the City. The TDM plan for each building shall achieve the 20 percent reduction within one year after the completion of that building. The TDM Plan for each building shall include a range of services and programs designed to meet the 20 percent reduction, such as providing incentives for transit usage and carpools, bicycle parking and support, signage, and real-time transit information.</p> <p>As stated in Table 4 of the City's <i>Transportation Impact Review Guidelines</i>, the following TDM strategies (<b>Table 4.15-36</b>) are required to be incorporated into the TDM Plan based on the project location or other characteristics. These strategies should be identified as a credit toward a project's VTR.</p> <p>The performance venue shall establish a TDM Plan that incorporates traffic management strategies to minimize its traffic impact on neighboring communities, including the Seaport, that may include traffic and/or parking control offices or other personnel acceptable to the City to manage traffic at key intersections and railroad crossings.</p> <p align="center"><b>TABLE 4.15-36 NON-BALLPARK DEVELOPMENT TRANSPORTATION AND PARKING DEMAND MANAGEMENT PLAN (CITY REQUIREMENTS)</b></p> <table border="1" data-bbox="724 1101 1669 1380"> <thead> <tr> <th data-bbox="724 1101 961 1161">Improvement</th> <th data-bbox="961 1101 1323 1161">Required by code or when...</th> <th data-bbox="1323 1101 1669 1161">Required for Proposed Project?</th> </tr> </thead> <tbody> <tr> <td data-bbox="724 1166 961 1380">1. Bus boarding bulbs or islands</td> <td data-bbox="961 1166 1323 1380"> <ul style="list-style-type: none"> <li>• Bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or</li> <li>• Bus stop along project frontage serves a route with 15 minutes or better peak-hour service and has a shared bus-bike lane curb</li> </ul> </td> <td data-bbox="1323 1166 1669 1380"><b>Yes.</b> The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would, depending on design, provide bus boarding bulbs or islands.</td> </tr> </tbody> </table>	Improvement	Required by code or when...	Required for Proposed Project?	1. Bus boarding bulbs or islands	<ul style="list-style-type: none"> <li>• Bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or</li> <li>• Bus stop along project frontage serves a route with 15 minutes or better peak-hour service and has a shared bus-bike lane curb</li> </ul>	<b>Yes.</b> The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would, depending on design, provide bus boarding bulbs or islands.	
Improvement	Required by code or when...	Required for Proposed Project?						
1. Bus boarding bulbs or islands	<ul style="list-style-type: none"> <li>• Bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or</li> <li>• Bus stop along project frontage serves a route with 15 minutes or better peak-hour service and has a shared bus-bike lane curb</li> </ul>	<b>Yes.</b> The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would, depending on design, provide bus boarding bulbs or islands.						

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation		
<b>4.15 Transportation and Circulation (cont.)</b>				
<b>Impact TRANS-1A (cont.)</b>	<b>TABLE 4.15-36 (CONTINUED) NON-BALLPARK DEVELOPMENT TRANSPORTATION AND PARKING DEMAND MANAGEMENT PLAN (CITY REQUIREMENTS)</b>			
	<b>Improvement</b>	<b>Required by code or when...</b>		<b>Required for Proposed Project?</b>
	2. Bus shelter	<ul style="list-style-type: none"> <li>A stop with no shelter is located within the project frontage, or</li> <li>Project is located within 0.10 miles of a flag stop with 25 or more daily boardings</li> </ul>		<b>Yes.</b> The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would include bus shelters or other, comparable amenities.
	3. Concrete bus pad	<ul style="list-style-type: none"> <li>A bus stop is located along the project frontage and a concrete bus pad does not already exist</li> </ul>		<b>Yes.</b> The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would incorporate concrete bus pads.
	4. Curb extensions or bulb-outs	<ul style="list-style-type: none"> <li>Identified as an improvement within site analysis</li> </ul>		<b>Yes.</b> Project would construct bulb-outs where additional pedestrian waiting space is needed at intersections and where truck and emergency access can still be accommodated (Mitigation Measure TRANS-1e).
	5. Implementation of a corridor-level bikeway improvement	<ul style="list-style-type: none"> <li>A buffered Class 2 or Class 4 bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and</li> <li>The project would generate 500 or more daily bicycle trips</li> </ul>		<b>Yes.</b> Bike lanes on Martin Luther King Jr. Way between the site and 8th Street (Mitigation Measure TRANS-2b); on 7th Street between Mandela Parkway and Martin Luther King Jr. Way (Mitigation Measure TRANS-2a); on Embarcadero West, south side of the railroad tracks, between Martin Luther King Jr. Way and Washington Street and potentially to Broadway (Mitigation Measure TRANS-3a); and completed bike lanes on Washington Street between Embarcadero West and 10th Street (Mitigation Measure TRANS-2c) would constitute multiple corridor-level bikeway improvements.

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation	
<b>4.15 Transportation and Circulation (cont.)</b>			
<b>Impact TRANS-1A (cont.)</b>	<b>TABLE 4.15-36 (CONTINUED) NON-BALLPARK DEVELOPMENT TRANSPORTATION AND PARKING DEMAND MANAGEMENT PLAN (CITY REQUIREMENTS)</b>		
	<b>Improvement</b>	<b>Required by code or when...</b>	<b>Required for Proposed Project?</b>
	6. Implementation of a corridor-level transit capital improvement	<ul style="list-style-type: none"> <li>A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and</li> <li>The project would generate 400 or more peak period transit trips</li> </ul>	<b>Yes.</b> The Transportation Hub on 2nd Street (Mitigation Measure TRANS-1c) together with bus-only lanes on Broadway to connect the Transportation Hub and the 12 <sup>th</sup> Street BART Station (Mitigation Measure TRANS-1d) would constitute a corridor-level transit capital improvement.
	7. Installation of amenities: lighting; pedestrian-oriented green infrastructure, trees, and greening landscape; trash receptacles per Pedestrian Master Plan and applicable streetscape plans.	<ul style="list-style-type: none"> <li>Always required</li> </ul>	<b>Yes.</b> Pedestrian amenities to be installed throughout the site together with off-site upgrades to sidewalks, lighting, curb ramps, and crosswalks on several transportation corridors serving the Project (Mitigation Measure TRANS-1e).
8. Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	<ul style="list-style-type: none"> <li>When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection</li> </ul>	<b>Yes.</b> Construct railroad safety improvements between Schnitzer Steel and Broadway which requires CPUC approval (Mitigation Measure TRANS-3a). Pedestrian safety improvements to be installed throughout the site together with off-site upgrades to sidewalks, lighting, curb ramps, and crosswalks on several transportation corridors serving the Project (Mitigation Measure TRANS-1e).	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation	
<b>4.15 Transportation and Circulation (cont.)</b>			
<b>Impact TRANS-1A (cont.)</b>	<b>TABLE 4.15-36 (CONTINUED) NON-BALLPARK DEVELOPMENT TRANSPORTATION AND PARKING DEMAND MANAGEMENT PLAN (CITY REQUIREMENTS)</b>		
	<b>Improvement</b>	<b>Required by code or when...</b>	<b>Required for Proposed Project?</b>
	9. In-street bicycle corral	<ul style="list-style-type: none"> <li>A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.</li> </ul>	<b>Yes.</b> In-street bicycle corrals or bicycle parking of similar ease and density to be provided on-site.
	10. Intersection improvements <sup>1</sup>	<ul style="list-style-type: none"> <li>Identified as an improvement within site analysis</li> </ul>	<b>Yes.</b> On- and off-site intersections would be designed to address these concerns.
	11. New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	<ul style="list-style-type: none"> <li>Always required</li> </ul>	<b>Yes.</b> All on-site sidewalks, curb ramps, curbs, and gutters would meet current City and ADA standards.
	12. No monthly permits and establish minimum price floor for public parking <sup>2</sup>	<ul style="list-style-type: none"> <li>If proposed parking ratio exceeds 1:1000 sf. (commercial)</li> </ul>	<b>Yes.</b> In commercial developments where the parking ratio exceeds 1:1000 s.f., no monthly permits would be offered for publicly available spaces, and a price floor would be established for all publicly available parking.
	13. Parking garage is designed with retrofit capability	<ul style="list-style-type: none"> <li>Optional, if proposed parking ratio exceeds 1.25 spaces per unit (residential) or 1:1000 sf. (commercial)</li> </ul>	<b>Yes.</b> Residential parking would be limited to 1 space per unit. Commercial developments with parking more than 1:1000 s.f. could be designed with retrofittable garages.
14. Parking space reserved for car share	<ul style="list-style-type: none"> <li>If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.</li> </ul>	<b>Yes.</b> Project would include car share parking that meets these residential ratios and car share parking for commercial parking at one car share space per 200 parking spaces. And regularly monitor car share parking usage and adjust, as necessary.	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation	
<b>4.15 Transportation and Circulation (cont.)</b>			
<b>Impact TRANS-1A (cont.)</b>	<b>TABLE 4.15-36 (CONTINUED) NON-BALLPARK DEVELOPMENT TRANSPORTATION AND PARKING DEMAND MANAGEMENT PLAN (CITY REQUIREMENTS)</b>		
	<b>Improvement</b>	<b>Required by code or when...</b>	<b>Required for Proposed Project?</b>
	15. Paving, lane striping or restriping, and signs to midpoint of street section	<ul style="list-style-type: none"> <li>Typically required</li> </ul>	<b>Yes.</b> All on-site streets would be newly constructed.
	16. Pedestrian crossing improvements	<ul style="list-style-type: none"> <li>Identified as an improvement within site analysis</li> </ul>	<b>Yes.</b> New on-site streets and intersections as well as off-site transportation improvements would include pedestrian crossing features.
	17. Pedestrian-supportive signal changes <sup>3</sup>	<ul style="list-style-type: none"> <li>Identified as an improvement within operations analysis</li> </ul>	<b>Yes.</b> All new and modified on- and off-site signals would have pedestrian supportive signal features.
	18. Real-time transit information system	<ul style="list-style-type: none"> <li>Project frontage includes bus stop or BART station and is on a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better</li> </ul>	<b>Yes.</b> The Transportation Hub (Mitigation Measure TRANS-1c), each building, and the ballpark would make real time transit information available for transit serving the Hub, BART, Amtrak, and ferries.
	19. Relocating bus stops to far side	<ul style="list-style-type: none"> <li>A project is located within 0.10 miles of any active bus stop that is currently on the near side</li> </ul>	<b>Yes.</b> Construct Transportation Hub on 2nd Street (Mitigation Measure TRANS-1c). Bus stops would either have parallel pull-in or saw-tooth designs depending on Class 2 Bike Lanes and parking priorities.
	20. Signal upgrades <sup>4</sup>	<ul style="list-style-type: none"> <li>Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and</li> <li>Project frontage abuts intersection with signal infrastructure older than 15 years</li> </ul>	<b>Yes.</b> All new and upgraded traffic signals, whether on- or off-site, would meet city standards in effect at the time of installation or upgrade.

