Appendix MMRP
Draft Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Aesthetics, Shadow and Wind					
Improvement Measure AES-1: Construction Lighting Design Features. During construction, the Project sponsor shall ensure that 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. ***Addresses Impact AES-3 (new source of substantial light or glare adversely affecting day or nighttime views—Criterion 4).***	Project sponsor and construction contractor(s)	Ongoing during all construction activities	Oakland Bureau of Building	Confirm construction lighting features are stated in each Construction Management Plan (CMP) (Mitigating Measure TRANS-4). Reconfirm as needed in response to report of non-compliance or complaint during all construction activities	
Improvement Measure AES-2: Design Lighting Features to Minimize Light Pollution. 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 Project sponsor shall ensure that the following measures are implemented: • **Field Lighting:** 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; • **Architectural Lighting:** 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; • **House Lighting:** 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; • **Digital Signage:** two key digital signage locations are the double-sided digital scoreboard in centerfield and the digital ribbon boards within the	Project sponsor and construction contractor(s)	Before issuance of final building permit for the ballpark	Oakland Bureau of Planning Port of Oakland, Env. Programs & Planning	Before issuance of final building permit for the ballpark, confirm Project compliance with Lighting Technical Report	

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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: o 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; o all digital signage should include glare control measures to minimize off-axis brightness and upward directed and wasted light; o 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/m2 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. 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. ***Addresses Impact AES-3 (new source of substantial light or glare adversely affecting day or nighttime views—Criterion 4).***					
Mitigation Measure AES-1: Wind Impact Analysis and Mitigation for Buildings 100 Feet or Greater in Height. 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.	Project sponsor (including any subsequent developer) and a qualified wind consultant	Before approval of a Final Development Permit (FDP) for any building within the Project site proposed to be at least 100 feet tall	Oakland Bureau of Planning	Before approval of each FDP involving buildings at least 100 feet tall, review and confirm wind analysis compliance with mitigation measure requirements.	

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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 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 Bureau of Planning to determine the wind performance of the building, such as building entrances and sidewalks, and the consultant's report shall be submitted to the Bureau of Planning. If the wind consultant demonstrates to the satisfaction of the Bureau of Planning 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. 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. ***Addresses Impact AES-5 (creation of winds exceeding 36 mph for more than one hour during daylight hours during the year—Criterion 10) and Impact AES-1.CU (significant cumulative aesthetics, wind, and shadow impacts).***					
Air Quality					
Mitigation Measure AIR-1a: Dust Controls. The Project sponsor shall implement all of the following applicable dust control measures during construction of the Project: *Basic Controls* 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	Project sponsor and construction contractor(s)	During all Project site preparation and construction	Oakland Bureau of Building	During all Project site preparation and construction, activities, observe Project construction and respond to any dust complaints	

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exceed 15 miles per hour (mph). Reclaimed water should be used whenever feasible. 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). 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. 4. Limit vehicle speeds on unpaved roads to 15 mph. 5. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. 6. All trucks and equipment, including tires, shall be washed off prior to leaving the site. 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. *Enhanced Controls* 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.). 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. 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. 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.					

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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. ***Addresses Impact AIR-1 (average daily construction emissions exceeding City significance thresholds for ROG, NO_x, $PM_{2.5}$, or PM_{10}—Criterion 1) and Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants).*** ***In addition, as part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).***					
Mitigation Measure AIR-1b: Criteria Air Pollutant Controls. The Project sponsor shall implement all of the following criteria air pollutant control measures during construction of the Project as applicable to equipment used for Project construction: 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. 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"). 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. 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. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.	Project sponsor and construction contractor(s)	Prior to all Project site preparation and construction, submit to the City (and Port and/or Air District, if requested) construction plans for each project phase or subphase showing the required measures in this mitigation, an equipment inventory, Certification Statement signed by each construction contractor before construction, and per Mitigation Measure AIR-1c, evidence for any Tier 4 equipment exceptions. Implement measures throughout construction, maintain on each construction site the current list of	Oakland Bureau of Building	Prior to issuance of grading or construction-related permits (including for hazardous materials remediation, and/or horizontal infrastructure) for each project phase or subphase, review and approve construction plans include the required measures in this mitigation, an equipment inventory, Certification Statement signed by each construction contractor before construction, and per Mitigation Measure AIR-1c, evidence for any Tier 4 equipment exceptions.	

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5. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. 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). The Project sponsor shall submit documentation of incorporation of the above measures in construction plans 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 shall be provided to the Port and Air District. The documentation shall include an equipment inventory including the list of off-road equipment anticipated to be required for each phase of construction, and 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 this measure. 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. The documentation submitted to the City shall also contain a Certification Statement signed by each construction contractor agreeing to comply fully with the measures and acknowledging that failure to comply with the measures shall constitute a material breach of contract. ***Addresses the following impacts:*** • ***Impact AIR-1 (average daily construction emissions exceeding City significance thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 1)*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)***		equipment for City review			

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• ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-1 (direct or indirect, "net additional" GHG emissions—Criterion 1)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)*** ***In addition:*** • ***As part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).*** • ***As part of Mitigation Measure REC-1, addresses Impact REC-2 (construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment—Criterion 2).***					
Mitigation Measure AIR-1c: Diesel Particulate Matter Controls. In addition to implementing the measures in Mitigation Measure AIR-1b, prior to the issuance of a grading or construction-related permit the Project sponsor shall also submit documentation that:	Project sponsor and construction contractor(s)	Prior to grading or other site preparation and construction-related permit, submit to the City equipment inventory, including	Oakland Bureau of Planning	Prior to the issuance of a grading or other site preparation and construction-related permit, review and verify equipment inventory	

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1. all off-road diesel equipment engines meet Tier 4 Final off-road emission standards, as certified by CARB, except as provided for below. 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 (see Mitigation Measure AIR-1b). The Certification Statement must state that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract. Exceptions to the requirement for engines that meet Tier 4 Final emission standards shall include only selected pieces of specialty equipment specified below, for which such engines are not available at the start of a construction. Specifically, exceptions may be granted for cranes required for geotechnical work (deep dynamic compaction and deep power or vibro-compaction). To qualify for an exception, the Project sponsor shall provide the City with evidence supporting its conclusion that equipment meeting Tier 4 standards is not available and shall use the next cleanest piece of off-road equipment as provided by the step-down schedules below. For purposes of this mitigation measure, evidence that equipment meeting Tier 4 standards is not available shall include documentation that such equipment is not being used for other large-scale construction projects in the Bay Area occurring at the same time and/or cannot be obtained without significant delays to critical-path timing of construction. **TABLE M-AIR-1C** **OFF ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE** **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 VDECS		evidence for any Tier 4 equipment exceptions, and contractor's pre-construction Certification Statement per Mitigation Measure AIR-1b.		documentation, including evidence for any Tier 4 equipment exceptions and contractor's pre-construction Certification Statement per Mitigation Measure AIR-1b.	

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How to use the table: if engines that comply with Tier 4 Final off-road emission standards are not available, then the Project sponsor shall meet Compliance Alternative 1. If off-road equipment meeting Compliance Alternative 1 are not available, then the Project sponsor shall meet Compliance Alternative 2. If off-road equipment meeting Compliance Alternative 2 are not available, then the Project sponsor shall meet Compliance Alternative 3. In all instances where off-road diesel engines do not meet Tier 4 standards or do not have advance exhaust controls per item #1 above, the Project sponsor shall use alternative fuels such as renewable diesel, biodiesel, natural gas, propane, or electricity unless such fuels are not available for the specific engine/equipment or are demonstrated not to reduce ROG, NO_X, and PM emissions compared to traditional diesel fuel. 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 $PM_{2.5}$ concentrations from Project construction and operation do not exceed a total of 0.3 $\mu g/m^3$ for any on-site or off-site receptor. 2. Documentation of Compliance To demonstrate compliance with this measure, if the Project sponsor seeks exceptions to the requirement for engines that meet Tier 4 Final emission standards, the documentation submitted in compliance with Mitigation Measure AIR-1b shall include the evidence that equipment meeting Tier 4 standards is not available as required by item (1) of this measure. ***Addresses the following impacts:*** • ***Impact AIR-1 (average daily construction emissions exceeding City significance thresholds for ROG, NO_x, $PM_{2.5}$, or PM_{10}—Criterion 1)*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_x, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-4 (substantial levels of toxic air contaminants and impacts on off-site receptors—Criterion 4)*** • ***Impact AIR-5 (exposure of proposed future on-site sensitive receptors to substantial levels of toxic air contaminants—Criterion 5)***					

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• ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-1 (direct or indirect, "net additional" GHG emissions—Criterion 1)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)*** ***In addition:*** • ***As part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).*** • ***As part of Mitigation Measure REC-1, addresses Impact REC-2 (construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment—Criterion 2).***					
Mitigation Measure AIR-1d: Super-Compliant VOC Architectural Coatings during Construction. 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	Project sponsor and construction contractor(s)	Prior to approval of construction permit, document measure on building permit plans Use of specified coatings: During	Oakland Bureau of Building	Prior to issuance of a building construction permit, verify specified coatings are stated in each on building permit plans	

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Management District rule 1113 which requires a limit of 10 grams VOC per liter (http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings). ***Addresses the following impacts:*** • ***Impact AIR-1 (average daily construction emissions exceeding City significance thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 1)*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** ***In addition:*** • ***As part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).*** • ***As part of Mitigation Measure REC-1, addresses Impact REC-2 (construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment—Criterion 2).***		Project construction for all interior spaces			
Mitigation Measure AIR-2a: Use Low and Super-compliant VOC Architectural Coatings in Maintaining Buildings through Covenants, Conditions, and Restrictions. The Project Sponsor shall require all nonresidential developed parcels to include within their Covenants, Conditions, and Restrictions (CC&Rs) and/or ground leases requirements for all future interior spaces to be repainted only with "Super-Compliant" Architectural Coatings (http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings). "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. ***Addresses Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2) and Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants).***	Project sponsor and developers of nonresidential parcels	Prior to occupancy of buildings on nonresidential parcels	Oakland Bureau of Planning	Confirm CC&R / ground lease language, prior to building occupancy	

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Mitigation Measure AIR-2b: Promote Use of Green Consumer Products. 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 occupancy, the Project sponsor and/or future developer(s) shall develop electronic correspondence 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. ***Addresses Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_x, $PM_{2.5}$, or PM_{10}—Criterion 2) and Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants).***	Project sponsor and/or future developer(s)	Before receipt of any certificate of occupancy, provide City with draft electronic correspondence for review. Implement on an ongoing basis	Oakland Bureau of Building	Review and approve electronic correspondence prior to issuing a certificate of occupancy.	
Mitigation Measure AIR-2c: Diesel Backup Generator Specifications. To reduce NO_x 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: 1. If non-diesel-fueled emergency generator technology is approved for use by the City fire department for safety purposes, non-diesel-fueled generators shall be installed in new buildings, provided that alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other non-diesel emergency power systems, are demonstrated to reduce ROG, NOX, and PM emissions compared to diesel fuel. 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_x 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_x emissions shall apply. 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. Testing shall be limited to non-ballgame hours.	Project sponsor and/or future developer(s)	Prior to approval of construction permit, document backup diesel generator specifications on construction permit drawings or other document *Implementation:* Ongoing	Oakland Bureau of Planning; Oakland Bureau of Building	Review and verify inclusion of backup diesel generator specifications on construction permit drawings or other documentation submitted to the City prior to construction permit	

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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. 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 and all other non-testing operations for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the City Bureau of Planning within three months of requesting such information. ***Addresses the following impacts:*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-4 (substantial levels of toxic air contaminants and impacts on off-site receptors—Criterion 4)*** • ***Impact AIR-5 (exposure of proposed future on-site sensitive receptors to substantial levels of toxic air contaminants—Criterion 5)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)***					

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• ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-1 (direct or indirect, "net additional" GHG emissions—Criterion 1)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)***					
Mitigation Measure AIR-2d: Diesel Truck Emission Reduction. 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. 1. All loading docks for non-residential uses, including the ballpark, shall be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units 2. Signs shall be posted at all loading docks requiring trucks without electrical hookups for TRUs to meet Tier 4 emission standards and prohibiting those TRUs from operating for more than thirty minutes. 3. Signs shall be posted at the site entry point, at all loading locations, and throughout the project site, to prohibit trucks from idling for more than two minutes. 4. The Project sponsor shall establish truck routes to avoid sensitive receptors in the Project. The Project sponsor shall also prepare a truck route program,	Project sponsor and/or future developer(s)	Prior to approval of a construction-related permit, submit Project design and drawings, construction contracts, or other documentation that state the features in this mitigation measures to the City for review and approval *Implementation:* Prior to and throughout operation of all Project components and ballpark, submit documentation of lease or title notices regarding truck-intensive uses	Oakland Bureau of Planning	Review and approve that the required features in this mitigation measure are stated in Project design and drawings, construction contracts or other documentation submitted for construction-related permit *Compliance:* Review and confirm documentation of lease or title notices, prior to building occupancy.	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
along with truck calming, parking, and delivery restrictions, which shall be implemented for all project-related truck operations. In addition, the Project sponsor shall require trucks serving the ballpark to use TRUs and auxiliary power units that are electric plug-in capable, and shall provide a notice on the lease or title to all new tenants or owners of the Project or any portion thereof requiring any truck-intensive uses on the site, such as large grocery stores or distribution facilities with their own fleet of trucks, to use TRUs and auxiliary power units that are electric plug-in capable and trucks that use advanced exhaust technology (e.g. hybrid) or alternative fuels. ***Addresses the following impacts:*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-4 (substantial levels of toxic air contaminants and impacts on off-site receptors—Criterion 4)*** • ***Impact AIR-5 (exposure of proposed future on-site sensitive receptors to substantial levels of toxic air contaminants—Criterion 5)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-1 (direct or indirect, "net additional" GHG emissions—Criterion 1)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)***					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact LUP-1.CU (cumulative land use and planning impacts)***					
Mitigation Measure AIR-2e: Additional Criteria Pollutant Reduction Measures. The Project sponsor shall implement the following emission reduction measures and provide documentation for the City's Bureau of Planning's review and approval 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 documentation shall include an updated calculation of expected construction and operational criteria pollutant emissions associated with the Project as a whole as well as the individual site or phase (when multiple project sites would be constructed concurrently by one entity), including ROG, NO_x, PM_{10} and $PM_{2.5}$ emissions. The documentation shall quantify criteria pollutant emission reductions associated with each reduction measure and shall document the Project's performance in relation to the City's adopted thresholds of significance. The documentation shall demonstrate, based on substantial evidence, that the project has reduced total criteria pollutant emissions below the City's thresholds of significance. This represents a quantitative, objective performance standard for this mitigation measure. The criteria pollutant emission estimates shall include both construction and operational emissions associated with the project and be based on the emission factors for mobile sources, area sources, energy sources, and stationary sources commonly used at the time, and shall incorporate 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.	*Updated Emissions Documentation:* Project sponsor and/or future developer(s)	*Updated Emissions Documentation:* Before issuance of any construction–related permits for each individual project site (or phase with multiple project sites to be constructed concurrently by one entity), submit to the City documentation of emissions reductions and Project performance per this mitigation measure	*Updated Emissions Documentation:* Oakland Bureau of Planning	*Updated Emissions Documentation:* Prior to issuance of any construction related permits for each individual project site (or phase with multiple project sites to be constructed concurrently by one entity), review documentation and verify emissions level comply with mitigation measure	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
a. Required On-Site Emission Reduction Measures:	*Required On-Site Reduction Measures:*	*Required On-Site Reduction Measures:*	*Required On-Site Reduction Measures:*	*Required On-Site Reduction Measures:*	
i. *Comply with the building electrification requirements in City Ordinance 13632* that eliminates the use of natural gas in newly constructed buildings, unless a waiver is granted for food service uses in conformance with the City's building code. Compliance with regulatory measures shall not qualify as a mitigation measure.	Project sponsor and/or future developer(s)	Implement and/or submit compliance documents prior to opening day of the ballpark, throughout each subsequent phase or subphase, and ongoing operations	Oakland Bureau of Planning; Oakland Bureau of Building; and Oakland Department of Transportation	Prior to opening day of the ballpark, and prior to certificate of occupancy for each subsequent phase or subphase, verify if the measures to achieve the target emissions reduction have been implemented as described in the mitigation measure	
ii. *Additional electric vehicle (EV) charging stations beyond regulatory requirements.* 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 on at least 13 percent of all parking spaces, which is the maximum amount deemed feasible and effective in the year 2027 (based on analysis prepared in Electric Vehicle Assumptions for the Oakland Waterfront Ballpark District Project [Ramboll, 2021]) and is beyond the level required by regulatory requirements. This increased percentage shall be met at each phase or subphase and shall not apply to temporary parking spaces. Provide electric panel capacity (as defined by City Municipal Code section 15.04.3.11.130) sufficient to supply 29 percent of total parking spaces with EV charging in the future; these spaces would be "EV-capable" parking spaces. Install inaccessible raceway (conduit) to all permanent parking spaces at the Project site.					
iii. *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.					
iv. *Preferred parking for alternative-fueled vehicles and car sharing.* 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.					
v. *Additional TDM measures.* Implement TDM measures that go beyond the 20 percent vehicle trip reduction in the TDM Plan to achieve the maximum feasible reduction of at least 22 percent for non-ballpark development by encouraging mode shift from vehicles to other modes of transportation including transit, biking, walking, and ride-sharing.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
vi. Additional TMP measures. Implement TMP measures that go beyond the 20 percent vehicle trip reduction in the TMP Plan to achieve the maximum feasible reduction of at least 23 percent for the ballpark by encouraging mode shift from vehicles to other modes of transportation including transit, biking, walking, and ride-sharing. This requirement shall be waived if the project as a whole can be shown to get below the threshold of significance via other required emission reduction measures and offsets. vii. *Zero Emission Service Equipment*. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. viii. *Electric Shuttle Bus Service*. The project sponsor will provide a shuttle bus service connecting the ballpark's Transportation Hub to one or more of the three nearby BART stations (West Oakland, 12th Street, and Lake Merritt) on game days and for large concerts. The shuttles will be of the size and type required by the TMP and shall utilize electric, hydrogen fuel cell, or other ZEV technology, unless the City determines that such vehicles are not available from local vendors at the start of the baseball season. This determination shall be based on evidence provided by the Project sponsor, which shall demonstrate that ZEV shuttles are not available and that the vehicles proposed for use represent the lowest emission shuttle engine technology available at the time from local vendors.					
b. Offsite Emission Reduction Measures, New Technologies, and Emissions Offsets: Prior to issuance of the first building permit for which the documentation provided for the City's review and approval demonstrates that the combination of construction and operational ROG and NO_X emissions as a result of the Project as a whole will first exceed 54 pounds per day and/or 10 tons per year, or that the combination of construction and operational PM_{10} emissions as a result of the Project as a whole will first exceed 82 pounds per day and/or 15 tons per year, the Project sponsor, with the oversight of the City of Oakland Bureau of Planning, shall implement one or more of the following measures to achieve annual reductions or offsets of ROG, NO_X, and PM_{10} equal to the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures, as calculated and approved through the documentation submitted to the City as required above:	*Offsite Emissions Offsets:* Project sponsor and/or future developer(s)	*Offsite Emissions Offsets:* Submit prior to issuance of the first building permit for which the documentation is required	*Offsite Emissions Offsets:* Oakland Bureau of Planning	*Offsite Emissions Offsets:* Review and approve documentation of offset projects and mitigation offset payments, as applicable	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
The order of priority for the type of emission reduction measures contained herein shall be: (1) physical design features; (2) operational features; and (3) the use of offsite emission reduction projects. 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. Offsite emission reduction projects shall occur in the following locations in order of priority to the extent available: (1) off-site within the neighborhood surrounding the Project site, including West Oakland; (2) the greater City of Oakland community; and (3) within the San Francisco Bay Area Air Basin. Any offsite emission reduction projects are subject to the approval of the City. To the extent that the Project sponsor proposes offsite emission reduction projects that do not conform to the priorities set forth above, the Project sponsor shall provide substantial evidence to support the exclusion of higher priority measure(s) considered and determined to be infeasible as defined under CEQA. i. *Install additional EV charging stations at EV-capable parking spaces.* As the demand for EV charging increases, install additional EV charging stations beyond the 13 percent requirement of on-site emission reduction measure (a)(ii) at EV-capable spaces. To take emission reduction credit for these additional EV charging stations, the project sponsor must quantitatively demonstrate that the demand for EV charging exceeds the required percentage stipulated in item (a)(ii) above. The evaluation must use the same methods used in this EIR for evaluating the demand for EV charging, including fleet projection data from CARB, and may include additional data, revised calculation protocols, or model updates as they become available. ii. *Implement additional measures and technology.* 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 zero-emission off-road construction equipment, new energy systems (such as battery storage) to replace natural gas use or diesel fuel 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) to replace diesel and fossil fuel use that is not currently available at the project level, provided that the documentation submitted by the Project sponsor					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
demonstrates to the City's satisfaction that such measure are as or more effective as the existing measures described above. iii. *Directly fund or implement a specific offset project within the City of Oakland* to achieve the equivalent of annual tons-per-year reduction equal to the total estimated operational ROG, NO_x, and PM_{10} 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. 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 line-haul and switcher 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. Projects could also include local programs not included in the WOCAP such as accelerating the WETA ferry fleet to meet Tier 4 engine standards or use zero-emission engine technology ahead of regulatory requirements. Such projects may also include BAAQMD programs such as the vehicle buyback program or the fireplace retrofit program; Port programs such as landside infrastructure and/or harbor craft engine retrofits; or other community programs such as participation in a community energy-efficiency retrofit program, installation of off-site EV chargers, or similar programs/activities including programs to implement strategies identified in the West Oakland Community Action Plan. 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; and/or iv. *Pay mitigation offset fees or purchase and retire Emission Reduction Credits (ERC)s* to reduce emissions within the San Francisco Bay Area Air Basin. Mitigation offset fees shall be paid to an independent third party approved by the City, such as the Air District Bay Area Clean Air Foundation, or with another governmental entity. The mitigation offset fee shall fund one or more					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the City, the Project Sponsor, and the independent third party, and be based on the type of projects available at the time of the payment. ERCs may be used to offset the project's emissions in the future if ERCs are available and permitted by the BAAQMD at the time of purchase. The purchase and retiring of ERCs must follow all BAAQMD regulations and requirements (including Air District Regulation 3) and include all applicable costs and fees, based on the type of ERCs available at the time of the payment. The offset fee and/or the retiring of ERCs shall fund or derive from emissions reduction projects to achieve annual reductions of ROG, NO_X, and PM_{10} equal to the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as calculated and implemented through the documentation submitted to the City as required above. The additional measures, offset projects, and/or offset fees and ERC purchased as required by this section shall be used to supplement requirements of Mitigation Measures AIR-2a through AIR-2d and this measure AIR-2e so as to reduce project emissions as calculated in the documentation submitted to the City's Bureau of Planning to below the 54 pounds-per-day and 10 tons-per-year threshold for ROG and NOx and the 82 pounds-per-day and 15 tons-per-year threshold for PM_{10}. The total emission offset amount shall be calculated by summing the maximum daily construction and operational emissions of ROG, NO_X, and PM_{10} (pounds/day) remaining above the City's threshold after implementation of Mitigation Measures AIR-2a through AIR-2d and required measures in this AIR-2e, 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_X, and PM_{10} emissions offsets required to reduce the Project's criteria pollutant emissions below the City's thresholds after implementation of all other mitigation measures Documentation of offset projects or ERC acquisition and mitigation offset payments, as applicable, shall be provided to the City for review and approval prior to issuance of the final certificate of occupancy for each building constructed after the documentation submitted to the Bureau of Planning demonstrates that the combination of construction and operational ROG and NO_X emissions associated with the Project as whole is predicted to exceed 54 pounds per day or to exceed 82 pounds per day of PM_{10}.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
When paying a mitigation offset fee under item (iv), the Project sponsor shall enter into a memorandum of understanding (MOU) or a purchase agreement with the independent third-party approved by the City, such as the Air District Clean Air Foundation, or with another governmental entity. The MOU shall include details regarding the funds to be paid, the administrative fee, and the amount of emissions reductions resulting from and timing of the emissions reductions project. Acceptance of this fee by the air district or the other independent third party 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 Bureau of Planning and the Project sponsor describing the project(s) funded by the mitigation fee, including the amount of emissions of ROG, NOX, and PM_{10} reduced (tons per year) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). When purchasing and retiring ERCs, the Project sponsor shall enter into a purchase agreement with the entity selling the ERC as required by BAAQMD's ERC banking and trading requirements, including Regulation 3. The Project sponsor shall provide documentation to the Bureau of Planning describing the ERC, including the amount of emissions of ROG, NOX, and PM_{10} reduced (tons per year) within the San Francisco Bay Area Air Basin. To qualify under this mitigation measure, the specific emissions reduction project or ERC 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 or retain such ERC 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 NOX and the 15-ton-per-year threshold for PM_{10}.					
In addition to submitting documentation prior to the issuance of a permit to construct each phase of the Project, the Project sponsor shall prepare an Annual 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 effectiveness of emission reduction measures that were implemented, and determine the on-site and off-site emission reduction measures and additional ROG, NOX, and PM10 offsets needed to bring the Project below the City's thresholds of significance for the coming year. The Report shall be prepared by the	*Annual CPM Verification Report:* Project sponsor	*Annual Report:* Submit Annual Verification Report at the first quarter of each year following completion of each phase or subphase	*Annual Report:* Oakland Bureau of Planning	*Annual Report:* City to review and verify the Annual Verification Report upon receipt	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Project sponsor and submitted to the City Bureau of Planning 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 Bureau of Planning 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. ***Addresses the following impacts:*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-4 (substantial levels of toxic air contaminants and impacts on off-site receptors—Criterion 4)*** • ***Impact AIR-5 (exposure of proposed future on-site sensitive receptors to substantial levels of toxic air contaminants—Criterion 5)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-1 (direct or indirect, "net additional" GHG emissions—Criterion 1)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)***					
Mitigation Measure AIR-3: Truck-Related Risk Reduction Measures – Toxic Air Contaminants. 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	Project sponsor	During final Project design of the ballpark and buildings with non-	Oakland Bureau of Building	Confirm incorporation and compliance with measures according to CARB's Verification Procedures for In-Use	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. 1. *Truck Loading Docks Requirement:* The Project sponsor shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible. 2. *Truck Fleet Emission Standards:* 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. ***Addresses the following impacts:*** • ***Impact AIR-4 (substantial levels of toxic air contaminants and impacts on off-site receptors—Criterion 4)*** • ***Impact AIR-5 (exposure of proposed future on-site sensitive receptors to substantial levels of toxic air contaminants—Criterion 5)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)***		residential loading docks		Strategies to Control Emissions from Diesel Engines, prior to approval of building permits	
Mitigation Measure AIR-4a: Install MERV16 Filtration Systems. 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 ($PM_{2.5}$) 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	*Document, Install and Operate:* Project sponsor	*Document, Install and Operate:* Prior to construction, submit to the City project plans that include systems (per Mitigation Measure	*Document, Install and Operate:* Initial Approval - Oakland Bureau of Planning	*Document, Install and Operate:* Prior to approval of building permit, review and approve building permit plans to confirm that systems (per	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Particulate Matter Controls) and shall be included on project plans submitted to the City of Oakland's Bureau of Planning for review and approval prior to construction and be fully operational prior to issuance of a certificate of occupancy.		AIR-1c) are included in the building permit submittal Prior to building occupancy, submit to the City documentation that the installed system is fully operational	Oakland Bureau of Building	Mitigation Measure AIR-1c) are incorporated into building plans Confirm installation and full operation of system prior to issuance of a certificate of occupancy.	
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 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.	*Preparation of updated HRA:* Project sponsor and construction contractor(s); qualified air quality consultant	*Preparation of updated HRA:* During final design for the proposed building or phase, when the exact level of TAC exposure is known	*Updated HRA:* Oakland Bureau of Planning	*Preparation of updated HRA:* Review and approve updated HRA prior to approval of construction-related permit	
The Project sponsor or its designee shall maintain, repair, and/or replace the HVAC system on an ongoing and as-needed basis. To ensure this is done, the Project sponsor shall provide an operation and maintenance manual for the HVAC system, including the maintenance and replacement schedule for the filter, to the City's Bureau of Planning prior to issuance of the final certificate of occupancy, shall file a copy with the County Recorder's office, along with a signed statement committing to ongoing maintenance by the building manager or homeowners association, along with contact information for that person or entity. ***Addresses the following impacts:*** • ***Impact AIR-5 (exposure of proposed future on-site sensitive receptors to substantial levels of toxic air contaminants—Criterion 5)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)***	*HVAC System Maintenance:* Project sponsor or its designee	*HVAC System Maintenance:* Submit operation and maintenance manual to the City, and file with the County, prior to building occupancy Maintain, repair, and/or replace system ongoing and as-needed basis	*HVAC System Maintenance:* Oakland Bureau of Planning	*HVAC System Maintenance:* Review and approve operation and maintenance manual, and confirm County filing, prior to issuance of a certificate of occupancy for each Project building	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)***					
Mitigation Measure AIR-4b: Exposure to Air Pollution – Toxic Air Contaminants. The Project sponsor shall incorporate the following supplemental and non-quantifiable health risk reduction measures into the Project design where feasible and shall include them on the Project drawings submitted for the construction-related permit or on other documentation submitted to the City: 1. Sensitive receptors shall be located as far away as possible from the Project's source(s) of air pollution such as loading docks and emergency generators. Operable windows, balconies, and building air intakes shall be located as far away from these sources as possible. 2. Sensitive receptors shall be located on the upper floors of buildings, where feasible. 3. Planting trees and/or vegetation between sensitive receptors and pollution sources, where feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwood (*Sequoia sempervirens*). ***Addresses the following impacts:*** • ***Impact AIR-5 (exposure of proposed future on-site sensitive receptors to substantial levels of toxic air contaminants—Criterion 5)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)***	Project sponsor	During final Project design and prior to issuance of construction-related permit or other documentation submitted to City	Initial Approval - Oakland Bureau of Planning *Implementation/ Monitoring:* Oakland Bureau of Building	Prior to issuance of a construction-related permit, confirm and review measures on submitted plans *Implementation/ Monitoring:* Verify implementation of measures prior to building permit final	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure AIR-1.CU: Include Spare the Air Telecommuting Information in Transportation Welcome Packets. 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. ***Addresses Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants).***	Project sponsor	Prior to opening day and ongoing throughout Project operation, consistent with the implementation timing of Mitigation Measure TRANS-1a (TDM Plan)	Oakland Bureau of Planning	City to confirm dissemination prior to opening day, consistent with the monitoring timing of Mitigation Measure TRANS-1a (TDM Plan)	
Mitigation Measure AIR-2.CU: Implement Applicable Strategies from the West Oakland Community Action Plan. 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 than 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. 1. *Action 14a:* 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). 2. *Action 14b:* The Project sponsor shall install energy storage systems (e.g., batteries, fuel cells) instead of diesel backup generators, if feasible. 3. *Action 18:* The Project sponsor shall install truck charging stations for electric vendor and delivery trucks serving the Project site. 4. *Action 29:* The Project sponsor shall provide incentives to future tenants to retrofit their truck fleets to zero-emission vehicles.	*Required WOCAP Measures:* Project sponsor and//or future developer(s)	*Required WOCAP Measures:* Prior to approval of a building permit, incorporate physical measures into design plans / and construction contracts and provide compliance report for nonphysical measures	*Required WOCAP Measures:* Oakland Bureau of Planning	*Required WOCAP Measures:* Verify implementation of measures prior to building permit final and as needed throughout operation of the Project	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
5. *Action 36:* 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.					
6. *Action 49:* 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.					
7. *Action 52:* The Project sponsor shall offer incentives for the purchase of electric bicycles for bike share programs.					
8. *Additional measures and technology.* 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.					
9. *Directly fund or implement a specific emissions or exposure reduction project(s) within the City of Oakland* 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 providing incentives to local businesses to limit truck operations (Action 9); installing solid or vegetative barriers between buildings and sources of air pollution (Action 16); replacing traditional trucks with zero-emission trucks (Action 29); implementing traffic calming measures to keep truck traffic off residential streets (Action 40); provide funding to implement transit local	*Offsite TAC Exposure Offsets:* Project sponsor and/or future developer(s)	*Offsite TAC Exposure Offsets:* Prior to issuance of a building permit for each phase or subphase, provide an HRA documenting required measures and proposed offset emission reduction projects. Within six months of completion of the offset project(s), submit verification to demonstrate	*Offsite TAC Exposure Offsets:* Oakland Bureau of Planning	*Offsite TAC Exposure Offsets:* Review and approve documentation of offset projects and mitigation offset payments, as applicable.	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
improvements and ridership (Action 45); upgrading line-haul and switcher locomotives with cleaner engines (Actions 51, 62, 64, and 65); increase the frequency of street sweeping to decrease road dust, particularly on streets adjacent to schools, on designated truck routes, and on streets near freeways (Action 59); 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). Projects could also include local programs not included in the WOCAP such as accelerating the WETA ferry fleet to meet Tier 4 engine standards or use zero-emission engine technology ahead of regulatory requirements. 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. ***Addresses the following impacts:*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** ***Impact LUP-1.CU (cumulative land use and planning impacts)***		implementation of measures and offset completion			
Biological Resources					
Mitigation Measure BIO-1a: Disturbance of Birds during Nesting Season. 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	Project sponsor and construction contractor(s); qualified biologist during bird breeding season	Prior to tree removal; surveys to be conducted within 15 days prior to the start of work	Oakland Bureau of Planning	Confirm preconstruction surveys before tree removal	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses Impact BIO-1 (substantial adverse effect on resident and/or migratory birds and/or candidate, sensitive, or special-status species—Criterion 1) and Impact BIO-1.CU (cumulative impacts related to biological resources)*** ***In addition:*** • ***As part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).*** • ***As part of Mitigation Measure REC-1, addresses Impact REC-2 (construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment—Criterion 2).***					
Mitigation Measure BIO-1b: Bird Collision Reduction Measures. The Project sponsor shall comply with the most recent City of Oakland *Bird Safety Measures* (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. Prior to the approval of a construction-related permit, the Project sponsor shall submit building plans to the City of Oakland Bureau of Building which reflect the City of Oakland Bird Safety Measures, the Howard Terminal Design Guidelines regarding reflective or mirrored glass, and include the specific design measures set	*Bird Safety Measures in Building Plans:* Project sponsor	*Bird Safety Measures in Building Plans:* Prior to submittal of a construction-related permit, and during Project construction and operation	*Bird Safety Measures in Building Plans* Initial Approval - Oakland Bureau of Planning Inspection – Bureau of Building	*Bird Safety Measures in Building Plans:* Review and verify required measures prior to approval of construction-related permit Verify installation of physical measures prior to building permit final	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
forth below for review and approval. The Project sponsor shall also implement the specific Project Best Management Practice (BMP) strategies described below and encompassing the lighting restrictions during migration periods, which shall be subject to verification and enforcement by the City's Code Enforcement staff as needed. 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. ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures. iii. Avoid the use of mirrors in landscape design. 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. 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 60 feet above the height of existing. Examples of bird-friendly glazing treatments include the following: • Use opaque glass in window panes instead of reflective glass. • 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). • 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). • Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects. • 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.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• 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). • Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides. • Install opaque window film or window film with a pattern/design which also adheres to the "two-by-four" rule for coverage.					
vi. Reduce light pollution in non-ballpark structures, and prohibit nighttime architectural illumination treatments pointing upward to avoid and reduce potential collision hazards for migratory and resident birds during migration (February 15 to May 15 and August 15 to November 15). Acceptable architectural illumination that may be used year-round includes full cut off, shielded or downward directional lighting that minimizes light spillage, glare or light trespass into the night sky.	*Operational Lighting:* Project sponsor	*Operational Lighting:* *During Project operation*	*Operational Lighting:* Oakland Bureau of Building - Code Enforcement	*Operational Lighting:* During operation of the Project, verify lighting equipment, orientation, placement and timing according to BMPs practices in this mitigation. Periodic verification during the spring and fall migration periods. Enforcement as needed.	
vii. Prohibit upward beams of light during the spring (February 15 to May 15) or fall (August 15 to November 15) migration, including during nighttime programming at the ballpark. Apply additional best management practices to nighttime programming and for field lighting consistent with Major League Baseball (MLB) Field Lighting Standards and for concert and event light shows at the ballpark to avoid and reduce potential collision hazards for migratory and resident birds. Examples may include the following: • Direct field lighting at the ballpark in a downward direction. • 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. • Reduce perimeter lighting to the extent feasible taking into consideration safety, crowd control and Homeland Security requirements. • 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.					
viii. Prior to issuance of a certificate of occupancy for buildings at the Project site, the Project sponsor or building owner shall develop a building operation and management manual that promotes bird safety and provide a copy to the	*Building Operation and Management Manual:*	*Building Operation and Management Manual:* Prior to issuance of a certificate of	*Building Operation and Management Manual:*	*Building Operation and Management Manual:* Review and approval of building operation and	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
building manager/operator and to the City's Bureau of Planning. The manual shall include the following measures: • 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. • Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials. • Requesting 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. • 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&Rs. • Schedule nightly maintenance during the day or to conclude before 11 p.m., where possible. ***Addresses the following impacts:*** • ***Impact BIO-1 (substantial adverse effect on resident and/or migratory birds and/or candidate, sensitive, or special-status species—Criterion 1)*** • ***Impact BIO-1.CU (cumulative impacts related to biological resources)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** ***Impact LUP-1.CU (cumulative land use and planning impacts)***	Project sponsor or building owner	occupancy for buildings at the Project site	Oakland Bureau of Planning	management manual, prior to issuance of a certificate of occupancy for buildings at the Project site	
Mitigation Measure BIO-1c: Peregrine Falcon Firework Display Surveys, Buffer, and Monitoring. 1. During the first operational year, the Project sponsor shall retain a qualified biologist who shall survey cranes on the 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. Additional surveys shall be conducted prior to the first fireworks display to occur within the peregrine breeding season if the initial survey results are negative. Additional surveys-shall be conducted prior to the first fireworks display to	Project sponsor and a qualified biologist	Initial survey in late March/early April before the start of the first year of ballpark operation; survey to be repeated at same time of year in next three consecutive years	Oakland Bureau of Planning	Review and approve documentation of compliance, prior to start of the regular baseball season and prior to the first fireworks display that occur during peregrine breeding season	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
occur within the peregrine breeding season if the initial survey results are negative. If survey results are still negative, pre-event surveys to identify active peregrine falcon nests on the Project site cranes will continue through May. If survey results are negative through May 31, then no further action would be required under this measure for that season. 2. Should an active peregrine falcon nest be identified on the Project site cranes 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. 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. 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. 5. Should nesting within the Project site on the container cranes 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.		If survey detects a nest, monitoring of nest site immediately before and the morning after the first five ballpark fireworks events of the season		(March/early April through May).	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Addresses Impact BIO-1 (substantial adverse effect on resident and/or migratory birds and/or candidate, sensitive, or special-status species—Criterion 1) and Impact BIO-1.CU (cumulative impacts related to biological resources).					
Mitigation Measure BIO-2: Pre-Construction Assessments and Protection Measures for Bats. The Project sponsor shall implement the following measure to identify potential bat roosting habitat on the Project site. 1. A qualified biologist[1] 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.	*Initial Pre-Construction Assessments:* Project sponsor and a qualified biologist	*Initial Pre-Construction Assessments:* Prior to demolition or modification of buildings on the Project site that could provide bat roosting habitat	*Initial Pre-Construction Assessments:* Oakland Bureau of Planning	*Initial Pre-Construction Assessments:* Prior to demolition or modification of buildings on the Project site that could provide bat roosting habitat, review and approve initial pre-construction habitat assessment	
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: 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.[2] 3. Depending on temporal guidance as defined below, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the	*Implementation of Post Assessment Measures*: Project sponsor and a qualified biologist	*Implementation of Post Assessment Measures*: Prior to demolition or modification of buildings with potential roosting habitat or active bat roosts, submit plans specifying plans and measures to be implemented per	*Implementation of Post Assessment Measures*: Oakland Bureau of Planning	*Implementation of Post Assessment Measures*: Prior to issuance of a demolition or building permit throughout development, review and approve plans and measures, and if required, no-disturbance buffers	