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation												
<b>4.15 Transportation and Circulation (cont.)</b>														
Impact TRANS-1A (cont.)	<p align="center"><b>TABLE 4.15-36 (CONTINUED) NON-BALLPARK DEVELOPMENT TRANSPORTATION AND PARKING DEMAND MANAGEMENT PLAN (CITY REQUIREMENTS)</b></p> <table border="1"> <thead> <tr> <th data-bbox="724 435 963 490">Improvement</th> <th data-bbox="963 435 1323 490">Required by code or when...</th> <th data-bbox="1323 435 1669 490">Required for Proposed Project?</th> </tr> </thead> <tbody> <tr> <td data-bbox="724 490 963 662">21. Transit queue jumps</td> <td data-bbox="963 490 1323 662"> <ul style="list-style-type: none"> <li>Identified as a needed improvement within project operations analysis with frontage on a Tier 1 transit route with 2 or more routes or peak period frequency of at least 15 minutes</li> </ul> </td> <td data-bbox="1323 490 1669 662"> <p><b>Yes.</b> The bus-only lanes on Broadway between Embarcadero West and 11th Street (Mitigation Measure TRANS-1d) function as transit queue jumps.</p> </td> </tr> <tr> <td data-bbox="724 662 963 917">22. Trenching and placement of conduit for providing traffic signal interconnect</td> <td data-bbox="963 662 1323 917"> <ul style="list-style-type: none"> <li>Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and</li> <li>Project frontage is identified for signal interconnect as part of a planned ITS project; and</li> <li>A major transit improvement is identified requiring traffic signal interconnect</li> </ul> </td> <td data-bbox="1323 662 1669 917"> <p><b>Yes.</b> New and modified traffic signal installations, whether on- or off-site, would be interconnected to City standards at the time of installation or upgrade.</p> </td> </tr> <tr> <td data-bbox="724 917 963 1031">23. Unbundled parking</td> <td data-bbox="963 917 1323 1031"> <ul style="list-style-type: none"> <li>If proposed parking ratio exceeds 1.25 spaces per unit (residential)</li> </ul> </td> <td data-bbox="1323 917 1669 1031"> <p><b>Yes.</b> Residential parking would be limited to 1 space per unit. Therefore, unbundled parking is not required.</p> </td> </tr> </tbody> </table> <p>NOTES:  <sup>1</sup> Such as limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.  <sup>2</sup> May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.  <sup>3</sup> Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a "scramble" signal phase where appropriate.  <sup>4</sup> Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals.</p> <p>SOURCES: City of Oakland <i>Transportation Impact Review Guidelines</i>, 2017. Fehr &amp; Peers</p>	Improvement	Required by code or when...	Required for Proposed Project?	21. Transit queue jumps	<ul style="list-style-type: none"> <li>Identified as a needed improvement within project operations analysis with frontage on a Tier 1 transit route with 2 or more routes or peak period frequency of at least 15 minutes</li> </ul>	<p><b>Yes.</b> The bus-only lanes on Broadway between Embarcadero West and 11th Street (Mitigation Measure TRANS-1d) function as transit queue jumps.</p>	22. Trenching and placement of conduit for providing traffic signal interconnect	<ul style="list-style-type: none"> <li>Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and</li> <li>Project frontage is identified for signal interconnect as part of a planned ITS project; and</li> <li>A major transit improvement is identified requiring traffic signal interconnect</li> </ul>	<p><b>Yes.</b> New and modified traffic signal installations, whether on- or off-site, would be interconnected to City standards at the time of installation or upgrade.</p>	23. Unbundled parking	<ul style="list-style-type: none"> <li>If proposed parking ratio exceeds 1.25 spaces per unit (residential)</li> </ul>	<p><b>Yes.</b> Residential parking would be limited to 1 space per unit. Therefore, unbundled parking is not required.</p>	
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**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1A (cont.)</b></p>	<p>Other TDM strategies, some of which are described in City's <i>Transportation Impact Review Guidelines</i>, that could be considered for each building in the non-ballpark development include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>1. Provide long-term and short-term bicycle parking and (for commercial uses) shower and locker facilities more than the minimums set forth in chapter 17.117 of the Oakland Planning Code.</li> <li>2. Provide additional access to bikeways per the Let's Bike Oakland Plan: construction of priority bikeway projects, on-site signage, and bike lane striping.</li> <li>3. Provide additional safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count-down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.</li> <li>4. Provide additional amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan Update, the Master Street Tree List and Tree Planning Guidelines, which can be viewed at <a href="http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf">http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf</a> and <a href="http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf">http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf</a>, respectively) and any applicable streetscape plan.</li> <li>5. Provide additional transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.</li> <li>6. Provide direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).</li> <li>7. Provide transit subsidy to employees or residents in the form of an AC Transit EasyPass or Clipper Card loaded with the equivalent of half of an AC Transit unlimited monthly pass.</li> <li>8. Provide ongoing contribution to service to the area between the Project and nearest mass transit station prioritized as follows: (1) Contribution to AC Transit bus service; (2) Contribution to an existing area shuttle or streetcar service; and (3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario3).</li> <li>9. Provide guaranteed ride home program for employees, either through 511.org or through separate program.</li> <li>10. Provide pre-tax commuter benefits (commuter checks) for employees.</li> <li>11. Provide free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. Designate at least the minimum number of on-site residential parking spaces for car-sharing (as required by Oakland Municipal Code, Section 17.116.105).</li> <li>12. Provide on-site carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools.</li> <li>13. Provide information concerning alternative transportation options.</li> <li>14. Sponsor a bike share station in the project vicinity.</li> <li>15. Designate a staff person from each tenant as their TDM representative to coordinate, monitor, and publicize TDM activities that are being implemented by the building management.</li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1A (cont.)</b></p>	<ol style="list-style-type: none"> <li>16. Designate a TDM representative for the building management that coordinates TDM strategies with residents and tenants, participates in the Transportation Management Association, and oversees the annual building TDM Plan monitoring.</li> <li>17. Provide parking spaces sold/leased separately for residential units (as required by Oakland Municipal Code, Section 17.116.310).</li> <li>18. Charge employees for parking or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.</li> <li>19. Prohibit monthly parking permits and establish a minimum price floor for publicly accessible parking.</li> <li>20. Provide less parking than parking demand for residential and commercial uses.</li> <li>21. Provide shared parking opportunities and/or parking districts to optimize parking use without increasing vehicle trip reduction goals.</li> <li>22. Allow employees to work off-site.</li> <li>23. Allow employees to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).</li> <li>24. Allow employees to stagger work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.</li> </ol> <p>The TDM Plan shall include an ongoing monitoring and enforcement program to ensure that the TDM Plan is implemented on an ongoing basis during project operation. The program shall comply both with the AB 734 legislation as well as the requirements of the Oakland Municipal Code Chapter 10.68 (Employer-Based Trip Reduction Program). The TDM Plan shall also specify the topics to be addressed in an annual report as explained below. A separate TDM Plan shall be prepared for each building (unless otherwise approved by the City) prior to building occupancy.</p> <ul style="list-style-type: none"> <li>• TDM Implementation – For VTR strategies involving physical improvements, the Project sponsor shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the Project Phase 1.</li> <li>• TDM Monitoring – The owner or their designee for each building of the non-ballpark development, through the TMA, shall submit an annual compliance report each year through and including the fifth year following buildout of the non-ballpark development for review and approval by the City. The annual report shall document the status and effectiveness of the TDM strategies, including the actual VTR achieved during building operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the building’s owner or their designee, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the building has failed to achieve the VTR goal, additional measures shall be implemented until the goal is met. If in two successive years, the VTR goals are not satisfied, the building’s owner or their designee shall prepare and submit for City Staff approval a Corrective Action Plan to bring the TDM Plan into conformance with VTR goals. The Corrective Action Plan shall detail the additional measures for the building to be implemented and their expected vehicle trip reduction. If the required automobile trip reduction</li> </ul>	