[1] 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.

[2] Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
initial habitat assessment no more than 14 days prior to building demolition or modification. 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. 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. 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. 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. 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. ***Addresses Impact BIO-2 (substantial adverse effect on bats identified as candidate, sensitive, or special-status species—Criterion 1) and Impact BIO-1.CU (cumulative impacts related to biological resources).***		results of habitat assessments per this mitigation measure	Oakland Bureau of Building	During demolition or modification of buildings with potential roosting habitat or active bat roosts, verify implementation, timing and repeat of additional measures throughout development	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure BIO-3: Management of Pile Driving in the Water Column for Protection of Fish and Marine Mammals. 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 program to avoid significant impacts to special status fish and marine mammals, including acute damage or mortality. This program 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 program shall incorporate but not be limited to the following: • 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. • 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). • A contingency plan using bubble curtains or an air barrier will be implemented to attenuate sound levels to acceptable levels. • 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. ***Addresses Impact BIO-3 (substantial adverse effect on marine species identified as candidate, sensitive, or special-status species—Criterion 1) and Impact BIO-1.CU (cumulative impacts related to biological resources).***	*Plan Submittal/ Verification:* Project sponsor *Monitoring:* Project sponsor to secure qualified third-party marine mammal monitor as will be specified in the CDFW/NMFS-approved sound attenuation reduction and monitoring program	*Plan Submittal/ Verification:* Prior to agency permitting for, or before the start of, in-water construction involving the construction of piles, submit CDFW/NMFS-approved sound attenuation reduction and monitoring program to City *Monitoring:* Throughout in-water construction involving piles, provide monitoring results to City for review and, upon request, to CDFW	*Plan Submittal/ Verification:* Oakland Bureau of Building	*Plan Submittal/ Verification:* Verify NOAA Fisheries and CDFW-approved plan before issuance of any permit for, or the start of, in-water construction *Monitoring*: Review monitoring results and any compliance confirmation required or requested of the Project sponsor by CDFW	
Mitigation Measure BIO-4: Compensation for Fill of Jurisdictional Waters. 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. 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	*Plan Submittal/ Verification:* Project sponsor	*Plan Submittal/ Verification:* Submit verification of regulatory agency-approved plan and strategies for permanent fill activities	*Plan Submittal/ Verification:* Oakland Bureau of Planning	*Plan Submittal/ Verification:* Verify that Project sponsor received regulatory approvals prior to all in-water	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. The Project sponsor shall submit evidence of regulatory agency approval to the Oakland Bureau of Building prior to commencement of in-water construction activities. ***Addresses Impact BIO-5 (substantial adverse effect on federally or state protected wetlands or waters—Criterion 3) and Impact BIO-1.CU (cumulative impacts related to biological resources).***		to the Bureau of Planning before all in-water maintenance or construction activities		maintenance or construction activities. *Monitoring:* Prior to all in-water maintenance or construction activities	
Cultural and Tribal Cultural Resources					
Mitigation Measure CUL-1: Maritime Resources Treatment Plan. Prior to any construction-related work within 100 feet of the Lightship *Relief* or the USS *Potomac*, the Project sponsor shall submit a Treatment Plan for the protection of and continued access to the USS *Potomac* and the Lightship *Relief* 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 *Potomac* and the Lightship *Relief*, 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. ***Addresses Impact CUL-1 (significant impacts to maritime resources [USS* Potomac *and the Lightship* Relief*] within the Study Area—Criterion 1)***	*Plan Submittal:* Project sponsor and a cultural resources professional with experience with historic ships *Plan Implementation:* Throughout all work within 100 feet of maritime resources	*Plan Submittal:* Before construction work within 100 feet of the Lightship *Relief* or the USS *Potomac*	*Plan Submittal and Verification:* Oakland Bureau of Planning	*Plan Submittal and Verification:* Review and verify that the Treatment Plan received consultation by the Port and representatives for the USS *Potomac* and the Lightship *Relief*, prior to issuance of construction permit for work within 100 feet of maritime resources *Monitoring:* Throughout all work within 100 feet of maritime resources	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure CUL-2: Vibration Analysis for Historic Structures. 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. ***Addresses the following impacts:*** • ***Impact CUL-3 (significant impacts to the Southern Pacific Railroad Industrial Landscape District API and the PG&E Station C API from construction-related vibrations—Criterion 1)*** • ***Impact NOI-2 (construction-related exposure of persons to or generation of groundborne vibration exceeding Federal Transit Administration criteria—Criterion 8)*** ***Also addresses the following impacts applicable to the proposed project with variants:*** • ***Impact CUL-10 (with the Aerial Gondola Variant, impacts to the Old Oakland API—Criterion 1)*** • ***Impact CUL-12 (with the Aerial Gondola Variant, indirect impacts to the West Waterfront ASI—Criterion 1)*** • ***Impact CUL-13 (with the Aerial Gondola Variant, potential introduction of new structures that could impact the setting immediately adjacent to the Western Pacific Railroad Depot, a historic resource—Criterion 1)*** • ***Impact CUL-4.CU (with the Aerial Gondola Variant, contribution to a citywide significant cumulative impact on cultural and historic***	*Analysis/Submittal:* Project sponsor and an acoustical and/or structural engineer or other appropriate qualified professional	*Analysis/Submittal:* Before initiating vibratory construction within 150 feet of a historic resource, submit pre-construction Vibration Analysis to City *Implementation/ Monitoring:* Implement design means and methods and thresholds, etc. of the Vibration Analysis during vibratory construction within 150 feet of a historic resource Throughout vibratory construction within 150 feet of a historic resource, an acoustical and/or structural engineer or other appropriate qualified professional contracted by the Project sponsor shall install vibration monitoring equipment to monitoring and submit ongoing vibration performance reports to the City at least weekly	*Analysis/Submittal:* Oakland Bureau of Building	*Analysis/Submittal:* Before the start of vibratory construction within 150 feet of a historic resource, review and approve Vibration Analysis (incl. baseline conditions, thresholds, design means and methods) that ensure established thresholds are not exceeded. *Monitoring:* Review and approve ongoing vibration performance reports received at least weekly throughout vibratory construction within 150 feet of a historic resource	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
resources identified in the DOSP EIR through changes to the setting of the Old Oakland API—Criterion 1)					
Mitigation Measure CUL-3a: Crane Removal Documentation. 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. ***Addresses Impact CUL-4 (substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5—Criterion 1) and Impact CUL-1.CU (contribution to cumulative adverse impacts on historical resources)***	Project sponsor and professionals meeting or exceeding the Secretary of the Interior's Historic Preservation Professional Qualifications Standards	Before removal of Crane X-422 or issuance of a demolition permit for Crane X-422	Oakland Bureau of Planning and OCHS	Review and approval of HABS documentation prior to removal or demolition of Crane X-422	
Mitigation Measure CUL-3b: Crane Relocation. 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. ***Addresses Impact CUL-4 (substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5—Criterion 1) and Impact CUL-1.CU (contribution to cumulative adverse impacts on historical resources)***	Project sponsor	Following completion of Mitigation Measure CUL-3a and before removal of Crane X-422 or issuance of a demolition permit affecting the location of Crane X-422, make Crane X-422 available for relocation and commit funds if applicable.	Oakland Bureau of Planning and OCHS	Review and approve documentation of availability of Crane X-422 for relocation. Confirm commitment of funds if interested party is to relocate Crane X-422.	
Mitigation Measure CUL-3c: Interpretive Displays. 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-	Project sponsor, in consultation with a qualified architectural historian and landscape architect	Prior to removal of Crane X-422 or issuance of a demolition permit for Crane X-422.	Oakland Bureau of Planning and OCHS Port of Oakland – Env. Programs & Planning	Review and approve interpretive displays prior to removal or demolition of Crane X-422.	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses Impact CUL-4 (substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5—Criterion 1) and Impact CUL-1.CU (contribution to cumulative adverse impacts on historical resources)***					
Mitigation Measure CUL-3d: Façade Improvement Fund Contribution. Prior to approval of demolition of Crane X-422, the project applicant shall contribute to the City's Façade Improvement Program. In accordance with the City's Façade Improvement Program, the amount of the contribution required to be paid by the project applicant under this mitigation measure (based upon the calculation for obtaining façade improvement grants) shall be based on the following: • $10,000 for the first 25 feet of linear wharf frontage for Crane X-422 and $2,500 per 10 additional linear feet of the same frontage beyond the first 25 feet. • $10,000 for the first 25 feet of height for Crane X-422 and $2,500 per 10 additional feet of height beyond the first 25 feet. • There shall be a 20 percent increase added for each structure designated as a Historical Resource under CEQA. For purposes of this mitigation, the length of the wharf frontage in front of Crane X-422 is 50 feet. The length of the height of Crane X-422 is 130 feet. The following calculation results in a total contribution of $52,500. Wharf Frontage: $10,000 + ($2,500 x 25 feet)/10 feet $16, 250 Crane X-422 Height: $10,000 + ($2,500 x 105 feet)/10 feet $36,250 The Façade Improvement Program contribution required hereunder shall be payable prior to removal of crane or prior to issuance of the demolition permit for the crane. Funds shall be eligible for citywide Façade Improvement Program expenditures. All rehabilitation efforts or façade improvements under this Program shall be undertaken using the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Administration of this Program shall be overseen by Oakland Cultural Heritage Survey (OCHS) staff.	*Contribution:* Project sponsor	*Contribution:* Prior to removal of Crane X-422 or issuance of a demolition permit for Crane X-422	*Contribution:* Oakland Bureau of Planning and OCHS *Program Administration:* Oakland Economic & Workforce Development and OCHS	*Contribution:* Prior to removal of or issuance of a permit for demolition of Crane X-422 *Program Administration:* Ongoing, during rehabilitation efforts and façade improvements	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure CUL-4a: Archaeological Resources and Tribal Cultural Resources – Discovery During Construction. 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 the find is prehistoric or Native American–related, a Native American representative will be notified to assess 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. 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 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. 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.	Project sponsor and a qualified archaeologist	During Project construction	Oakland Bureau of Building	During construction, if necessary, review and approve recommended avoidance measures, ARDTP, and/or suspension of construction.	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Addresses the following impacts: • ***Impact CUL-5 (substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5—Criterion 2)*** • ***Impact CUL-7 (substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074—Criterion 4)*** • ***Impact CUL-2.CU (contribution to cumulative adverse impacts on archaeological resources, human remains, and tribal cultural resources)***					
Mitigation Measure CUL-4b: Archaeologically Sensitive Areas – Pre-Construction Measures. ***Provision A: Intensive Pre-Construction Study.*** 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: a. Subsurface presence/absence studies of the Project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. 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. If the find is prehistoric or Native American–related, a Native American representative will be notified to assess the find.	Project sponsor and a qualified archaeologist	Submit before soil-disturbing activities occurring on the Project site	Initial Approval - Oakland Bureau of Planning	Review and approve of intensive preconstruction archaeological resources study before any soil-disturbing activities *Implementation / Monitoring:* Bureau of Building, during soil-disturbing activities	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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.					
Provision B: Construction ALERT Sheet. 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. 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. ***Addresses the following impacts:*** • ***Impact CUL-5 (substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5—Criterion 2)***	Project sponsor and a qualified archaeologist	Submit, circulate and post before soil-disturbing activities occurring on the Project site	Initial Approval - Oakland Bureau of Planning and Bureau of Building	Review and approve before any soil-disturbing activities *Implementation / Monitoring:* Bureau of Building, during soil-disturbing activities	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact CUL-7 (substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074—Criterion 4)*** • ***Impact CUL-2.CU (contribution to cumulative adverse impacts on archaeological resources, human remains, and tribal cultural resources)***					
Mitigation Measure CUL-5: Human Remains – Discovery During Construction. 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. ***Addresses Impact CUL-6 (disturbance of human remains—Criterion 3) and Impact CUL-2.CU (cumulative adverse impacts on archaeological resources, human remains, and tribal cultural resources)***	Project sponsor, construction contractor(s)	During Project construction, if human skeletal remains are uncovered at the Project site	Oakland Bureau of Building	During construction, review and approve monitoring, data recovery, and avoidance measures implementation (if applicable) and documentation of compliance	
Energy					
See the "Air Quality," "Greenhouse Gas Emissions," and "Transportation and Circulation" sections for mitigation measures applicable to Energy impacts.	*N/A*				
Geology, Soils, and Paleontological Resources					
Mitigation Measure GEO-1: Site-Specific Final Geotechnical Report. 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	Project sponsor and registered geotechnical engineer	Submit prior to approval of construction-related permit	Oakland Bureau of Building	Review and approve the geotechnical investigation, prior to approval of construction-related permit	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses the following impacts:*** • ***Impact GEO-1 (exposure to seismic hazards such as ground shaking and seismic-related ground failure—Criteria 1.b and 1.c)*** • ***Impact GEO-3 (risks to life or property from location on expansive or corrosive soil—Criterion 3)*** • ***Impact GEO-1.CU (cumulative impacts to geology, soils, seismicity, or paleontology)***		Implement during Project design and construction			

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure GEO-2: Inadvertent Discovery of Paleontological Resources During Construction. 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 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. 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. ***Addresses Impact GEO-6 (destruction of unique paleontological resource or unique geologic feature—Criterion 7) and Impact GEO-1.CU (cumulative impacts to geology, soils, seismicity, or paleontology)***	Project sponsor and a qualified paleontologist	During Project construction, if any paleontological resources are discovered during ground-disturbing activities; or if an excavation plan is necessary	Oakland Bureau of Building	During construction, if any find is determined to be significant, or if an excavation plan is necessary, approve avoidance measures recommended by the consultant	
Greenhouse Gas Emissions					
Mitigation Measure GHG-1: Preparation and Implementation of a GHG Reduction Plan. 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. 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	*Project-wide Plan:* Project sponsor and a qualified air quality consultant	*Project-wide Plan:* Submit before City approval of the Project's first construction or grading-related permit	*Project-wide Plan:* Oakland Bureau of Planning, assisted by a third-party expert	*Project-wide Plan:* Prior to approval of the Project's first construction or grading-related permit, Bureau of Planning to review and verify that the Plan (1) projects construction and operational GHG emissions; (2) specifies	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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 that those measures be monitored and enforced by the City for the life of the Project sponsor's obligation.				emissions reduction measures to meet the "no net additional" threshold; and (3) includes a schedule of AB 734 compliance, as specified in Section A of this this mitigation measure.	
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. 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.	*Project-wide Plan:* Project sponsor and a qualified air quality consultant	*Updates to Project-wide Plan:* Submit prior to issuance of the first grading or construction-related permit for each phase or sub-phase of development	*Project-wide Plan:* Oakland Bureau of Planning, assisted by a third-party expert	*Updates to Project-wide Plan:* 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), Bureau of Planning to review and verify that the Plan Update complies with Sections A and B.1 of this mitigation measure.	
A. GHG Reduction Plan Contents and Standards Specific information on the components of each element of the Plan, as it pertains to CEQA compliance, is described below: 1) ***Land Use Program and Project GHG Emissions Estimates, by Phase*** – 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.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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). 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. 2) ***GHG Emission Reduction Measures*** – 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. 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					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. **a. Horizontal Construction Emission Reduction Measures** The reduction measures for horizontal construction emissions from the Project shall be: (1) Mitigation Measure AIR-1b Criteria Air Pollutant Controls; and (2) Purchase of Carbon Offset Credits subject to Section 2c, *Standards for Carbon Offset Credits,* below. **b. Vertical Construction and Operational Emission Reduction Measures** (1) Type and Location Requirements. 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, *Standards for Carbon Offset Credits*. 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. (2) Required Measures.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
The Plan shall incorporate the following measures to reduce Project emissions: i. Mitigation Measure AIR-1b: Criteria Air Pollutant Controls. The Plan shall incorporate the following mitigation measures related to operation: ii. Mitigation Measure AIR-2c: Diesel Backup Generator Specifications. iii. Mitigation Measure AIR-2d: Diesel Truck Emission Reduction. iv. Mitigation Measure AIR-2e: Additional Criteria Pollutant Reduction Measures. 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. vi. Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan. vii. Mitigation Measure TRANS-1b: Transportation Management Plan. The Project would also be required to comply with building electrification requirements in City Ordinance 13632 that eliminates the use of natural gas in newly constructed buildings, unless a waiver is granted for food service uses in conformance with the City's building code. Compliance with regulatory measures shall not qualify as a mitigation measure. (3) Menu of Additional Emission Reduction Measures: On-site 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. i. *On-site measures to reduce operational energy emissions:*					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
(a) *Minimize the Project's energy demand through physical design features, with the ultimate goal of zero net GHG emissions from energy use*: 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. (b) *100 percent zero-carbon electricity for all land uses*: 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.[3] (c) *On-site rooftop solar PV panels or other on-site renewable energy generation*: 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. (d) *Reduce refrigerant emissions.* 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. (e) *Convert the Peaker Plant*: 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. (f) *On-site solar energy battery storage systems*: In conjunction with on-site rooftop solar PV panels, install solar energy battery storage systems to store electricity that can be consumed after					

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

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
sundown, during energy demand peaks, or during a power outage. ii. *On-site measures to reduce transportation emissions:* (a) *ZEV infrastructure beyond regulatory requirements:* Install ZEV infrastructure that provides EV charging and hydrogen fueling opportunities beyond regulatory requirements and the requirements of Mitigation Measure AIR-2e, including but not limited to installing medium- and heavy-duty truck charging stations for delivery vehicles, installing curbside public EV charging stations, and installing hydrogen fueling stations for fuel cell vehicles. (b) *Preferred parking for alternative-fueled vehicles and car sharing*: 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. 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. iii. *On-site measures to reduce solid waste emissions:* (a) *Ballpark solid waste diversion*: Increase waste diversion rate at the new ballpark to 75 percent or greater. (b) *Organic waste diversion:* Ensure that unused edible food at restaurants and supermarkets is donated to recovery and collection organizations such as FoodShift, a non-profit organization in Alameda, California, that can distribute it to the neediest populations beyond regulatory requirements. (c) *Increase the use of reusable bags and compostable containers*: Require vendors and restaurants providing food at the ballpark to use compostable containers, encourage 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. iv. *On-site measures to reduce water and wastewater emissions:*					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
(a) *Water efficient fixtures:* Install water efficient fixtures in residential and commercial buildings, including water-saving sinks, showers, urinals and toilets beyond regulatory requirements.					
v. *On-site operational measures to reduce area source (landscaping) emissions:*					
(a) *Water efficient landscaping:* Install water-efficient landscaping and irrigation systems, including the use of native drought-tolerant vegetation beyond regulatory requirements.					
(b) *Compost application:* Apply compost to any landscaping consistent with the Bay Friendly Landscaping Guidelines.					
(c) *Recycled water:* 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.					
vi. *Additional on-site measures and technologies.*					
(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.					
(4) Menu of Additional Emission Reduction Measures: Off-site					
i. *Off-site measures to reduce energy emissions*:					
(a) *Community energy efficiency retrofits*: Fund, contribute to, or implement community energy efficiency retrofits to reduce offsite building energy use.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
(b) *Community energy decarbonization projects*: 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. (c) *Community solar projects*: Fund or implement community solar PV installations. (d) *Community energy storage projects*: Fund or implement community energy storage installations, such as batteries or mechanical energy storage. ii. *Off-site measures to reduce transportation emissions*: (a) *Offsite EV chargers*: Fund or implement a program that expands the installation of EV chargers, including but not limited to curbside public EV charging stations. (b) Fund or implement programs that increase use of electric vehicles. (c) 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. iii. *Off-site measures to increase carbon sequestration*: (a) *Tree planting and vegetated buffers:* Fund or implement program that results in significant new tree planting and/or vegetated buffers. iv. *Purchase of Carbon Offset Credits*: The purchase of Carbon Offset Credits, subject to Section 2c, *Standards for Offset Credits*, 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					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
$MTCO_2e$/service population in keeping with the City's GHG emission reduction target.[4]					
c. Standards for Carbon Offset Credits					
(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.					
(2) Geographic location: Carbon offset credits shall be obtained from GHG reduction projects that occur in the following locations in order of					

[4] 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 $MTCO_2e$ 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 $MTCO_2e$ by a projected service population of 812,535 (City of Oakland, 2019b).

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
priority to the extent available: (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.					
B. Implementation, Monitoring and Enforcement					
1) Updated GHG Reduction Plan Required for Each Phase[5] 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 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. 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.					
2) Implementation The Project sponsor shall implement the updated and approved GHG Reduction Plan during construction and operation of each permitted phase as follows:	*Plan and Updates:* Project sponsor	*Plan and Updates:* During construction and operation of each permitted phase	*Plan and Updates:* Oakland Bureau of Planning	*Plan and Updates:* Confirm plans, implementation of measures, verification reports and offset credit	

[5] CARB's AB 734 Determination refers to the GHG Reduction Plan Updates completed at each phase as the "AB 734 Compliance Memorandum."