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<b>Impact TRANS-1A (cont.)</b>	target is still not being met one year after the Corrective Action Plan is implemented, or if the building's owner or manager fails to submit the reports described above, or if the reports do not meet City requirements, the building will be considered in violation of the Mitigation Measure and the City may initiate enforcement action as provided for in the Project's Conditions of Approval and Oakland Planning Code Chapter 17.152, including but not limited to imposition of a penalty, in an amount to be determined by the City, at least sufficient to fund and manage transportation improvements that would bring vehicle trips to the targeted level.	
<b>Impact TRANS-1B Ballpark VMT:</b> VMT per attendee generated by the ballpark component of the Project would be more than 15 percent below similar uses, resulting in a less-than-significant impact for the ballpark component of the Project. (Criterion 1) <i>(Less than Significant with Mitigation)</i>	<p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b></p> <p>The Project sponsor shall submit a draft Transportation Management Plan (TMP) for the ballpark for review and approval by the City together with its application for building permits for the ballpark. The TMP shall incorporate by reference Mitigation Measure TRANS-1a, which shall apply to the ballpark employees. The TMP shall outline operational strategies to optimize access to and from the ballpark within the constraints inherent to a large public event. The TMP must be approved by the City prior to the issuance of the Temporary Certificate of Occupancy. The TMP will be a living document requiring periodic updates over time as travel patterns change because of development and changes to transportation infrastructure and operations. All revisions to the TMP shall be subject to the review and approval of the City.</p> <p>The following are the City's overarching goals for the TMP:</p> <ul style="list-style-type: none"> <li>• To ensure improvements benefit the community at large and contribute to equitable opportunities for all people and communities.</li> <li>• To provide residents, workers, and visitors with safe, efficient, affordable, convenient, and reliable mobility options including public transit, walking, carpooling, and biking.</li> <li>• To manage how the project interacts with the surrounding area, including residential neighborhoods, the Port of Oakland, and local industries and businesses.</li> </ul> <p>The City of Oakland has prioritized walking and public transit as critical to achieving these goals. Transit will have minimal impacts on community, neighborhood and Port operations, the environment, and safely move the maximum number of people. The TMP shall have the following high-level objectives:</p> <ul style="list-style-type: none"> <li>• Minimize auto mode share and reduce vehicle trips and parking demand generated by the project to the maximum extent practicable.</li> <li>• Facilitate and promote safe use of non-automobile transportation by people attending and supporting ball games and other events as well as other uses on-site.</li> <li>• Highlight and optimize the use of transit by attendees and employees to ball games and other events.</li> <li>• Facilitate and maximize bicycle use by attendees and employees to ball games and other events.</li> </ul>	Less Than Significant

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1B (cont.)</b></p>	<ul style="list-style-type: none"> <li>• Facilitate a high-quality walking experience to the ballpark from adjacent neighborhoods by identifying key walking routes and major street crossing locations, so that wayfinding, infrastructure improvements, and/or personnel (e.g. traffic control officers, parking control officers, or other personnel acceptable to the City) can be located at critical points to manage the interaction of pedestrians and vehicles during medium and large events.</li> <li>• Maximize safety for all transportation users at key locations in and around the ballpark and broader neighborhood during event ingress and egress.</li> <li>• Minimize conflicts between ridesourcing, i.e., Lyft, Uber, and taxi operations and key transit, walking, biking, and Port truck access streets near the ballpark.</li> <li>• Facilitate the safe and efficient flow of vehicle traffic into and out of the site and the adjacent neighborhoods during event and no-event conditions.</li> <li>• Minimize event-related vehicular, bicycle, and pedestrian impacts to surrounding residential and commercial areas, including warehouse and industrial operations and the Port.</li> <li>• Minimize conflicts with Seaport operations, including freight movement by roadway and rail.</li> </ul> <p>The TMP shall include the baseline calculations of ballpark development vehicle trips, which would reflect the ballpark at the Project site absent a TMP. These will be the baseline measurements that the TMP will be measured against.</p> <p>A Parking Management Plan for the ballpark shall be one component of the TMP. But the TMP shall have many other elements including modal strategies addressing transit, pedestrians, bicycles, automobiles, parking, and ridesourcing, i.e., Lyft, Uber, and taxis. The TMP shall address the railroad crossings, event-day operations and communication, curb management, freight, and emergency vehicle access. The TMP shall provide the framework for monitoring, refinement, and performance standards. Refer to the Draft TMP in Appendix TRA for more details.</p> <p>The TMP shall comply with requirements of AB 734 (Section 21168.6.7(a)(3)(A)(iii)), which states that the Project must have a TMP that achieves a 20 percent reduction in vehicle trips as compared to operations absent the plan. The TMP for the ballpark development shall achieve the 20 percent reduction within one year after the completion of the first baseball season. The TMP shall include a menu of options including permanent infrastructure changes and operational changes designed to reduce the number of vehicle trips, including temporarily expanding the capacity of bus transit, as appropriate, to serve the baseball park events, use of traffic and/or parking control officers or other personnel acceptable to the City to manage the flow of people to and from the ballpark, and a range of services and programs designed to meet the 20 percent reduction, including providing incentives for transit usage and carpools, bicycle parking and support, signage, and real-time transit information.</p> <p>The City identified the following priorities for the TMP that are consistent with the City of Oakland's Transit First Policy as well as AB 734. These strategies are preferred by the City and strategies in <b>bold</b> represent strategies that are expected to be implemented by opening day of the ballpark and will be adopted as mitigation measures or conditions of approval, as applicable.</p> <ol style="list-style-type: none"> <li><b>1. Extending transit service to and constructing the Transportation Hub on 2nd Street in coordination with AC Transit and the City of Oakland. (Required as Mitigation Measure TRANS-1c)</b></li> </ol>	