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
				serial numbers, prior to issuance of building permits and certificates specified in this Section B.2 as follows	
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).	*Physical Measures - Project Design* Project sponsor	*Physical Measures - Project Design* Include measures on plans for construction-related permits and implement during construction	*Physical Measures - Project Design* Oakland Bureau of Planning and Bureau of Building	*Physical Measures - Project Design* Prior to issuance of a building permit for the applicable phase, confirm measures are in the plans Prior to final inspection for a TCO, confirm measures are built	
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.	*Physical Measures – Off-Site:* Project sponsor	*Physical Measures – Off-Site:* Include measures on drawings, prior to submittal for the first building permit for applicable phase Install improvements/ measures prior to completion of the applicable phase per FDP or equivalent	*Physical Measures – Off-Site:* Oakland City Planning Director or his/her designee	*Physical Measures – Off-Site:* Prior to issuance of the first building permit for the applicable phase, confirm measures are in the plans Prior to final inspection for a TCO for the applicable phase, confirm improvements/ measures are complete	
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 prior to issuance of the construction permit for each construction phase or subphase. The City shall	*Offset Credits – Horizontal Construction Emissions:* Project applicant	*Offset Credits – Horizontal Construction Emissions:* Enter contracts to purchase credits prior to issuance of first grading and/or P-Job	*Offset Credits – Horizontal Construction Emissions:* Oakland Bureau of Planning	*Offset Credits – Horizontal Construction Emissions:* Confirm verification reports prior to issuance of the construction permit for each construction phase/subphase	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
confirm receipt of verification reports and serial numbers prior to permit issuance.		permit for each construction phase/subphase Provide verification report prior to issuance of the construction permit for each construction phase/subphase			
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.	*Offset Credits – Vertical Construction Emissions:* Project applicant	*Offset Credits – Vertical Construction Emissions:* Enter contracts to purchase credits prior to issuance of building permit for each building's construction Provide verification report prior to issuance of the building permit for each building's construction	*Offset Credits – Vertical Construction Emissions:* Oakland Bureau of Planning	*Offset Credits – Vertical Construction Emissions:* Confirm verification reports prior to issuance of the building permit for each building's construction	
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.	*Offset Credits – Operational Emissions:* Project applicant	*Offset Credits – Operational Emissions:* Enter contracts to purchase credits prior to issuance of a TCO for each building Provide verification report prior to issuance of a TCO	*Offset Credits – Operational Emissions:* Oakland Bureau of Planning	*Offset Credits – Operational Emissions:* Confirm verification reports prior to issuance of a TCO	
3) Annual Report Required	*Annual Report:* Project applicant	*Annual Report:* Submit on November first of each calendar year starting one year	*Annual Report:* Oakland Bureau of Planning or its third-	*Annual Report:* Upon receipt of Report, review and verify implementation of the	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. 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. 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. 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. 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. ***Addresses the following impacts:*** • ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)***		after the City issues the first TCO for the project; subsequent annual timing at the City's discretion	party GHG emissions expert	Plan per this mitigation measure, or request Corrective Action Plan.	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-1 (direct or indirect, "net additional" GHG emissions—Criterion 1)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***In addition, as part of Mitigation Measure AIR-2e, addresses Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2).***					
Hazards and Hazardous Materials					
Mitigation Measure HAZ-1a: Preparation and Approval of Consolidated RAP, LUCs and Associated Plans. Prior to Project-related grading or construction onsite, the project sponsor shall prepare a consolidated RAP, 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 RAP, LUCs, and associated governing plans shall include the following: 1. A ***Remedial Action Plan (RAP)*** 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 RAP shall identify and address potential impacts of the remediation activities themselves. The RAP shall: 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. b. Describe specific remedial methods to be applied to each of the contaminated media and areas. c. Describe procedures for the excavation, treatment, stockpiling, containerization, transportation, and disposal of contaminated media, including soil and dewatering effluent. Offsite disposal of contaminated	Project sponsor	Before issuance of grading, excavation, or construction permits onsite, submit documentation of DTSC-approved regulatory documents (*i.e.,* consolidated RAP, LUCs, and associated plans) to the City	Oakland Bureau of Building – Chief Building Official	Before issuance of grading, excavation, and/or construction permits on the Project site, confirm documentation of DTSC's approval of Project sponsor-prepared regulatory documents (*i.e.,* consolidated RAP, LUCs, and associated plans) (NOTE: *See Mitigation Measure HAZ-1b regarding compliance and implementation of the regulatory documents*)	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
materials shall be conducted by licensed hazardous waste transporters and offsite disposal facilities shall be licensed facilities permitted to accept the waste materials. 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. e. Describe vapor intrusion barriers and other required remedies for those areas that will require inhalation protection (e.g., ground floor residential areas). 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. 2. Separate but similar ***LUCs*** 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. 3. An ***Operations and Maintenance (O&M) Plan*** shall be prepared describing long-term groundwater monitoring and cap maintenance procedures. The O&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&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&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. ***Addresses the following impacts:*** • ***Impact HAZ-2 (significant hazard from location on a Cortese List site—Criterion 5)***					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact HAZ-1.CU (cumulative impacts relative to hazards and hazardous materials)*** • ***Impact HYD-1 (violation of surface water and groundwater quality standards, erosion or siltation affecting receiving water quality, conflict with water quality control plan, conflict with City of Oakland Creek Protection Ordinance—Criteria 1, 3, 7, 12, and 13)*** • ***Impact HYD-1.CU (cumulative impacts on surface water or groundwater quality)*** ***In addition:*** • ***As part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).*** • ***As part of Mitigation Measure REC-1, addresses Impact REC-2 (construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment—Criterion 2).*** • ***Addresses Impact HAZ-4 as applicable to the proposed project with variants (with Peaker Power Plant Variant, potential to encounter hazardous materials creating significant hazard).***					
Mitigation Measure HAZ-1b: Compliance with Approved RAP, LUCs and Associated Plans. 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	*Compliance with Adopted Regulatory Plans:* Project sponsor *Evidence of Implementation:*	*Compliance with Adopted Regulatory Plans:* Before issuance of any grading, building, or construction permit for the project *Evidence of Implementation:*	*Compliance with Adopted Regulatory Plans:* Oakland Bureau of Building – Chief Building Official *Evidence of Implementation:*	*Compliance with Adopted Regulatory Plans:* Before issuance of any grading, building, or construction permit for the project, confirm DTSC concurrence that those actions comply with the adopted regulatory documents *Evidence of Implementation:*	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses the same impacts as identified for Mitigation Measure HAZ-1a.***	Project sponsor	Before issuance of a certificate of occupancy or similar operating permit for new buildings or uses	Oakland Bureau of Building – Chief Building Official	Before issuance of each certificate of occupancy or similar operating permit, confirm DTSC documentation confirming the successful implementation of the regulatory documents, specifically according to anticipated uses	
Mitigation Measure HAZ-1c: Health and Safety Plan. 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. ***Addresses the same impacts as identified for Mitigation Measure HAZ-1a.***	*Plan Preparation/ Submittal:* Project sponsor and construction contractor(s), and a California licensed professional of applicable expertise *Plan Implementation:* Project sponsor and construction contractor(s)	*Plan Preparation/ Submittal:* Before issuance of approval of construction-related permit *Plan Implementation:* During construction	*Plan Preparation/ Submittal:* City of Oakland Bureau of Building – Chief Building Official	*Plan Preparation/ Submittal:* Review and approval of HASPs prior to the commencement of construction activities	
Mitigation Measure HAZ-1d: Hazardous Building Materials. 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 accordance with applicable laws and regulations. The identification, removal, and disposal for ACM	*Evidence of BAAQMD Acceptance:* Project sponsor and construction contractor(s)	*Evidence of BAAQMD Acceptance:* Prior to demolition and renovation activities and upon BAAQMD acceptance that	*Evidence of BAAQMD Acceptance:* Oakland Bureau of Building – Chief Building Official	*Evidence of BAAQMD Acceptance:* Before issuance of a building permit or (in the case of a building renovation) a certificate of occupancy or similar	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses Impact HAZ-2 (significant hazard from location on a Cortese List site—Criterion 5) and Impact HAZ-1.CU (cumulative impacts relative to hazards and hazardous materials).*** ***In addition:*** • ***As part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).*** • ***As part of Mitigation Measure REC-1, addresses Impact REC-2 (construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment—Criterion 2).*** • ***Addresses Impact HAZ-4 as applicable to the proposed project with variants (with Peaker Power Plant Variant, potential to encounter hazardous materials creating significant hazard).***		abatement activities are completed		operating permit, confirm compliance with regulations administered by BAAQMD	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Hydrology and Water Quality					
Mitigation Measure HYD-1a: Creek Protection Plan. 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. 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). 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: 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. 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. 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.	Project sponsor	Submit Plan before approval of a construction-related permit	Oakland Bureau of Planning and Oakland Watershed Division	Prior to the approval of a construction-related permit, review and confirm contents of Plan in accordance with measures and BMPS in this mitigation measure (NOTE: *See below regarding Plan implementation and monitoring*)	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
iv. Immediately upon completion of work in or near creek channels, soil must be repacked and native vegetation planted.					
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.					
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.					
vii. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.					
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.					
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.					
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.					
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.					
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					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB). 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. 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. 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. e. Creek Protection Plan Implementation 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. ***Addresses the following impacts:***	*Plan Implementation / Monitoring:* Project sponsor; qualified consultant, if directed by City	*Plan Implementation / Monitoring:* During and after construction	*Plan Implementation / Monitoring:* Oakland Bureau of Building	*Plan Implementation / Monitoring:* Ongoing during construction, review and confirm adequacy of report on control measures if necessary	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact BIO-3 (substantial adverse effect on marine species identified as candidate, sensitive, or special-status species—Criterion 1)*** • ***Impact BIO-5 (substantial adverse effect on federally or state protected wetlands or waters—Criterion 3)*** • ***Impact BIO-1.CU (cumulative impacts related to biological resources)*** • ***Impact GEO-2 (risks to life, property, or creeks/waterways from soil erosion or topsoil loss—Criterion 2)*** • ***Impact GEO-1.CU (cumulative impacts to geology, soils, seismicity, or paleontology)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact HAZ-2 (significant hazard from location on a Cortese List site—Criterion 5)*** • ***Impact HAZ-1.CU (cumulative impacts relative to hazards and hazardous materials)*** • ***Impact HYD-1 (violation of surface water and groundwater quality standards, erosion or siltation affecting receiving water quality, conflict with water quality control plan, conflict with City of Oakland Creek Protection Ordinance—Criteria 1, 3, 7, 12, and 13)*** • ***Impact HYD-3 (substantial flooding on- or off-site or substantial additional source of polluted runoff—Criteria 4 and 6)*** • ***Impact HYD-1.CU (cumulative impacts on surface water or groundwater quality)*** • ***Impact UTIL-2 (potential exceedance of City's stormwater drainage system—Criterion 2)*** ***Impact UTIL-1.CU (cumulative impact on water supplies, capacity of EBMUD wastewater systems or City's stormwater conveyance capacity, or generation of solid waste)***					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure HYD-1b: NPDES Stormwater Requirements. a. Post-Construction Stormwater Management Plan Required 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: i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.	*Plan Submittal / Implementation:* Project sponsor	*Plan Submittal / Implementation:* Submit prior to approval of a construction-related permit; Implement during construction	*Plan Submittal / Implementation:* Initial Approval – Oakland Bureau of Planning Implementation/ Monitoring - Oakland Bureau of Building	*Plan Submittal / Implementation:* Review and approve Plan	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
b. Maintenance Agreement Required 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: 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 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. The maintenance agreement shall be recorded at the County Recorder's Office at the sponsor's expense. ***Addresses the following impacts:*** • ***Impact BIO-3 (substantial adverse effect on marine species identified as candidate, sensitive, or special-status species—Criterion 1)*** • ***Impact BIO-1.CU (cumulative impacts related to biological resources)*** • ***Impact GEO-2 (risks to life, property, or creeks/waterways from soil erosion or topsoil loss—Criterion 2)*** • ***Impact GEO-1.CU (cumulative impacts to geology, soils, seismicity, or paleontology)*** • ***Impact HAZ-1 (hazard through routine transport, use, or accidental release of hazardous materials—Criteria 1 and 2)*** • ***Impact HAZ-1.CU (cumulative impacts relative to hazards and hazardous materials)*** • ***Impact HYD-1 (violation of surface water and groundwater quality standards, erosion or siltation affecting receiving water quality, conflict***	*Maintenance Agreement:* Project sponsor	*Maintenance Agreement:* Submit and record before final of the building permit	*Maintenance Agreement:* Oakland Bureau of Building	*Maintenance Agreement:* Prior to building permit final, execute maintenance agreement with Project sponsor and confirm documentation of recordation	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
with water quality control plan, conflict with City of Oakland Creek Protection Ordinance—Criteria 1, 3, 7, 12, and 13) • ***Impact HYD-3 (substantial flooding on- or off-site or substantial additional source of polluted runoff—Criteria 4 and 6)*** • ***Impact HYD-1.CU (cumulative impacts on surface water or groundwater quality)*** • ***Impact UTIL-2 (potential exceedance of City's stormwater drainage system—Criterion 2)*** • ***Impact UTIL-1.CU (cumulative impact on water supplies, capacity of EBMUD wastewater systems or City's stormwater conveyance capacity, or generation of solid waste)***					
Mitigation Measure HYD-2: Structures in a Flood Zone. 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. ***Addresses Impact HYD-4 (risks from placement of structures within a 100-year flood hazard area—Criteria 8 and 9) and Impact HYD-1.CU (cumulative impacts on surface water or groundwater quality)***	Project sponsor	Submit plans and calculations prior to approval of construction-related permit	Oakland Bureau of Building	Review and approve plans and calculations prior to approval of construction-related permit	
Mitigation Measure HYD-3: Sea Level Rise Final Adaptive Management and Contingency Plan. 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 *Tidal Datums and Sea Level Rise Design Basis Memorandum* prepared for the Project (Moffat & 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	Project sponsor	Before issuance of the first grading permit for the Project, submit documentation of plan compliant with statutory requirement administered by State Lands Commission	Oakland Bureau of Planning	Prior to issuance of first grading permit for the project, confirm Project sponsor's documentation of plan compliance with the statutory requirement administered by State Lands Commission When received, conduct regular review and	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. The framework for such a plan will be based on *monitoring* of flooding events, sea level rise, and groundwater levels; establishing *triggers* for management actions that include planning and design of adaptations; and *implementing* adaptation measures. The objective of the plan will be to identify specific thresholds when responses to sea levels and groundwater levels higher than those built into the initial Project design need to be initiated, which adaptation measures best meet flood protection objectives and site use constraints, and how to fund and implement the measures. The Project's adaptation strategy will vary in different areas based on levels of acceptable risk, requirements to maintain existing uses and connectivity to adjacent streets, and the desire to provide a variety of user experiences. The decision on which adaptations to implement will be based on a variety of factors, including applicable sea level rise guidance at the time, consultation with agencies, regulatory requirements, and industry best practices at the time of adaptation. Adaptation measures would be tailored for each component of the site, as described in more detail in Moffat & Nichol (2021). The type, location, and residual inundation extent for a potential adaptation pathway to provide sea level rise resilience for the Project site is shown in two stages, for 2050 (Moffat & Nichol 2021 figure Potential Future Inundation Within Project Limits Year: ~2050 with 100-yr tide) and 2100 (Moffat & Nichol 2021 figure Potential Future Inundation Within Project Limits Year: ~2100 with 100-yr tide). ***Addresses Impact HYD-5 (significant risk of loss, injury or death involving flooding—Criteria 10 and 11) and Impact HYD-1.CU (cumulative impacts on surface water or groundwater quality)***				enforcement, as needed.	
Land Use, Plans, and Policies					
Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan and Requirements. The Project sponsor shall develop and maintain a protocol for boating and water recreation around the Project site including the requirements set forth in this measure, as approved by the City of Oakland and the Port of Oakland, in consultation with the San Francisco Bay Area Water Emergency Transportation	Project sponsor	Develop and submit protocol before issuance of certificate of occupancy; submit monthly reviews during baseball seasons in which games are played at the ballpark	Oakland Bureau of Planning Port of Oakland - Env. Programs & Planning	Prior to issuance of certificate of occupancy, execute agreement between Project sponsor, the City, and the Port on protocol contents; monthly meetings during	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Authority, the Harbor Safety Committee of the San Francisco Bay Region, and the United States Coast Guard (collectively, the "Consulting Agencies"). The protocol shall specify measures 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: 1. Installation and maintenance of signs along the wharf informing recreational watercraft of the prohibition on docking, loitering, and anchoring adjacent to the Project site, including the wharf adjacent to the Project site; 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; 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 evaluations of procedures for the imposition of safety zones, security zones (including navigational security needs under all Maritime Security [MARSEC] levels), and restricted navigational areas; and 4. Communications by the Project sponsor to its guests, customers, and the public regarding this protocol and appropriate safety measures for any recreational boating or water-based activities through communicating on (without limitation) its websites and on communications to those who have purchased entry to ballpark events. 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. The City of Oakland, and the Port of Oakland (collectively, the "Approving Parties") in consultation with the Project sponsor shall reach agreement on a protocol achieving all of these requirements prior to the issuance of a certificate of occupancy for the ballpark. During the opening baseball season in which games are played in the ballpark, the Approving Parties shall meet at least monthly with				baseball seasons, unless less frequent meetings are agreed to pursuant to the mitigation measure	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
the Project sponsor to review the effectiveness of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards in consultation with interested Consulting Agencies. After this opening baseball season, the Approving Parties shall continue to meet monthly with the Project sponsor to review the effectiveness of the protocol unless less frequent meetings are mutually agreed upon in consultation with interested Consulting Agencies. 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 in consultation with interested Consulting Agencies. The Approving Parties and the Project sponsor shall make good faith efforts to regularly revise the initial protocol as necessary based on information on the effectiveness and feasibility of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards in consultation with the Consulting Agencies. If the Approving Parties and Project sponsor 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. ***Addresses the following impacts:*** • ***Impact LUP-2 (conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative impacts to land use and planning)*** • ***Impact PUB-5 (increase in demand for maritime emergency services and law enforcement requiring new or physically altered governmental facilities—Criterion 1)*** • ***Impact PUB-1.CU (cumulative increase in demand for public services requiring new or physically altered governmental facilities)***					
Mitigation Measure LUP-1b: Implement Improvement Measure AES-2, Design Lighting Features to Minimize Light Pollution. *See Improvement Measure AES-2 in the "Aesthetics, Shadow and Wind" section for the text of this measure*.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Addresses Impact LUP-2 (conflict with adjacent or nearby land or water-based uses—Criterion 2) and Impact LUP-1.CU (cumulative impacts to land use and planning)					
Mitigation Measure LUP-1c: Land Use Siting and Buffers. 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) *Air Quality and Land Use Handbook* (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 *Technical Advisory: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (2017) and the U.S. Environmental Protection Agency's (U.S. EPA's) *Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality* (2016) and include (but not be limited to): 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. 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. 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. City planning staff shall review, and at their discretion, approve 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-	*Plan Submittal and Review:* Project sponsor *Compliance/ Maintenance and Reporting*: Project sponsor	*Plan Submittal and Review:* Prior to issuance of a construction-related permits, submit building and/or landscape plans for each FDP submittal for areas west of Myrtle Street to the City *Compliance/ Maintenance and Reporting:* Prior to issuance of any construction-	*Plan Submittal and Review:* Initial Approval - Oakland Bureau of Planning *Compliance/ Maintenance and Reporting*: Bureau of Building – City Building Official	*Plan Submittal and Review:* Prior to approval of applicable FDPs for areas west of Myrtle Street and verification of building and/or landscape plans as applicable *Compliance/ Maintenance and Reporting*:	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
related plans submitted to the City's building official, who shall determine compliance prior to permit issuance and upon final inspection. The project Sponsor shall be responsible for maintaining all solid barriers and vegetated buffers for the life of the Project. ***Addresses Impact LUP-2 (conflict with adjacent or nearby land or water-based uses—Criterion 2) and Impact LUP-1.CU (cumulative impacts to land use and planning).***		related permit, submit plans and specifications to the City Maintenance of implemented plan elements throughout Project Maintenance Report, annually		Review and approve plan and specifications to the City compliance before permit issuance and upon final inspection. Review and approve annual maintenance report	
Improvement Measure LUP-1: Statement of Disclosure. 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. ***Addresses Impact LUP-2 (conflict with adjacent or nearby land or water-based uses—Criterion 2).***	Project sponsor and any future owners of the Project or portions of the Project	Prior of issuance of a certificate of occupancy, submit proof of Statement of Disclosure to the City for review, and upon approval record with the Alameda County Recorder on the property	Oakland Bureau of Planning	Receive and sign-off on the Statement of Disclosure and verify recordation with the Alameda County Recorder prior to issuance of the first certificate of occupancy	
Noise and Vibration					
Mitigation Measure NOI-1a: Construction Days/Hours. The Project sponsor shall comply with the following restrictions concerning construction days and hours: **a.** ***Monday-Friday.*** 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. **b.** ***Saturday.*** 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	Project sponsor and construction contractor(s)	During Project construction	Oakland Bureau of Building	Confirm implementation throughout construction	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
generating activities (activities generating greater than 90 dBA) are allowed on Saturday. **c.** ***Sunday and Holidays***. 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 90 dBA) are allowed on Sunday or holidays. 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. 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. ***Addresses Impact NOI-1 (temporary ambient noise level increases exceeding general plan or noise ordinance standards—Criteria 1 and 2) and Impact NOI-1.CU (cumulative ambient noise level increases).***	*Extended Days/ Hours:* Project sponsor and construction contractor(s)	*Extended Days/Hours:* Submit proposed type and duration of construction activities proposed during extended days/hours and the proposed public notification to City prior to issuing public notification Issue approved public notification at least 14 calendar days prior to construction activities	*Extended Days/ Hours:* Oakland Bureau of Building	*Extended Days/Hours:* Review and approve request materials and proposed public notification prior to distribution of public notice and start of construction activities proposed during extended days/hours.	
Mitigation Measure NOI-1b: Construction Noise Reduction. 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: 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.	Project sponsor and construction contractor(s)	During Project construction	Oakland Bureau of Building	Confirm implementation throughout construction	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. c. The Project sponsor shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. ***Addresses Impact NOI-1 (temporary ambient noise level increases exceeding general plan or noise ordinance standards—Criteria 1 and 2) and Impact NOI-1.CU (cumulative ambient noise level increases).***					
Mitigation Measure NOI-1c: Project-Specific Construction Noise Measures. a. ***Construction Noise Reduction Plan Required***. Prior to any noise generating construction activities, the Project sponsor shall retain a qualified acoustical consultant to update the Draft Construction Noise Reduction Plan for City review and approval. The Project sponsor shall implement the approved Plan during construction with the goal of achieving interior noise levels that do not exceed 45 dBA for residential activities, 50 dBA for offices and group assembly activities, and 55 dBA for other commercial activities, or current baseline levels. The updated plan shall that contains a set of site-specific noise attenuation measures to further reduce impacts associated with extreme noise generating activities (activities generating greater than 90 dBA) and/or affecting sensitive receptors on or near the Project site as follows:	Project sponsor and a qualified acoustical consultant *Implementation / Monitoring:* Project sponsor and a qualified acoustical consultant	Prior to any grading or construction permit, submit updated site-specific plan to City *Implementation / Monitoring:* *During construction*	Oakland Bureau of Building	Review and approve updated site-specific plan prior to any issuance of any grading or construction permit	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings. *ii.* Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where such technologies are acceptable given geotechnical and structural requirements and conditions; *iii.* Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; *iv*. Specify additional attenuation measures and best practices to further reduce extreme noise generating construction activities (activities generating greater than 90 dBA); *v*. Specify additional attenuation measures and best practices to further reduce construction noise impacts on the existing Phoenix Lofts, the Ellington Condominiums, and future occupants of Phase 1 residences; *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 *vii.* Monitor the effectiveness of noise attenuation measures by taking noise measurements.					
b. ***Public Notification Required***. 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. ***Addresses Impact NOI-1 (temporary ambient noise level increases exceeding general plan or noise ordinance standards—Criteria 1 and 2) and Impact NOI-1.CU (cumulative ambient noise level increases).***	Project sponsor	Submit proposed type and duration of extreme noise generating activities and the proposed public notice to City prior to issuing public notification Issue approved notification at least 14 calendar days before the start of extreme noise-generating construction activities	Oakland Bureau of Building	Review and approve request materials and proposed public notification prior to distribution of public notice and start of extreme noise-generating construction activities	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure NOI-1d: Construction Noise Complaints. 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**:** a. Designation of an on-site construction complaint and enforcement manager for the Project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the Project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. ***Addresses Impact NOI-1 (temporary ambient noise level increases exceeding general plan or noise ordinance standards—Criteria 1 and 2) and Impact NOI-1.CU (cumulative ambient noise level increases).***	Project sponsor *Complaint Log:* Project sponsor	Before and during Project construction *Complaint Log:* Upon City's request	Oakland Bureau of Building *Complaint Log:* Bureau of Building	Review and approve of complaint response procedures prior to approval of grading or construction-related permit *Complaint Log:* Review complaint log, if and when requested by the City	
Mitigation Measure NOI-1e: Physical Improvements or Off-site Accommodations for Substantially Affected Receptors. 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. • 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. • 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 Oakland Bureau of Planning and Bureau of Building for review that specifies the duration of the accommodation and the type of accommodation (e.g., hotel or other). Once finalized, the affected	Project sponsor	*Physical Improvements Option:* During impact or vibratory pile driving activities occurring within designated distance *Accommodation Option:* Finalization of temporary relocation plan, followed by contact of residents six months before construction	Oakland Bureau of Planning Oakland Bureau of Building	Review and approve of temporary relocation plan prior to commencement of pile driving activities *Documentation of Compliance:* Throughout construction	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses the following impacts:*** • ***Impact NOI-1 (temporary ambient noise level increases exceeding general plan or noise ordinance standards—Criteria 1 and 2)*** • ***Impact NOI-2 (construction-related exposure of persons to or generation of groundborne vibration exceeding Federal Transit Administration criteria—Criterion 8)*** • ***Impact NOI-1.CU (cumulative ambient noise level increases)***					
Mitigation Measure NOI-2a: Permit and Sound Control Agreement Requirement for Concert Events. The Project sponsor shall require each individual concert event obtain a concert event operation permit from the City Administrators office. Each operators permit will require the preparation and implementation of a Sound Control Agreement to be implemented for each concert event at the proposed ballpark to reduce the severity of potential noise impacts from amplified music. The Sound Control Agreement 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 Sound Control Agreement shall be vetted by the City Administrator's Office and shall contain the following elements: • **Operational Hours**: The Sound Control Agreement would restrict the event operator to prescribed hours and days for all amplified sound. • **Operational Setup**: 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. • **Sound Level Limits**: 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.	*Prepare/Submit Agreement:* Project sponsor *Implementation/ Monitoring:* Project sponsor	*Prepare/Submit Agreement:* With application for each individual special event permit pursuant to Oakland Municipal Code Chapter 12.56 *Implementation/ Monitoring:* During each individual special event	*Prepare/Submit Agreement:* Oakland City Administrators Office *Implementation/ Monitoring:* City staff, event operator, or a contracted technician	*Prepare/Submit Agreement:* Review and approve Agreement prior to issuance of each special event permit pursuant to Oakland Municipal Code Chapter 12.56 *Implementation/ Monitoring:* Assess compliance with the Agreement during each individual special event	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• **Real-time Monitoring**: 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. 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 L_{eq} 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. • **Sound Control Liaison**: 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. ***Addresses Impact NOI-3 (5-dBA permanent ambient noise level increase or City of Oakland Noise Ordinance violation—Criteria 3 and 4).***					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure NOI-2b: Egress Notifications. The Project sponsor shall disseminate information to event-goers identifying alternative egress routes without sensitive receptors and asking patrons for quiet post-event egress. ***Addresses Impact NOI-3 (5-dBA permanent ambient noise level increase or City of Oakland Noise Ordinance violation—Criteria 3 and 4).***	Project sponsor	Submit notice with application for each individual special event permit pursuant to Oakland Municipal Code Chapter 12.56, and at each ballgame *Implementation:* Prior to each for each individual special event and at each ballgame	Oakland City Administrators Office	Review and approve information to be disseminated at each individual special event and each ballgame *Monitor:* Throughout operation of the Project and special events	
Mitigation Measure NOI-2c: Operational Noise from Stationary Equipment. 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). ***Addresses Impact NOI-3 (5-dBA permanent ambient noise level increase or City of Oakland Noise Ordinance violation—Criteria 3 and 4).***	Project sponsor and a qualified acoustical engineer	Submit specifications with building permit plans	Oakland Bureau of Building	Review and approve specifications with building permit plans prior to issuance of building permit.	
Mitigation Measure NOI-3: Noise Reduction Plan for Exposure to Community Noise. 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 urban residential uses (ESA, 2019), while attenuation of	Project sponsor and a qualified acoustical engineer	Before approval of a construction-related permit, once specific land use designations and building design plans are available	Oakland Bureau of Building	Review and approve noise reduction plan prior to issuance of building permit	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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: a. 45 dBA, DNL: Residential activities, civic activities, hotels b. 50 dBA, DNL: Administrative offices; group assembly activities c. 55 dBA, DNL: Commercial activities d. 65 dBA, DNL: Industrial activities ***Addresses the following impacts:*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)*** • ***Impact NOI-4 (conflict with land use compatibility guidelines of Oakland General Plan—Criteria 5 and 6)***					
Improvement Measure NOI-4: Vibration Reduction Plan. 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 Bureau of Building 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: • Use of vibration isolation techniques such as supporting the new building foundations on elastomer pads similar to bridge bearing pads; • 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.	Project sponsor	Before issuance of any building permit, include required measures as part of building permit submittal for structures intended for human occupancy within 100 feet of the mainline track	Oakland Bureau of Building	Verify implementation of measures prior to issuance of a building permit	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Addresses Impact NOI-5 (operational exposure to groundborne vibration exceeding Federal Transit Administration criteria or conflicting with Oakland General Plan land use compatibility guidelines—Criteria 5 and 6).					
Population and Housing					
No mitigation or improvement measures are applicable to Population and Housing impacts.	*N/A*				
Public Services					
Mitigation Measure PUB-1: For construction of the new public services facilities, implement **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 RAP, LUCs and Associated Plans*; HAZ-1b, *Compliance with Approved RAP, 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*.** ***Addresses the following impacts:*** • ***Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1)***	*See the "Air Quality," "Biological Resources," "Cultural and Tribal Cultural Resources," "Geology, Soils, and Paleontological Resources," "Hazards and Hazardous Materials," "Hydrology and Water Quality," "Noise and Vibration," and "Transportation and Circulation" sections.*				