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<b>Impact TRANS-1B (cont.)</b>	<ol style="list-style-type: none"> <li>2. Additional regular AC Transit bus service connecting the Project site to Downtown, as well as the West Oakland, 12th Street, and Lake Merritt, BART stations.</li> <li>3. <b>Bus priority lanes serving the 12th Street BART station and Downtown Oakland to increase the speed, reliability, and attractiveness of transit services. (Required as Mitigation Measure TRANS-1d)</b></li> <li>4. Bus priority lanes serving the West Oakland and Lake Merritt BART stations to increase the speed, reliability, and attractiveness of transit services.</li> <li>5. <b>Supplemental shuttle service (provided by AC Transit or a private operator) to the 12th Street BART station to increase frequency and capacity of transit connections to BART stations on event days.</b></li> <li>6. Supplemental shuttle service (provided by AC Transit or a private operator) to the West Oakland and/or Lake Merritt BART stations to increase frequency and capacity of transit connections to BART stations on event days.</li> <li>7. <b>Pedestrian improvements along 7<sup>th</sup> Street, Market Street, Martin Luther King Jr. Way, Washington Street, and Broadway connecting the BART stations and the ballpark as well as improvements on streets serving the Transportation Hub and the Pedestrian Bridge over the railroad tracks. (Required as Mitigation Measure TRANS-1e).</b></li> <li>8. <b>Bicycle network improvements on 7th Street, Market Street, Martin Luther King Jr. Way, Washington Street, and 2nd Street. (Required as Mitigation Measure TRANS-2a, TRANS-2b, and TRANS-2c).</b></li> <li>9. <b>Wayfinding between the West Oakland BART station and the ballpark via 7th Street, between the 12th Street BART station and the ballpark via Broadway and Washington Street, and between the Lake Merritt BART station and the ballpark via 8th Street.</b></li> <li>10. <b>At-grade railroad crossing improvements along the project's frontage and extending to Broadway. (Required as Mitigation Measure TRANS-3a and TRANS-3b).</b></li> <li>11. Transit subsidies to provide free or reduced cost transit for ballpark attendees and/or employees particularly at the Transportation Hub on 2nd Street.</li> <li>12. <b>No parking subsidies for ballpark employees.</b></li> <li>13. <b>A combination of standard, secure, and valet bicycle parking at multiple locations, identified in collaboration with OakDOT.</b></li> <li>14. <b>Identification of geofenced micromobility parking (such as scooters and bike share), as well as priority and coordination for on-site and/or site-adjacent shared micromobility services identified in collaboration with OakDOT.</b></li> <li>15. <b>Coordination with transit providers to provide timed transit service before and/or after the game or event, including but not limited to AC Transit, BART, Amtrak, and WETA.</b></li> <li>16. <b>Agreements between the A's and TNC operators (such as Lyft and Uber) to use geofencing or similar methods to restrict pick-up and drop-off zones to designated locations significantly farther from the ballpark than bus transit and shared micromobility options.</b></li> </ol>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1B (cont.)</b></p>	<p><b>17. Enforcement of local access restrictions to limit circulation of vehicles other than local traffic within the neighborhoods adjacent to the Project site before, during, and after ballgames.</b></p> <p>18. Implementation of TNC fee (through private agreements between A's and TNC operators) for access to designated locations to limit demand to support VTR goals.</p> <p><b>19. Coordination with OakDOT on management of the off-site parking garages within one mile of the Project site.</b></p> <p><b>20. Coordination with OakDOT on the management of on-street parking on-site and in adjacent neighborhoods within one mile of the Project site, including the implementation of RPPs, through the OakPark parking plan.</b></p> <p>21. Further reduction of on-site parking as needed to achieve VTR goals.</p> <p>22. Additional measures and technology. With approval from the City of Oakland, the TMP may include additional or substitute measures and technology to reduce Project-generated trips that are not currently known or available, provided that the VTR plan demonstrates to the City's satisfaction that such measures are equally or more effective as existing available measures, are consistent with the City's various published plan documents, as amended, and meet the City's policy goals and values.</p> <p>The TMP shall include an ongoing monitoring and enforcement program to ensure that the TMP is implemented on an ongoing basis during project operation. The program shall comply with the AB 734 legislation.</p> <ul style="list-style-type: none"> <li>• <b>TMP Implementation –</b> For VTR strategies involving physical improvements, the Project sponsor shall obtain the necessary permits/approvals from the City and install the improvements prior to opening day of the ballpark.</li> <li>• <b>TMP Implementation Inaugural Events –</b> The Project sponsor shall work with a designated team of ballpark and city and Port staff to establish, implement, monitor, debrief, and adjust the TMP during each ballpark event until the transportation patterns are established. Once transportation patterns are established the designated team shall meet quarterly the first two years, and at least annually thereafter, to coordinate transportation efforts and adjust, remove, or add measures to refine the TMP.</li> <li>• <b>TMP Monitoring –</b> The Project sponsor shall follow the monitoring and performance requirements described in the TMP. Annual compliance reporting will be required each year that the ballpark is in operation and be submitted for review and approval by the City. The annual report shall document the status and effectiveness of the TMP, including but not limited to the actual VTR achieved by the Project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the Project sponsor, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the Project sponsor has failed to implement the TMP, or if the reports do not meet City requirements, the Project sponsor will be considered in violation of the Mitigation Measure and the City may initiate enforcement action as provided for in the Project's Conditions of Approval and Oakland Planning Code Chapter 17.152, including but not limited to imposition of a penalty, in an amount to be determined by the City, at least sufficient to fund and manage transportation improvements that would bring vehicle trips to the targeted level.</li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1B (cont.)</b></p>	<p><b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2<sup>nd</sup> Street.</b></p> <p>The Project sponsor shall construct a Transportation Hub on the south side of 2nd Street between Martin Luther King Jr. Way and Clay Street with the ability to expand the Hub operations before and after events at the ballpark to Brush Street to the west and Washington Street to the east. The first phase of the Hub shall include features that can be implemented within the public right-of-way generally from the face of curb to the property line. The first phase shall be the responsibility of the Project sponsor and shall be completed and in operation prior to opening day of the ballpark. As the corridor land uses change, other features such as waiting and meeting spaces, restrooms, bicycle repair, cafes, car share, and information centers could be provided within buildings lining 2nd Street between Martin Luther King Jr. Way and Clay Street. The mitigation measure shall include the following measures to support the Hub.</p> <ul style="list-style-type: none"> <li>• Reconstruct the sidewalk and landscape on the south side of 2nd Street between Jefferson and Clay Streets to maximize the sidewalk width for pedestrians at the Hub particularly before and after events at the ballpark.</li> <li>• Expand by 8 feet the sidewalk on Clay Street between Embarcadero West and 2nd Street by removing on-street parking on the west side of Clay Street.</li> <li>• Provide a uniform sidewalk and streetscape experience along the Transportation Hub between Martin Luther King Jr. Way and Clay Street with bus shelters, benches, pedestrian-scale lighting and landscaping, wayfinding, real-time transit arrival information, and concrete bus pads to support daily AC Transit operations.</li> <li>• Provide a uniform sidewalk and streetscape experience with concrete bus pads between Castro Street and Martin Luther King Jr. Way and between Clay and Washington Streets to support event-day shuttle service.</li> <li>• Install a traffic signal on 2nd Street at Broadway as part of the Transportation Hub to facilitate transit, bicycle, and pedestrian movements to and through Broadway.</li> <li>• Provide bike riders an alternative route to 2nd Street through the Transportation Hub between Martin Luther King Jr. Way and Washington Street via the planned multiuse path on Embarcadero West which would connect Martin Luther King Jr. Way, Clay Street, and Washington Street.</li> <li>• Provide designated space for shared micromobility.</li> </ul> <p>The Transportation Hub on 2nd Street requires review and approval by the City of Oakland and coordination with AC Transit regarding bus stop location and design.</p> <p><b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b></p> <p>Unless transit lanes have already been installed, the Project sponsor shall implement bus-only lanes on Broadway generally between Embarcadero West and 11th Street by converting one motor vehicle lane in each direction to a bus-only lane while maintaining the existing vehicle throughput at the 5th and 6th Street intersections particularly to the Webster Tube. The mitigation measure shall include the following measures to support the bus-only lanes and shall be completed and in operation prior to opening day of the ballpark.</p> <ul style="list-style-type: none"> <li>• Consider providing pull-out bus stops concentrated between 3rd and 4th Streets and between 8th and 10th Streets where on-street parking and commercial loading would be prohibited.</li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1B (cont.)</b></p>	<ul style="list-style-type: none"> <li>• Install new traffic signals at 2<sup>nd</sup> and 4<sup>th</sup> Streets; left-turn lanes and protected signal phasing on Broadway at each intersection to separate left turning traffic from pedestrian crossings and facilitate turning movements to Jack London District or an alternative approved by the City.</li> <li>• Coordinate traffic signal timings and transit signal priority on Broadway generally between Embarcadero West and 11th Street.</li> <li>• Install a signal protected southbound left-turn lane at the 7th to facilitate turning movements to Chinatown District and prohibit northbound left turns at 8<sup>th</sup> Street to separate left turning traffic on Broadway from pedestrian crossings at both intersections or an alternative approved by the City.</li> </ul> <p>The bus-only lanes on Broadway require review and approval by the City of Oakland as well as Caltrans approval through the 5th and 6th Street intersections. In addition, the bus-only lanes require coordination with AC Transit regarding bus stop location and design. Absent Caltrans approvals the bus-only lanes would continue to be effective providing reliable transit service to the Broadway corridor.</p> <p><b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b></p> <p>The Project sponsor shall construct pedestrian improvements along the primary corridors connecting the BART stations and the project site to support the high numbers of transit riders generated by the ballpark that would walk between transit and the ballpark. The mitigation measure shall include the following measures and shall be completed and in operation prior to opening day of the ballpark.</p> <ul style="list-style-type: none"> <li>• Upgrade the sidewalk on the south side of 7th Street between Mandela Parkway and Market Street connecting the West Oakland BART station and the ballpark to provide a 6-foot clear space at sidewalk obstacles, and pedestrian lighting; Correct sidewalk tripping hazards on both sides of the street. Daylight intersections and driveways on both sides of the street with red curb per City guidance.</li> <li>• Upgrade the sidewalk on both sides of Market Street between 7th Street and the Project site to provide 8-foot clear space at sidewalk obstacles, maximize sidewalk waiting areas within 30 feet of intersections, provide pedestrian lighting, correct sidewalk tripping hazards, provide 15-foot north/south crosswalks, daylight intersections and driveways with red curb per City guidance and provide pedestrian wayfinding signage to direct patrons to the ballpark. In addition, widen the sidewalks on both sides of Market Street between 3<sup>rd</sup> Street and the Project site from face of existing curb to the public right-of-way to maximize the clear space sidewalk width accessing the site.</li> <li>• Upgrade the sidewalk on both sides of Martin Luther King Jr. Way between 12th Street and the Project site to provide 8-foot clear space at sidewalk obstacles on the east side of the street (6-foot on the west side); maximize sidewalk waiting areas within 30 feet of intersections; provide pedestrian lighting as necessary; correct sidewalk tripping hazards; provide 15-foot north/south crosswalks; daylight intersections and driveways with red curb per City guidance; and remove the sidewalk on the west side of the street between the Project site and 2<sup>nd</sup> Street to minimize pedestrian crossing locations at the railroad tracks.</li> </ul>	

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1B (cont.)</b></p>	<ul style="list-style-type: none"> <li>• Along Washington Street provide traffic and/or parking control officers (or other personnel acceptable to the City) before and after ballpark events that exceed 21,000 attendees to facilitate the safe and efficient flow of people to the ballpark. Monitor pedestrian flows on Washington Street pursuant to the TMP and adjust personnel to ensure pedestrian safety. Alternatively, upgrade Washington Street sidewalks as follows:               <ul style="list-style-type: none"> <li>○ Provide 8-foot clear space at sidewalk obstacles, maximize sidewalk waiting areas within 30 feet of intersections, provide pedestrian lighting as necessary, correct sidewalk tripping hazards, provide 15-foot north/south crosswalks, daylight intersections and driveways with red curb per City guidance and provide pedestrian wayfinding signage to direct patrons to the ballpark.</li> <li>○ Curb extensions may be necessary at several locations where 30-foot sidewalk waiting areas at intersections along Washington Street cannot be provided. Locations include the northwest and northeast corners at Embarcadero West; northwest corner at 2nd Street; northeast corner of 7th Street; northwest, southwest and southeast corners of 8th Street; and southwest corner of 9th Street.</li> <li>○ Widen Washington Street sidewalks to provide 8-foot clear space at sidewalk obstacles between 5<sup>th</sup> and 6<sup>th</sup> Streets by removing on-street parking and provide pedestrian lighting, as necessary; upgrade the existing traffic signals to current design and operating standards for pedestrian features; add 3-inch yellow reflective sheeting to signal backplates; and replace any existing 8-inch signal heads with 12-inch signal heads.</li> </ul> </li> <li>• Upgrade Broadway sidewalks between 12th Street BART station and Water Street to provide minimum 8-foot clear space at sidewalk obstacles; maximize sidewalk waiting areas within 30 feet of intersections; provide pedestrian lighting as necessary; correct sidewalk tripping hazards; provide 15-foot north/south crosswalks; daylight intersections and driveways with red curb per City guidance; and provide pedestrian wayfinding signage to direct patrons to the ballpark.</li> <li>• Remove the separate westbound right-turn lane from 6th Street at Broadway bringing the movement to the signalized intersection unless already constructed by the Oakland Alameda Access Project.</li> </ul> <p>The pedestrian improvements require review and approval by the City of Oakland as well as Caltrans approval for sidewalk segments passing under the freeway structure. Absent Caltrans approvals the pedestrian improvements would continue to be effective providing benefit to pedestrians walking between transit and the ballpark.</p>	
<p><b>Impact TRANS-2:</b> Project or required transportation improvements could potentially conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay). (Criterion 2) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes on 7th Street from Mandela Parkway to Martin Luther King Jr. Way.</b></p> <p>Unless Class 2B or Class 4 bike lanes have already been installed, the Project sponsor shall implement Class 2B Buffered Bike Lanes on 7th Street between Mandela Parkway and Martin Luther King Jr. Way by converting one motor vehicle lane in each direction to provide bike lanes while maintaining on-street parking and providing transit boarding islands at bus stops. The mitigation measure shall be completed and in operation prior to opening day of the ballpark. The bike lanes on 7th Street require review and approval by the City of Oakland.</p>	<p>Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-2 (cont.)</b></p>	<p><b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street.</b></p> <p>The Project sponsor shall implement bike lanes consistent with the Bike Plan on Martin Luther King Jr. Way between Embarcadero West and 8th Street by converting one motor vehicle lane in each direction to provide bike lanes with raised features (i.e., landscape opportunities to distinguish between the bike lanes and motor vehicle lanes). The mitigation measure shall be completed and in operation prior to opening day of the ballpark.</p> <p>The bike lanes require review and approval by the City of Oakland and review and approval by the CPUC at the railroad track crossing on Martin Luther King Jr. Way. Absent the CPUC approval the bike lanes would continue to provide benefit connecting to the existing bike lane system on 2nd Street.</p> <p><b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10<sup>th</sup> Street.</b></p> <p>The Project sponsor shall implement bike lanes consistent with the Bike Plan on Washington Street between Embarcadero West and 10<sup>th</sup> Street. The mitigation measure shall be completed and in operation prior to opening day of the ballpark.</p> <p>The bike lanes require review and approval by the City of Oakland and review and approval by the CPUC at the railroad track crossing on Washington Street. Absent the CPUC approval the bike lanes would continue to provide benefit connecting to the existing bike lane system on 2nd Street.</p>	
<p><b>Impact TRANS-3:</b> The Project would generate additional multimodal traffic traveling across the at-grade railroad crossings on Embarcadero that would expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent or substantial transportation hazard. (Criterion 2) <i>(Significant and Unavoidable with Mitigation)</i></p>	<p><b>Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements.</b></p> <p>Subject to obtaining necessary approvals from CPUC and other responsible agencies, the Project sponsor shall install at-grade railroad crossing improvements including fencing and railroad crossing features to enhance multimodal safety along and across the railroad tracks including elements that would facilitate a Quiet Zone (if pursued by others) designation through Jack London District. The mitigation measure would substantially improve safety along the railroad corridor and shall include the measures listed below.</p> <ul style="list-style-type: none"> <li>• Install fencing along both sides of the railroad corridor extending along the Project site's frontage starting at the Schnitzer Steel boundary and continuing to Broadway. This change would alter Embarcadero West circulation as follows:             <ul style="list-style-type: none"> <li>○ Between Market Street and Schnitzer Steel Embarcadero West would remain two-way with a signalized intersection at Market Street.</li> <li>○ Between Market Street and Martin Luther King Jr. Way the street would be abandoned such that there would no longer be a motor vehicle intersection at Martin Luther King Jr. Way.</li> <li>○ The portion of Embarcadero that is south of the active UPRR tracks and between Martin Luther King Jr. Way to Washington Street (and potentially to Broadway) would be physically separated from the railroad tracks by a fence to accommodate a multi-use path. The multi-use path would replace the vehicle street that exists today (emergency vehicles would be accommodated to the extent feasible). The fence line separating the railroad tracks and Embarcadero would be offset from the active track or third track by</li> </ul> </li> </ul>	<p>Significant and Unavoidable</p>