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact PUB-2 (increase in demand for police services that would require new or physically altered police facilities, potentially resulting in significant physical environmental impacts—Criterion 1)*** • ***Impact PUB-5 (increase in demand for maritime emergency services and law enforcement requiring new or physically altered governmental facilities—Criterion 1)*** • ***Impact PUB-1.CU (cumulative increase in demand for public services requiring new or physically altered governmental facilities)***					
Necessary Improvement Measure PUB-1: Fire Station 2 Retrofit or Replacement. 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. ***Addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).***	Project sponsor	Prior to the issuance of the first building permit for the ballpark or a retrofit for Fire Station 2, submit detailed improvement plans and program to replace Fire Station 2 to the City	Oakland Bureau of Planning Oakland Fire Department	Prior to issuance of the first building permit for the ballpark or a demolition permit for Fire Station 2, coordinate and confirm with Project sponsor on timing of retrofit, location of replacement, or demolition of Fire Station 2 Prior to issuance of the first building permit for the ballpark or changes to Fire Station 2, review and approve detailed plans and a program to retrofit, replace or relocate Fire Station 2	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Necessary Improvement Measure PUB-2: Ballpark Law Enforcement Facilities. Prior to the issuance of the building permit for the ballpark, the Project sponsor shall provide building plans to the Bureau of 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. ***Addresses Impact PUB-2 (increase in demand for police services that would require new or physically altered police facilities, potentially resulting in significant physical environmental impacts—Criterion 1).***	Project sponsor	Before issuance of the building permit for the ballpark and in consultation with OPD, U.S. Coast Guard, Alameda County Sheriff	Oakland Bureau of Building	Prior to the issuance of the building permit for the ballpark, review and approve building plans	
Recreation					
Mitigation Measure REC-1: Implement **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 RAP, LUCs and Associated Plans*; HAZ-1b, *Compliance with Approved RAP, 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,**	*See the "Air Quality," "Biological Resources," "Cultural and Tribal Cultural Resources," "Geology, Soils, and Paleontological Resources," "Hazards and Hazardous Materials," "Hydrology and Water Quality," "Noise and Vibration," and "Transportation and Circulation" sections.*				

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Physical Improvements or Off-site Accommodations for Substantially Affected Receptors*; and TRANS-4, *Construction Management Plan*.** ***Addresses Impact REC-2 (construction or expansion of recreational facilities that could have substantial adverse effect on the environment) and Impact REC-1.CU (cumulative impacts to recreation).					
Transportation and Circulation					
Mitigation Measure TRANS-1a: Transportation and Parking Demand Management (TDM) Plan. This mitigation measure will 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. The goals of the TDM Plan shall be the following: • Reduce vehicle traffic and parking demand generated by the Project to achieve at least a 20% reduction in vehicle trips. • Prioritize pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City's transportation system, consistent with City policies and programs. 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.	Project sponsor; building owners in the non-ballpark development, or their designees	*Submittal of TDM Plan:* Before occupancy of each building within the non-ballpark development *Establishment of TMA:* Before occupancy of the first non-ballpark building *Physical Improvements Associated with TDM Plan Measures for Vehicle Trip Reduction:* Before completion of Project Phase 1, unless the physical improvement is required as part of a specific building in which case the improvement must be completed prior to occupancy of the building in question. All other TDM strategies shall be implemented per each building's TDM Plan.	City of Oakland Bureau of Planning Oakland DOT	City review and approval of: • Each TDM Plan before building occupancy • Annual compliance reports each year through and including the fifth year following buildout of the non-ballpark development • A Corrective Action Plan if the VTR goals are not satisfied in two successive years	

<table>
<tr><th>Mitigation or Improvement Measure</th><th>Implementing Party</th><th>Timing of Implementation</th><th>Monitoring Party</th><th>Timing and Method of Monitoring</th><th>Compliance Status (for City of Oakland use only)</th></tr>
<tr><td>
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 the mandatory measures identified in this measure and additional services and programs designed as necessary to meet the 20 percent reduction.

As stated in Table 4 of the City's Transportation Impact Review Guidelines, the following TDM strategies (Error! Reference source not found.) 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.

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.

TABLE 4.15-1
NON-BALLPARK DEVELOPMENT TRANSPORTATION AND PARKING DEMAND MANAGEMENT PLAN (CITY REQUIREMENTS)
<table>
<tr><th>Improvement</th><th>Required by code or when…</th><th>Required for Proposed Project?</th></tr>
<tr><td>1. Bus boarding bulbs or islands</td><td>• Bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or
• Bus stop along project frontage serves a route with 15 minutes or better peak-hour service</td><td>Yes. The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would, depending on design, provide bus boarding bulbs or islands.</td></tr>
</table>
</td><td></td><td>Compliance Reports:

Submit to City each year through and including the fifth year following buildout of the non-ballpark development</td><td></td><td></td><td></td></tr>
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Mitigation or Improvement Measure			Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
	and has a shared bus-bike lane curb						
2. Bus shelter	• A stop with no shelter is located within the project frontage, or • Project is located within 0.10 miles of a flag stop with 25 or more daily boardings	**Yes.** The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would include bus shelters or other, comparable amenities.					
3. Concrete bus pad	• A bus stop is located along the project frontage and a concrete bus pad does not already exist	**Yes.** The Transportation Hub (Mitigation Measure TRANS-1c) on 2nd Street would incorporate concrete bus pads.					
4. Curb extensions or bulb-outs	• Identified as an improvement within site analysis	**Yes.** 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	• 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 • The project would generate 500 or more daily bicycle trips	**Yes.** 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					

Mitigation or Improvement Measure			Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
		Embarcadero West, south side of the railroad tracks, between Martin Luther King Jr. Way and Oak Street (Mitigation Measure TRANS-3a); and completed bike lanes Washington Street between Embarcadero West and 10th Street (Mitigation Measure TRANS-2c) would constitute multiple corridor-level bikeway improvements.					
6. Implementation of a corridor-level transit capital improvement	• A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips	**Yes.** The Transportation Hub on 2nd Street (Mitigation Measure TRANS-1c) together with bus-only lanes on Broadway to connect the Transportation Hub and the 12th 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.	• Always required	**Yes.** 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).					

Mitigation or Improvement Measure			Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
8. Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	• When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection	**Yes.** Construct railroad safety improvements between Schnitzer Steel and Oak Street 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).					
9. In-street bicycle corral	• 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.	**Yes.** In-street bicycle corrals or bicycle parking of similar ease and density to be provided on-site.					
10. Intersection improvements [1]	• Identified as an improvement within site analysis	**Yes.** 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	• Always required	**Yes.** All on-site sidewalks, curb ramps, curbs, and gutters would meet current City and ADA standards.					

Mitigation or Improvement Measure			Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
12. No monthly permits and establish minimum price floor for public parking [2]	• If proposed parking ratio exceeds 1:1000 sf. (commercial)	**Yes.** Monthly permits would be prohibited for all publicly available spaces, and a price floor would be established for all publicly available parking.					
13. Parking garage is designed with retrofit capability	• Optional, if proposed parking ratio exceeds 1.25 spaces per unit (residential) or 1:1000 sf. (commercial)	**Yes.** 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	• 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.	**Yes.** 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.					
15. Paving, lane striping or restriping, and signs to midpoint of street section	• Typically required	**Yes.** All on-site streets would be newly constructed.					
16. Pedestrian crossing improvements	• Identified as an improvement within site analysis	**Yes.** New on-site streets and intersections as well as off-site transportation improvements would include pedestrian crossing features.					

Mitigation or Improvement Measure			Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
17. Pedestrian-supportive signal changes [3]	• Identified as an improvement within operations analysis	**Yes.** All new and modified on- and off-site signals would have pedestrian supportive signal features.					
18. Real-time transit information system	• 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	**Yes.** 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	• A project is located within 0.10 miles of any active bus stop that is currently on the near side	**Yes.** 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 [4]	• Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage abuts intersection with signal infrastructure older than 15 years	**Yes.** All new and upgraded traffic signals, whether on- or off-site, would meet city standards in effect at the time of installation or upgrade.					