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-3 (cont.)</b></p>	<p>approximately 10 feet, or the minimum allowable by UPRR. The multi-use path would be up to 30 feet wide between the fence and the existing buildings if the fence is offset from the active track. The portion of Embarcadero between Washington Street and Broadway could also accommodate a multi-use path between the fence and the existing buildings, to the extent feasible, if the existing 12-foot wide vehicle lane were combined with the 8-foot wide sidewalk. On the north side of the railroad Embarcadero West would remain one-way westbound with forced right turns at Jefferson, Clay, and Washington Streets as well as at Broadway. Vehicle access to the Vistra Plant could be via an extension of Water Street at Clay Street or driveway easement and used infrequently solely for site access.</p> <ul style="list-style-type: none"> <li>• Upgrade the existing at-grade railroad crossings at Market Street, Martin Luther King Jr. Way, Clay Street, Washington Street and Broadway with quad gates for motor vehicles and separate signals and gates for pedestrians and bicyclists. Provide improved pedestrian and bicycle surfaces at each crossing and clearly defined staging areas for pedestrians and bicyclists to wait as a train passes by.</li> <li>• Install a traffic signal at the Market Street at-grade crossing and its intersection with Embarcadero West as well as a traffic signal on Market Street at 3rd Street. These signals would be part of the railroad preemption system<sup>6</sup> and include queue cutter loops<sup>7</sup> on Market Street that would be tied to both traffic signals to minimize the potential for motor vehicles to queue across the railroad tracks. Also, install blankout turn restriction signs for the eastbound right turn and the westbound left turn at 3<sup>rd</sup> Street that are activated during railroad preemption.</li> <li>• While there is no motor vehicle intersection at the Martin Luther King Jr. Way at-grade crossing, install a traffic signal at the at-grade crossing as well as traffic signals at 2nd Street where left turns would be prohibited and at 3rd Street where a left-turn lane would be provided to separate left turning and through movement traffic. These signals would be part of the railroad preemption system and include a queue cutter loop on Martin Luther King Jr. Way that would be tied to all three traffic signals to minimize the potential for motor vehicles to queue across the railroad tracks. Also, install blankout turn restriction signs for the eastbound right turn and the westbound left turn at 3<sup>rd</sup> Street that are activated during railroad preemption.</li> </ul> <p>The Project sponsor shall be responsible for undertaking the necessary Diagnostic Study based on the suite of improvements described above and coordinating with the City, CPUC and affected railroads and obtaining all necessary permits/approvals, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings). and constructing the at-grade improvements prior to opening day of the ballpark.</p>	

<sup>6</sup> A railroad preemption system provides an opportunity for vehicles to clear the track area before the train arrives at the crossing.

<sup>7</sup> A queue cutter loop signal is a traffic signal installed at a highway-rail grade crossing in a manner similar to a pre-signal; its function is to provide a means to prevent vehicles from stopping on the tracks or within the railroad right-of-way as a result of traffic queuing from a downstream signalized intersection.

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-3 (cont.)</b></p>	<p><b>Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing.</b></p> <p>Prior to opening day of the ballpark, Project sponsor shall design and construct a grade-separated overcrossing for pedestrians and bicyclists seeking to access the Project site. The overcrossing, which would require review and approval by CPUC as well as the City and the Port, consultation with the Capital Corridor Joint Powers Authority, and potentially affected property owners such as the UPRR, shall be located at Jefferson Street (Error! Reference source not found.48) or Clay Street (Error! Reference source not found.49), or a comparable nearby location and shall create a safe and accessible route for pedestrians and bicyclists traveling to the Project site on both event and non-event days, connecting 2nd Street, which is north of the railroad tracks, to Athletics' Way to the south. Pedestrian facilities serving the bridge shall be upgraded on Jefferson and Clay Streets to correct tripping hazards and daylight intersections and driveways with red curb per City guidance. Along 3<sup>rd</sup> Street between Market Street and Broadway gaps in the pedestrian network would be closed by converting diagonal and perpendicular parking to parallel parking to provide a pedestrian path of travel between buildings and parking where no sidewalk exists today.</p> <p>The overcrossing could include some combination of stair and elevator system potentially with ADA-compliant ramping that could also be used by bicycle riders. The tallest point at the overcrossing would be about 40 feet above grade taking into consideration architecture features of the bridge such as railing and fencing. The overcrossing could include a viewing space, providing views of the rail corridor, the ballpark, the Inner Harbor of the Estuary, the Oakland Hills, and downtown Oakland, as well as interpretive information celebrating the history of the railroad in Oakland.</p> <p>If constructed along Jefferson Street, the overcrossing would border the PG&amp;E Station C API, a historical resource, and be immediately adjacent to the National Register-eligible PG&amp;E Station C contributor located at 601 Embarcadero West. Therefore, to avoid any adverse impacts on 601 Embarcadero West and the API, the design of the pedestrian and bicycle overcrossing along Jefferson Street shall incorporate transparent materials, small-dimension structural elements, and/or design features that maintain views from the street directly adjacent to the resource. Also, the structural design, including foundations, shall be subject to review by the Planning Director or the Director's designee, prior to the City Council's review and approval of a major encroachment permit.</p>	
<p><b>Impact TRANS-4:</b> The Project would be constructed over several years and include on- and off-site construction activities as well as construction along the railroad corridor that could expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a substantial transportation hazard. (Criterion 2) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure TRANS-4: Construction Management Plan.</b></p> <p>The Project sponsor and general contractor shall prepare a Construction Management Plan (CMP) and the plan shall be submitted to the City of Oakland for review and approval prior to the City issuing the first construction-related permit. The Plan shall be reviewed by the City's Planning and Building Department, Fire Department, Department of Transportation, Public Works Department, and others as needed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Mitigation Measures (and additional conditions of approval if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management.</p>	<p align="center">Less Than Significant</p>

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<b>Impact TRANS-4 (cont.)</b>	<p>The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, litter/debris clean-up plan, and others as needed) that specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.</p> <p>The CMP shall also consider construction activities in the public-right-of-way including obtaining an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops. If obstructions impact vehicle or bicycle travel lanes, bus stops, or sidewalks, the Project sponsor shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The Project sponsor shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, truck, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City’s Supplemental Design Guidance for Accommodating Pedestrians, Bicycles, and Bus Facilities in Construction Zones. The Project sponsor shall implement the approved Plan during construction and coordinate with the City and the Port to adjust, if necessary, to respond to transportation-related issues that arise out of the implementation. In addition, the Project sponsor shall repair any damage to the public right-of way, including streets and sidewalks caused by Project construction at their expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p>	
<b>Impact TRANS-5:</b> The Project would not induce additional automobile travel by increasing physical street capacity in congested areas. (Criterion 3) ( <i>Less than Significant</i> )	None required	Less Than Significant
<p><b>Impact TRANS-6:</b> The Project traffic volumes would cause the significant degradation of two CMP or MTS segments in the near term. (Criterion 4) (<i>Significant and Unavoidable</i>):</p> <ul style="list-style-type: none"> <li>• Posey Tube in the eastbound direction between the City of Alameda and the City of Oakland.</li> <li>• Webster Tube in the westbound direction between the City of Oakland and the City of Alameda.</li> </ul>	<p><b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b> (see Impact TRANS-1A)</p> <p><b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (see Impact TRANS-1B)</p>	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact TRANS-1.CU:</b> VMT per capita generated by the residential and commercial components of the Project would be more than 15 percent below the regional averages, and citywide VMT per service population would remain the same without and with the retail component of the Project, resulting in a less-than-significant impact for the residential, commercial, and retail components of the Project. VMT per attendee generated by the ballpark would be more than 15 percent below similar uses, resulting in a less-than-significant impact for the ballpark component of the Project. (Criterion 1) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan.</b> (See Impact TRANS-1A)  <b>Mitigation Measure TRANS-1b: Transportation Management Plan.</b> (See Impact TRANS-1B)  <b>Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2nd Street.</b> (See Impact TRANS-1B)  <b>Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway.</b> (See Impact TRANS-1B)  <b>Mitigation Measure TRANS-1e: Implement Pedestrian Improvements.</b> (See Impact TRANS-1B)</p>	Less Than Significant
<p><b>Impact TRANS-2.CU:</b> Project or required transportation improvements could potentially conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay). (Criterion 2) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure TRANS-2a: Implement Bike Lanes Consistent with the Bike Plan on 7th Street from Mandela Parkway to Martin Luther King Jr. Way.</b> (See Impact TRANS-2)  <b>Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street.</b> (See Impact TRANS-2)  <b>Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10th Street.</b> (See Impact TRANS-2)</p>	Less Than Significant
<p><b>Impact TRANS-3.CU:</b> The Project would contribute to cumulative volumes of multimodal traffic traveling across the at-grade railroad crossings on Embarcadero that would cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent or substantial transportation hazard. (Criterion 2) <i>(Significant and Unavoidable with Mitigation)</i></p>	<p><b>Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements.</b> (see Impact TRANS-3)  <b>Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing.</b> (see Impact TRANS-3)</p>	Significant and Unavoidable
<p><b>Impact TRANS-4.CU:</b> The Project would be constructed in an area that is seeing additional construction, including housing and commercial development in Downtown and near the West Oakland BART, and street improvements throughout Downtown, and could contribute to a significant transportation hazard due to construction activity. (Criterion 2) <i>(Less than Significant with mitigation)</i></p>	<p><b>Mitigation Measure TRANS-4: Construction Management Plan.</b> (See Impact TRANS-4)</p>	Less Than Significant
<p><b>Impact TRANS-5.CU:</b> The Project would not induce additional automobile travel by increasing physical street capacity in congested areas. (Criterion 3) <i>(Less than Significant)</i></p>	None required	Less Than Significant
<p><b>Impact TRANS-6.CU:</b> The Project would contribute to congestion on CMP Roadway Segments, including degradation from LOS E or better to LOS F or an increase the v/c ratio by 0.03 or more for segments already projected to operate at LOS F on the following CMP or MTS segments in 2040 (Criterion 4) <i>(Significant and Unavoidable)</i>:</p>	None identified	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.15 Transportation and Circulation (cont.)</b>		
<p><b>Impact Trans-6.CU (cont.)</b></p> <ul style="list-style-type: none"> <li>• I-880 in the northbound direction between 23rd Avenue and Embarcadero.</li> <li>• SR 24 in the eastbound direction between Broadway and State Route 13.</li> <li>• Posey Tube in the eastbound direction between the City of Alameda and the City of Oakland.</li> <li>• Webster Tube in the westbound direction between the City of Oakland and the City of Alameda.</li> <li>• Market Street in the northbound direction between 12th Street and 14th Street.</li> <li>• Market Street in the southbound direction between Grand Avenue and 18th Street.</li> </ul>		
<b>4.16 Utilities and Service Systems</b>		
<p><b>Impact UTIL-1:</b> The Project could exceed the capacity of the existing wastewater conveyance or treatment system and would not result in exceedance of EBMUD's wastewater discharge limitations. (Criteria 1 and 4) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure UTIL-1: Preparation and Approval of Final Design Wastewater Conveyance System Plans and Analysis.</b></p> <p>Prior to approval of any construction related permits, the Project sponsor shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the Project site. In the event that the Impact Analysis indicates that the net increase in Project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the Project sponsor shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p>	Less Than Significant
<p><b>Impact UTIL-2:</b> The Project could exceed the capacity of the City's stormwater drainage system. (Criterion 2) <i>(Less than Significant with Mitigation)</i></p>	<p><b>Mitigation Measure UTIL-2: Preparation and Approval of Final Design Storm Drainage System Plans.</b></p> <p>Prior to approval of any construction related permits, the Project sponsor shall design and submit Project Storm Drainage System plans to the City for review and approval in accordance with the City of Oakland's Drainage Design Standards and Guidelines. To the maximum extent practicable, peak stormwater runoff from the Project site shall be reduced by at least 25 percent compared to the pre-Project condition.</p> <p><b>Mitigation Measure HYD-1a: Creek Protection Plan</b> (See Section 4.9, <i>Hydrology and Water Quality</i>)</p> <p><b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements</b> (See Section 4.9, <i>Hydrology and Water Quality</i>)</p>	Less Than Significant

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>4.16 Utilities and Service Systems (cont.)</b>		
<b>Impact UTIL-3:</b> The Project would not increase the demand for treated water and conveyance systems that could exceed existing entitlements or capacities. (Criterion 3) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact UTIL-4:</b> Development of the Project could violate applicable federal, State, and local statutes or regulations related to solid waste, but it would not generate solid waste that would exceed the permitted capacity of the landfills serving the area. (Criteria 5 and 6) ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure UTIL-3: Recycling Collection and Storage Space.</b> Prior to the approval of a construction-related permit, the Project sponsor shall comply with the City of Oakland Recycling Space Allocation Ordinance (Chapter 17.118 of the Oakland Planning Code). The Project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.	Less Than Significant
<b>Impact UTIL-1.CU:</b> The Project, combined with cumulative development in the Project vicinity and citywide, could result in a significant cumulative impact on water supplies; the capacity of EBMUD's wastewater systems or the City's stormwater conveyance capacity; or generation of solid waste. ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure UTIL-1: Preparation and Approval of Final Design Wastewater Conveyance System Plans and Analysis.</b> (see Impact UTIL-1) <b>Mitigation Measure UTIL-2: Preparation and Approval of Final Design Storm Drainage System Plans.</b> (see Impact UTIL-2) <b>Mitigation Measure UTIL-3: Recycling Collection and Storage Space.</b> (see Impact UTIL-4) <b>Mitigation Measure HYD-1a: Creek Protection Plan</b> (See Section 4.9, <i>Hydrology and Water Quality</i> ) <b>Mitigation Measure HYD-1b: NPDES Stormwater Requirements</b> (See Section 4.9, <i>Hydrology and Water Quality</i> )	Less Than Significant
<b>5.0 Variants</b>		
<b>Impact CUL-8:</b> The proposed Project, with the Peaker Power Plant Variant, would directly impact a historical resource through removal of portions of the east and west wings of the building at 601 Embarcadero West. (Criterion 1) ( <i>Significant and Unavoidable with Mitigation</i> )	<b>Mitigation Measure CUL-6a: Peaker Power Plant – HABS Documentation (Level II).</b> Prior to demolition of portions of the building sections located at 601 Embarcadero West, the entire building shall be recorded to the standards required by the Historic American Buildings Survey – Level II. Copies of the documentation shall be deposited locally in the Oakland History Room at the Oakland Public Library and other locations as determined by the City of Oakland. <b>Mitigation Measure CUL-6b: Peaker Power Plant – Secretary of the Interior's Standards Compliance Analysis.</b> Prior to demolition, architectural plans for the new end walls on the shortened east and west wings and other modifications to the building shall be reviewed by a professional meeting the Secretary of the Interior's Professional Qualification for Architectural History and/or Historic Architecture to ensure compliance with the Secretary of the Interior's Standards for Rehabilitation. The professional's findings and recommendations shall be subject to review and approval by the City. The findings of this review shall be documented in a Standards Compliance Report.	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>5.0 Variants (cont.)</b>		
<b>Impact CUL-9:</b> The proposed Project, with the Peaker Power Plant Variant, would not impact a historical resource through introduction of new development that could obstruct views into the resource, a character-defining feature of the PG&E Station C API. (Criterion 1) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact CUL-10:</b> The proposed Project, with the Aerial Gondola Variant, would result in impacts to the Old Oakland API. (Criterion 1) ( <i>Significant and Unavoidable with Mitigation</i> )	<p><b>Mitigation Measure CUL-7: Convention Center Station Contextual Design Review.</b>  The design of the Convention Center Station should minimize the horizontal and vertical extent of the new architectural structure to the greatest extent feasible within the final determined design constraints. It should occupy the minimal footprint possible and locate that footprint outside of the Old Oakland API to the greatest extent possible. In addition, the design of the platform should follow the minimal dimensions possible to limit visual intrusions and obstruction within the Old Oakland API. In addition, the stations should be composed of transparent materials, small-dimension structural elements, and/or design features that minimize the structure's bulk and mass within the intersection of 10th and Washington Streets.</p> <p><b>Mitigation Measure CUL-2: Vibration Analysis for Historic Structures.</b> (see Section 4.4, Cultural and Tribal Cultural Resources)</p>	Significant and Unavoidable
<b>Impact CUL-11:</b> The proposed Project, with the Aerial Gondola Variant, would not result in indirect impacts to the former Alameda County Coroner's Office and Morgue at 480 4th Street, a potentially historic resource. (Criterion 1) ( <i>Less than Significant</i> )	None required	Less Than Significant
<b>Impact CUL-12:</b> The proposed Project, with the Aerial Gondola Variant, could result in indirect impacts to the West Waterfront ASI. (Criterion 1) ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure CUL-2: Vibration Analysis for Historic Structures.</b> (see Section 4.4, Cultural and Tribal Cultural Resources)	Less Than Significant
<b>Impact CUL-13:</b> The proposed Project, with the Aerial Gondola Variant, could introduce new structures that could impact the setting immediately adjacent to the Western Pacific Railroad Depot, a historic resource. (Criterion 1) ( <i>Less than Significant with Mitigation</i> )	<b>Mitigation Measure CUL-2: Vibration Analysis for Historic Structures.</b> (see Section 4.4, Cultural and Tribal Cultural Resources)	Less Than Significant
<b>Impact CUL-3.CU:</b> The Project, in combination with the Peaker Power Plant Variant, would contribute to a citywide cumulative impact on cultural and historic resources identified in the Downtown Oakland Specific Plan EIR through the loss of the historic wings of the Peaker Power Plant. ( <i>Significant and Unavoidable with Mitigation</i> )	<p><b>Mitigation Measure CUL-6a (Peaker Power Plant – HABS Documentation [Level II]).</b> (see Impact CUL-8)</p> <p><b>Mitigation Measure CUL-6b (Peaker Power Plant – Secretary of the Interior's Standards Compliance Analysis).</b> (see Impact CUL-8)</p>	Significant and Unavoidable

**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>5.0 Variants (cont.)</b>		
<p><b>Impact CUL-4.CU:</b> The proposed Project, in combination with the Aerial Gondola Variant, would contribute to a citywide significant cumulative impact on cultural and historic resources identified in the DOSP EIR through changes to the setting of the Old Oakland API. (Criterion 1) (<i>Significant and Unavoidable with Mitigation</i>)</p>	<p><b>Mitigation Measure CUL-7: Convention Center Station Contextual Design Review.</b> (see Impact CUL-10)</p> <p><b>Mitigation Measure CUL-2: Vibration Analysis for Historic Structures.</b> (see Section 4.4, Cultural and Tribal Cultural Resources)</p>	<p>Significant and Unavoidable</p>
<p><b>Impact HAZ-4:</b> The proposed Project, with the Peaker Power Plant Variant, would have the potential to encounter hazardous materials, which could create a significant hazard to the public or the environment. (Criterion 5) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure HAZ-2: Peaker Power Plant Fuel Tank Decommissioning and Training/Oversight.</b></p> <p>Prior to demolition or removal of the fuel tank, the Project sponsor shall have the fuel tank parcel decommissioned, subject to the oversight and inspection of the Oakland Fire Department. The decommissioning activity shall be performed by qualified personnel trained and certified in environmental health and safety procedures pursuant to Occupational Safety and Health Administration training requirements in Code of Federal Regulations Title 29, Section 1910.120, Hazardous Waste Operations and Emergency Response, including appropriate training for enclosed space activities. The Project sponsor shall ensure that full-time observation under a site management plan occurs during actual removal of the tank to determine whether evidence of subsurface impact is present.</p> <p><b>Mitigation Measure HAZ-1a: Preparation and Approval of Consolidated RAW, LUCs and Associated Plans.</b> (see Section 4.8, Hazards and Hazardous Materials)</p> <p><b>Mitigation Measure HAZ-1b: Compliance with Approved RAW, LUCs and Associated Plans.</b> (see Section 4.8, Hazards and Hazardous Materials)</p> <p><b>Mitigation Measure HAZ-1c: Health and Safety Plan.</b> (see Section 4.8, Hazards and Hazardous Materials)</p> <p><b>Mitigation Measure HAZ-1d: Hazardous Building Materials.</b> (see Section 4.8, Hazards and Hazardous Materials)</p>	<p>Less Than Significant</p>
<p><b>Impact HAZ-5:</b> The proposed Project, with the Aerial Gondola Variant, would have the potential to encounter hazardous materials which could create a significant hazard to the public or the environment. (Criterion 5) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure HAZ-3: Aerial Gondola Soil and Groundwater Management Plan.</b></p> <p><b>Soil and Groundwater Management Plan</b></p> <p>Prior to issuance of a building permit for the Aerial Gondola Variant, the contractor shall develop a Soil and Groundwater Management Plan (SGMP) specifying how the construction contractor(s) will remove, handle, transport, and dispose of all excavated materials in a safe, appropriate, and lawful manner. The plan shall be implemented before the start of construction activities. The SGMP must identify protocols for soil testing and disposal. Contract specifications shall mandate full compliance with all applicable federal, State, and local regulations related to the identification, transportation, and disposal of hazardous materials, including those encountered in excavated soil.</p> <p><b>Hazardous Waste Management Procedures</b></p> <p>If soil classified as hazardous waste is encountered, the material shall be managed as hazardous waste pursuant to California Code of Regulations Title 22, Division 45, in accordance with the following procedures:</p>	<p>Less Than Significant</p>



**TABLE 2-1 (CONTINUED)  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROJECT**

Impacts, Criterion, and Significance	Mitigation Measures and Improvement Measures	Significance After Mitigation
<b>5.0 Variants (cont.)</b>		
<p><b>Impact HAZ-5 (cont.)</b></p>	<ul style="list-style-type: none"> <li>• Excavation and transportation shall be performed by Occupational Safety and Health Administration–certified personnel, as needed and required by all federal, State, or local laws.</li> <li>• Soil shall either be characterized in-situ or staged on-site for characterization. If all or any portion of the soil is determined to be hazardous waste, such portion shall be managed and disposed of in accordance with applicable hazardous waste regulatory requirements.</li> <li>• Breathing zones shall be monitored for dust control.</li> <li>• All haul trucks (including those transporting soil, sand, or other loose material including demolition debris off-site) shall be covered, as required by applicable laws.</li> <li>• Soil that is visibly impacted or has an odor shall be stockpiled on-site, if needed, and shall be placed on 10-mil plastic sheeting, or equivalent, pending characterization. As necessary, based on meteorological and site conditions, the soil stockpiles shall be protected and secured to prevent dust or runoff during storm events.</li> </ul> <p><b>Groundwater Dewatering Controls</b> As part of the SGMP, the contractor shall develop a groundwater dewatering control and disposal plan specifying how groundwater (dewatering effluent), if encountered, will be handled and disposed of in a safe, appropriate, and lawful manner. Consistent with Best Management Practices (BMPs), the SGMP must identify the locations at which groundwater dewatering is likely to be required; the test methods to analyze groundwater for hazardous materials; the appropriate treatment and/or disposal methods; and approved disposal site(s), including written documentation that the disposal site can accept the waste. The contractor(s) may also discharge the effluent under an approved permit to a publicly owned treatment works, in accordance with any requirements the treatment works may have.</p> <p><b>Site-Specific Health and Safety Plans (HASPs)</b> The contractor shall develop a site-specific HASP as part of the SGMP to ensure that construction activities are performed in a manner protective of the health and safety of site construction workers and of interim site uses in the construction zone(s). The HASP is a mechanism through which the workers involved in the construction are informed of the presence of chemicals in the area prior to initiating work.</p> <p><b>Review and Approval</b> The SGMP shall be submitted to the California Department of Toxic Substances Control and the City for review and approval prior to commencement of construction.</p>	
<p><b>Impact HYD-6:</b> The proposed Project, with the Aerial Gondola Variant, could violate surface water and groundwater quality standards, result in erosion or siltation on- or off-site that could affect receiving water quality, and/or substantially degrade surface water and groundwater quality and conflict with implementation of a water quality control plan. (Criteria 1, 3, and 7) (<i>Less than Significant with Mitigation</i>)</p>	<p><b>Mitigation Measure HAZ-2: Aerial Gondola Soil and Groundwater Management Plan</b> (see Impact HAZ-5)</p>	<p>Less Than Significant</p>

# ATTACHMENT B



CITY OF OAKLAND

Bureau of Planning

250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612-2032

## NOTICE OF EXTENSION OF THE COMMENT PERIOD FOR THE WATERFRONT BALLPARK DISTRICT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT(EIR) AND RESCHEDULED PUBLIC HEARING

**PROJECT TITLE:** Oakland Waterfront Ballpark District Project  
**PROJECT LOCATION:** Approximately 55 acres that comprises the Charles P. Howard Terminal and adjacent parcels, located at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary (“Site”).  
**PROJECT SPONSOR:** Oakland Athletics Investment Group, LLC  
**LEAD AGENCY:** City of Oakland  
**CASE NO.:** ER18-016; State Clearinghouse No. 2018112070  
**REVIEW PERIOD:** February 26, 2021 through *April 27, 2021*


The City of Oakland published the Draft EIR for the Waterfront Ballpark District Project on February 26, 2021, including the Notice of Availability (NOA) that informed the public on how to provide comments on the Draft EIR and the designated public review period. The City has received numerous requests for an extension of the comment period beyond the required 45-day period, which was initially set to expire on April 12, 2021. Pursuant to Planning Code Section 17.158.210, the City’s Environmental Resources Officer is extending the comment period to April 27, 2021, which is within the recommended maximum comment period of 60 days set forth in State CEQA Guidelines Section 15105(a). The Draft EIR was prepared under State Assembly Bill 734, which requires that a public hearing on the Draft EIR occur within the last ten days of the comment period. The initial public hearing date before the City Planning Commission was scheduled for April 7, 2021, and due to the requirements of AB 734, that hearing is now rescheduled to April 21, 2021 in order to meet the ten-day requirement.

### RESCHEDULED PUBLIC HEARING ON THE DRAFT EIR:

The **City of Oakland Planning Commission** will conduct a public hearing on the DEIR for the Oakland Waterfront Ballpark District Project on **April 21, 2021 at 3:00 p.m.** The hearing will be held on-line via Zoom and you may access the meeting information one week prior to the meeting at the following website: <https://www.oaklandca.gov/boards-commissions/planning-commission>

Please continue to refer to the attached NOA for the project for directions on how to provide comments on the Draft EIR.

March 19, 2021  
Case File Number: **ER18-016**

  
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Ed Manasse, Bureau of Planning  
Environmental Review Officer

Attachment: Notice of Availability (NOA)



# CITY OF OAKLAND

Bureau of Planning

250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612-2032

## COMBINED NOTICE OF AVAILABILITY AND RELEASE OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) AND NOTICE OF PUBLIC HEARINGS FOR THE OAKLAND WATERFRONT BALLPARK DISTRICT PROJECT

**PROJECT TITLE:** Oakland Waterfront Ballpark District Project  
**PROJECT LOCATION:** Approximately 55 acres that comprises the Charles P. Howard Terminal and adjacent parcels, located at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary (“Site”).  
**PROJECT SPONSOR:** Oakland Athletics Investment Group, LLC  
**LEAD AGENCY** City of Oakland  
**CASE NO.:** ER18-016; State Clearinghouse No. 2018112070  
**REVIEW PERIOD:** February 26, 2021 through April 12, 2021

**DESCRIPTION OF PROJECT:** The Oakland Waterfront Ballpark District Project (“Project or “proposed Project”) would construct: a new open-air waterfront multi-purpose Major League Baseball (MLB) ballpark with a capacity of up to 35,000-persons (“Ballpark”); mixed use development including up to 3,000 residential units, up to 1.5 million square feet of office (which could include a range of commercial uses, such as general administrative and professional office and life sciences/research), and up to approximately 270,000 square feet of retail uses; an approximately 50,000 square-foot indoor performance venue with capacity of up to 3,500 persons; up to approximately 280,000 square-feet of hotel space including up to 400 rooms in one or more buildings and supportive conference facilities; a network of approximately 18.3 acres of privately-owned, publicly-accessible open spaces; and a maximum of approximately 8,900 total parking spaces at full buildout. Approximately 2,000 parking spaces would be shared by the Ballpark and the performance venue, and the remaining 6,900 parking spaces would serve residential and commercial uses on the Site.

As proposed by the Project Sponsor, the proposed Project would be developed in multiple phases: Phase 1 and followed by development of the remainder of the site, which together is total “Buildout”. Phase 1 would generally include the area east of Market Street and is expected to take a minimum of 2 years to construct. Phase 1 is expected to include the Ballpark, up to 540 residential dwelling units, 250,000 square feet of commercial office space, 30,000 square feet of retail/restaurant uses, the one or more hotels with a total of up to 400 rooms, approximately 12.3 acres of open space, and 4,818 parking spaces. Once the Ballpark is constructed in Phase 1, the Project Sponsor would relocate all its operations from the existing Oakland-Alameda Coliseum to the new facility. No physical changes are proposed at the Oakland-Alameda Coliseum site as part of the Project. Future phases would include the balance of development and occur generally west of Market Street.

A “Maritime Reservation Scenario” is being considered for the proposed Project, which involves an alternative site plan should the Port of Oakland elect, at any point within approximately 10 years from May 13, 2019, to terminate the Project sponsor’s development rights to some or all of approximately 10-acres located generally in the southwestern corner of the Site, if the Port deems that area necessary to accommodate the expansion of the turning basin that is used to turn large vessels within Oakland’s Inner Harbor. Such an election by the Port of Oakland

would be made in accordance with the Exclusive Negotiation Term Sheet for Howard Terminal approved by the Board of Port Commissioners on May 13, 2019, as such agreement may be superseded by any future agreements between the parties. As a result of such election, the Project Site plan would be modified, and the proposed development would be more dense as a result of fitting the same development program (i.e. the Ballpark and mix of other uses proposed) onto the smaller Site with less open space area.

The proposed Project may also include one or more variants, which are potential project features that may or may not be included by the Project Sponsor as part of the Project because the implementation of each is beyond the control of the Project Sponsor at this time. Two variants are analyzed in a separate section of this Draft EIR and include:

- **Peaker Plant Variant:** conversion of the existing Oakland Power Plant (referred to as the “Peaker Power Plant” in this Draft EIR because of its role in supplying power to the electric grid at times of peak demand) in the historic PG&E Station C facility and adjacent fuel storage tank east of Jefferson Street to a battery energy storage system, as well as physical changes to the existing buildings, removal of the jet fuel tank, and construction of mixed-use buildings on the jet fuel tank site;
- **Aerial Gondola Variant:** construction of a new aerial gondola above and along Washington Street, extending from a station located at 10th and Washington Streets in downtown Oakland to a station located at Water and Washington Streets in Jack London Square.

The Project Site is included in the list of Hazardous Waste and Substances sites in the Department of Toxic Substances Control (DTSC) EnviroStor database, one of the lists meeting the “Cortese List” requirements (<http://www.calepa.ca.gov/sitecleanup/corteselist/>, accessed February 2021).

**DRAFT EIR OVERVIEW:** This Draft EIR is a public information document that assesses the potential physical environmental impacts that could result from construction and use of the Project, recommends mitigation measures to lessen or eliminate adverse impacts, examines feasible alternatives to the Project, and is intended to inform City of Oakland decision makers, other responsible agencies, and the general public. The Draft EIR evaluates potential physical environmental impacts that could result from the Project and identifies that the Project may have significant and unavoidable impacts in the following areas:

- Aesthetics (wind)
- Air Quality
- Cultural Resources (historic resources)
- Noise and Vibration
- Transportation and Circulation

**COMPLETION AND AVAILABILITY OF THE DRAFT EIR:** The City of Oakland’s Bureau of Planning issued a Notice of Preparation (NOP) for a Draft EIR on November 30, 2018. The City has prepared a Draft EIR for the Project in compliance with the California Environmental Quality Act (CEQA) (California Public Resources Code §§21000 et. seq.) and the State CEQA Guidelines (Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, §§15000 et. seq.). The EIR for the Project is also being prepared under the California Assembly Bill 734 judicial streamlining legislation (California Environmental Quality Act: Oakland Sports and Mixed-Use Project) that added provisions to CEQA as Public Resources Code Section 21168.6.7 for the Project.

This notice is being sent to Responsible Agencies and other interested parties, including persons who responded to the NOP.

Due to Alameda County's continuing Shelter-in-Place order to prevent the spread of COVID-19, the City of Oakland's administrative offices, including the Bureau of Planning, remains closed to the public. Therefore, hard copies of the document are not available for public review. Therefore, pursuant to the Governor's Executive Order N-80-20, the City of Oakland is following an alternative process for providing access to the Draft EIR. Consistent with the Executive Order, the Draft EIR will be uploaded to the State Clearinghouse CEQAnet portal (<https://ceqanet.opr.ca.gov/>). And, starting on February 26, 2021, the Draft EIR and its appendices may be viewed or downloaded from the City of Oakland's website: <https://www.oaklandca.gov/documents/oakland-as-waterfront-ballpark-district-at-howard-terminal-environmental-impact-report-documents-case-file-number-er18-016>.

In addition to the above and consistent with the procedural requirements of Section 21168.6.7, the Draft EIR and all other documents submitted to or relied upon by the lead agency in the preparation of the Draft EIR also can be accessed and downloaded from the following website: <https://waterfrontballparkdistrict.com/>. In addition, a document prepared by the lead agency or submitted by the applicant after the date of the release of the Draft EIR that is a part of the record of proceedings, and comments received on the Draft EIR, will be made available to the public on this same website in a readily accessible electronic format within the timeframes specified by Section 21168.6.7.

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

**INFORMATIONAL WORKSHOP AND PUBLIC HEARINGS ON THE DRAFT EIR:**

The City of Oakland will conduct an informational workshop to inform the public of the key analyses and conclusions of the Draft EIR on **March 6, 2021 at 10:00 a.m.** The workshop will be held on-line via Zoom and you may access the meeting information at the following website: <https://www.oaklandca.gov/events/march-6-2021-oakland-waterfront-ballpark-district-project-deir-information-workshop>

The **City of Oakland Landmarks Preservation Advisory Board** will conduct a public meeting on the historic and cultural resource aspects of the Project on **March 22, 2021 at 5:00 p.m.** The meeting will be held on-line via Zoom and you may access the meeting information one week prior to the meeting at the following website: <https://www.oaklandca.gov/boards-commissions/landmarks-preservation-advisory-board>

The **City of Oakland Planning Commission** will conduct a public hearing on the DEIR for the Oakland Waterfront Ballpark District Project on **April 7, 2021 at 3:00 p.m.** The hearing will be held on-line via Zoom and you may access the meeting information one week prior to the meeting at the following website: <https://www.oaklandca.gov/boards-commissions/planning-commission>

The City of Oakland is hereby releasing this Draft EIR, finding it to be accurate and complete and ready for public review. Members of the public are invited to comment on the Draft EIR and the Project. There is no fee for commenting, and all comments received will be considered by the City prior to finalizing the EIR and making a decision on the Project. Comments on the Draft EIR should focus on the sufficiency of the EIR in discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors.

**SUBMITTING COMMENTS ON THE DRAFT EIR:** Comments may be made at the public hearings described above or in writing. **The City encourages comments to be submitted electronically via the following link:** <https://comment-tracker.esassoc.com/oaklandsportseir/index.html>. Comments may also be directed in writing to: Peterson Vollmann, Planner IV, City of Oakland Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2214, Oakland, CA 94612, by mail. Comments should be received via the above web address or mailing address by 4:00 p.m. on **April 12, 2021**. Please reference Case File Number **ER18-016** in all correspondence.

If you challenge the EIR or Project in court, you may be limited to raising only those issues raised at the public hearings described above, or in written correspondence received by the Bureau of Planning on or prior to 4:00 p.m. on **April 12, 2021**.

After all comments are received, a Response to Comments/Final EIR will be prepared and the Planning Commission will consider a recommendation on certification of the Final EIR and the Project at a meeting date to be scheduled. For further information, please contact Peterson Vollmann at (510) 238-6167 or [pvollmann@oaklandca.gov](mailto:pvollmann@oaklandca.gov).

February 26, 2021  
Case File Number: **ER18-016**



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Ed Manasse, Bureau of Planning  
Environmental Review Officer