Mitigation or Improvement Measure			Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
21. Transit queue jumps	• 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	**Yes.** The bus-only lanes on Broadway between Embarcadero West and 11th Street (Mitigation Measure TRANS-1d) function as transit queue jumps.					
22. Trenching and placement of conduit for providing traffic signal interconnect	• Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage is identified for signal interconnect as part of a planned ITS project; and • A major transit improvement is identified requiring traffic signal interconnect	**Yes.** New and modified traffic signal installations, whether on- or off-site, would be interconnected to City standards at the time of installation or upgrade.					
23. Unbundled parking	• If proposed parking ratio exceeds 1.25 spaces per unit (residential)	**Yes.** Residential parking would be unbundled from residential leases and residential purchases					

NOTES:

[1] Such as limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

[2] May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
[3] 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. [4] Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals. SOURCES: City of Oakland *Transportation Impact Review Guidelines*, 2017. Fehr & Peers Other TDM strategies, some of which are described in City's *Transportation Impact Review Guidelines*, that could be included for each building in the non-ballpark development as needed to meet the 20% trip reduction requirement include, but are not limited to, the following, as well as applicable strategies that may be stipulated in Transportation Management Plan for the ballpark (Mitigation Measure TRANS-1b). The required strategies noted below shall apply to all TDM Plans for the non-ballpark development: 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. (Optional) 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. (Optional) 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. (Optional) 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 http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively) and any applicable streetscape plan. (Optional) 5. Provide additional transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. (Optional) 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). (Optional)					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
7. Provide transit subsidy to employees and residents (per bedroom) in the form of an AC Transit EasyPass (currently up to $154.10 per year per person) or Clipper Card loaded with the equivalent of half of an AC Transit unlimited monthly pass (currently $42.30 per month per person). (Required)					
8. Provide ongoing contribution to transit service to the area between the Project and nearest mass transit station prioritized as follows: (1) Contribution to AC Transit bus service such as extending Line 6 to the Project; (2) Contribution to an existing area shuttle or streetcar service; and (3) Establishment of new shuttle service with 10 minute headways during peak demand periods. (Required)					
9. Provide guaranteed ride home program for employees, either through 511.org or through separate program. (Optional)					
10. Provide pre-tax commuter benefits (commuter checks) for employees. (Optional)					
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). (Required)					
12. Provide on-site carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools. (Optional)					
13. Provide information concerning alternative transportation options. (Optional)					
14. Sponsor a bike share station in the project vicinity. (Optional)					
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. (Optional)					
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. (Required)					
17. Provide parking spaces sold/leased separately for residential units (Required) and for office and commercial uses (Required).					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
18. Charge employees for parking or provide a cash incentive or transit pass alternative to a free parking space for all non-residential properties (Optional). 19. Prohibit monthly parking permits and establish a minimum price floor for publicly accessible parking. (Required) 20. Provide less parking than parking demand with the following maximums at buildout: 0.85 spaces per residential unit; 2.0 spaces per ksf for office; 2.6 spaces per ksf for commercial i.e., restaurant, retail, entertainment; and 0.5 spaces per hotel unit (Required). 21. Provide shared parking opportunities and/or parking districts to optimize parking use without increasing vehicle trip reduction goals. (Optional) 22. Allow employees to work off-site. (Optional) 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). (Optional) 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. (Optional) 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. • 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 unless the physical improvement is required as part of a specific building in which case the improvement must be completed prior to occupancy of the building in question. All other TDM strategies shall be implemented per each building's TDM Plan. • TDM Monitoring – The owner or their designee for each building of the non-ballpark development, through the TMA, shall submit an annual compliance					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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 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. ***Addresses the following impacts:*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)***					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact GHG-1 (direct or indirect, "net additional" GHG emissions—Criterion 1)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact LUP-2 (fundamental conflict with adjacent or nearby land or water-based uses—Criterion 2)*** • ***Impact LUP-1.CU (cumulative land use and planning impacts)*** • ***Impact NOI-3 (5-dBA permanent ambient noise level increase or City of Oakland Noise Ordinance violation—Criteria 3 and 4)*** • ***Impact NOI-2.CU (substantial cumulative permanent increase in ambient noise levels)*** • ***Impact TRANS-1A Non-Ballpark Development (effects on VMT from residential and commercial components of the project and the performance venue—Criterion 1)*** • ***Impact TRANS-6 (degradation of CMP or MTS segments at Posey Tube eastbound and Webster Tube westbound—Criterion 4)*** • ***Impact TRANS-1.CU (effects on VMT from residential and commercial components of the project, citywide VMT, and VMT per attendee generated by the ballpark—Criterion 1)*** ***In addition, through incorporation by reference into Mitigation Measure TRANS-1b, addresses Impact TRANS-1B Ballpark VMT.***					
Mitigation Measure TRANS-1b: Transportation Management Plan. 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 and Project sponsor 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 (TCO) for the ballpark. The TMP will be a living document requiring periodic updates over time as travel patterns change because of development and	Project sponsor	*Submittal of Draft TMP:* Together with application for building permits for the ballpark *Physical Improvements Associated with TMP Measures for Vehicle Trip Reduction:* Before opening day of the ballpark	City of Oakland Bureau of Planning, Oakland DOT	City review and approval of: • The TMP before issuance of the TCO • Annual compliance reports each year the ballpark is in operation	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
changes to transportation infrastructure and operations. All revisions to the TMP shall be subject to the review and approval of the City. The following are the City's overarching goals for the TMP: • To ensure improvements benefit the community at large and contribute to equitable opportunities for all people and communities. • To provide residents, workers, and visitors with safe, efficient, affordable, convenient, and reliable mobility options including public transit, walking, carpooling, and biking. • To manage how the project interacts with the surrounding area, including residential neighborhoods, the Port of Oakland, and local industries and businesses. 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: • Minimize auto mode share to achieve at least a 20% reduction in vehicle trips. • 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. • Highlight and optimize the use of transit by attendees and employees to ball games and other events. • Facilitate and maximize bicycle use by attendees and employees to ball games and other events. • 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. • Maximize safety for all transportation users at key locations in and around the ballpark and broader neighborhood during event ingress and egress.		*Implementation of Strategies Presented in **Bold**:* By opening day of the ballpark *Meetings regarding TMP Implementation Inaugural Events:* In advance of each ballpark event until the transportation patterns are established; then quarterly the first two years, and at least annually thereafter *Compliance Reports:* Each year the ballpark is in operation			

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• Minimize conflicts between ridesourcing, i.e., Lyft, Uber, and taxi operations and key transit, walking, biking, and Port truck access streets near the ballpark. • 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. • Minimize event-related vehicular, bicycle, and pedestrian impacts to surrounding residential and commercial areas, including warehouse and industrial operations and the Port. • Minimize conflicts with Seaport operations, including freight movement by roadway and rail. The TMP shall include the baseline calculations of ballpark development vehicle trips as set forth in the EIR, 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. A Parking Management Plan for the ballpark shall be one component of the TMP. But the TMP shall have many other elements as described below 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. 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 mandatory measures set forth herein and a menu of additional measures to meet the 20% reduction, 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 to reduce vehicle trips, including providing incentives for transit usage and carpools, bicycle parking and support, signage, and real-time transit information.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. The strategies in **bold** represent strategies that are mandatory-to be implemented by opening day of the ballpark and will be adopted as specific mitigation measures (as identified below) or conditions of approval, as applicable. **1. Extending transit service such as Line 6, 72, 72M, and 72R to and constructing the Transportation Hub on 2nd Street in coordination with AC Transit and the City of Oakland.** 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. **3. Bus priority lanes serving the 12th Street BART station and Downtown Oakland to increase the speed, reliability, and attractiveness of transit services.** 4. Bus priority lanes serving the West Oakland and Lake Merritt BART stations to increase the speed, reliability, and attractiveness of transit services. **5. Supplemental shuttle service (provided by AC Transit or a private operator) to the 12th Street BART station using high capacity multidoor buses to increase frequency and capacity of transit connections to BART stations on event days.** 6. Supplemental shuttle service (provided by AC Transit or a private operator) to the West Oakland and/or Lake Merritt BART stations using high capacity multidoor buses to increase frequency and capacity of transit connections to BART stations on event days. **7. Pedestrian improvements along 7th Street, Market Street, Martin Luther King Jr. Way, Washington Street, Broadway and 8th Street 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 and TRANS-3b).** **8. 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)**. **9. Wayfinding between the West Oakland BART station and the ballpark via 7th Street, between the 12th Street BART station and the ballpark via**					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Broadway and Washington Street, and between the Lake Merritt BART station and the ballpark via 8th Street.					
10. At-grade railroad crossing improvements along the project's frontage and extending to Oak Street. (Required as Mitigation Measure TRANS-3a and TRANS-3b).					
11. Transit subsidies to provide reduced cost transit (for example equivalent to an average roundtrip BART fare at 12th Street BART station which is currently $6.70) for ballpark attendees and/or employees.					
12. No parking subsidies for ballpark employees and contractors.					
13. A combination of standard, secure, and valet bicycle parking at multiple locations, identified in collaboration with OakDOT.					
14. 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.					
15. 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.					
16. Coordination between the City, 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.					
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.					
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.					
19. Implementation of the Parking Management Plan titled *Toward a High-Performance Parking Management System for a Thriving Oakland: a Plan* to manage the off-site parking garages within one mile of the Project site.					
20. Implementation of the Parking Management Plan titled *Toward a High-Performance Parking Management System for a Thriving Oakland: a*					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
***Plan* to manage on-street parking on-site and in adjacent neighborhoods within at least one mile of the Project site, including the implementation of RPPs**. 21. Further reduction of on-site parking as needed to achieve VTR goals. 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. **23. The A's shall actively market and disseminate information to employees, ballpark attendees, and contractors regarding travel to and from the ballpark events such as carpooling, reserving parking, using AC Transit, BART, bicycling, and bikeshare, as well as other non-auto modes and services. Active marketing campaigns shall be coordinated with transit providers and other local groups as appropriate and may include "event" days that celebrate and promote specific non-auto travel modes.** **24. Provide BART personnel or other personnel acceptable to BART to manage pre- and post-event attendees accessing the West Oakland, 12th Street, and Lake Merritt BART stations to ensure safe and efficient access for all people traveling to and from ballpark events through the BART stations.** **25. Provide Traffic Control Officers or other personnel acceptable to the City of Oakland to manage pre- and post-event attendees to ensure safe and efficient access for all people traveling to and from ballpark events.** 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. • TMP Implementation of Physical Improvements – 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. Functionally equivalent interim measures may be considered by the City in circumstances where such measures are needed to address unforeseen construction delays to off-site improvements.					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• TMP Implementation Inaugural Events – 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. • TMP Monitoring – 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. ***Addresses Impacts AIR-2, AIR-1.CU, AIR-2.CU, ENE-1, ENE-2, ENE-1.CU, GHG-1, GHG-2, LUP-2, LUP-1.CU, NOI-3, and NOI-2.CU (see Mitigation Measure TRANS-1a for full details).*** ***Also addresses Impact TRANS-1B Ballpark VMT (VMT per attendee generated by the ballpark component of the Project—Criterion 1).***					
Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2nd Street. 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	Project sponsor	Before opening day of the ballpark	Oakland DOT	Before opening day of the ballpark, review and approve Transportation Hub by the City, and verify coordination conducted with AC Transit regarding bus stop location and design,	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. • 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. • 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. • 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. • 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. • 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. • 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. • Provide designated space for shared micromobility. 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. ***Addresses the following impacts:*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)***					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact TRANS-1B Ballpark VMT (VMT per attendee generated by the ballpark component of the Project—Criterion 1)*** • ***Impact TRANS-1.CU (effects on VMT from residential and commercial components of the project, citywide VMT, and VMT per attendee generated by the ballpark—Criterion 1)***					
Mitigation Measure TRANS-1d: Implement Bus-Only Lanes on Broadway. 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. • 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. • Install new traffic signals at 2nd and 4th 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. • Coordinate traffic signal timings and transit signal priority on Broadway generally between Embarcadero West and 11th Street. • Install a signal protected southbound left-turn lane at the 7th to facilitate turning movements to Chinatown District and prohibit northbound left turns at 8th Street	Project sponsor	Before opening day of the ballpark	Oakland DOT	Before opening day of the ballpark, review and approve bus-only lanes on Broadway; Verify Caltrans approval of bus-only lanes through the 5th and 6th Street intersections; verify coordination conducted with AC Transit regarding bus stop location and design	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
to separate left turning traffic on Broadway from pedestrian crossings at both intersections or an alternative approved by the City. 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. ***Addresses the same impacts as identified for Mitigation Measure TRANS-1c.***					
Mitigation Measure TRANS-1e: Implement Pedestrian Improvements. 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. • 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. • 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 3rd 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. • Unless another street that directly connects the Lake Merritt BART station and Broadway is identified and agreed upon by the City, upgrade the sidewalk on both sides of 8th Street between Oak Street and Washington Street to provide minimum 8-foot clear space at fixed sidewalk obstacles; maximize sidewalk waiting areas within 20 to 30 feet of intersections; provide pedestrian lighting as necessary; correct	Project sponsor	Before opening day of the ballpark	Oakland DOT	Before opening day of the ballpark, review and approve pedestrian improvements; verify Caltrans approval for sidewalk segments passing under the freeway	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)

sidewalk tripping hazards; daylight intersections and driveways with red curb per City guidance; and provide pedestrian wayfinding signage to direct patrons to the ballpark.
• 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 2nd Street to minimize pedestrian crossing locations at the railroad tracks.
• 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:
  • 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.
  • 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.
  • Widen Washington Street sidewalks to provide 8-foot clear space at sidewalk obstacles between 5th and 6th 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					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
replace any existing 8-inch signal heads with 12-inch signal heads. • 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. • 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. 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. ***Addresses the same impacts as identified for Mitigation Measure TRANS-1c.***					
Mitigation Measure TRANS-2a: Implement Buffered Bike Lanes on 7th Street from Mandela Parkway to Martin Luther King Jr. Way. 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. ***Addresses the following impacts:*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_x, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)***	Project sponsor	Before opening day of the ballpark	Oakland DOT	Review and approve bike lanes on 7th Street with sufficient time for the Project sponsor to implement the measure before opening day Review and approve of documentation of compliance before opening day of the ballpark	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact TRANS-2 (conflict with plan, ordinance, or policy addressing circulation system safety or performance—Criterion 2)*** • ***Impact TRANS-2.CU (conflict with plan, ordinance, or policy addressing circulation system safety or performance—Criterion 2)***					
Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street. 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. 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. ***Addresses the same impacts as identified for Mitigation Measure TRANS-2a.***	Project sponsor	Before opening day of the ballpark	Oakland Bureau of Planning Oakland DOT	Review and approve the bike lanes; verify CPUC approval (if granted) for the railroad track crossing on Martin Luther King Jr. Way with sufficient time for the project sponsor to implement the measure before opening day Review and approval of documentation of compliance before opening day	
Mitigation Measure TRANS-2c: Implement Bike Lanes Consistent with the Bike Plan on Washington Street from Embarcadero West to 10th Street. The Project sponsor shall implement bike lanes consistent with the Bike Plan on Washington Street between Embarcadero West and 10th Street. The mitigation measure shall be completed and in operation prior to opening day of the ballpark.	Project sponsor	Before opening day of the ballpark	Oakland Bureau of Planning Oakland DOT	Review and approve bike lanes; verify CPUC approval (if granted) for the railroad track crossing on Washington Street with sufficient time for the project	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses the same impacts as identified for Mitigation Measure TRANS-2a.***				sponsor to implement the measure before opening day Review and approve documentation of compliance before opening day	
Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements. 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 like those listed below. • 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 Oak Street. This change would alter Embarcadero West circulation as follows: o Between Market Street and Schnitzer Steel Embarcadero West would remain two-way with a signalized intersection at Market Street. o 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. o Between Jefferson and Webster Streets Embarcadero West on the north side of the active UPRR tracks would remain as a public street if the fence line separating the railroad tracks and Embarcadero would be offset from the active track by approximately 10 feet. o The portion of Embarcadero that is south of the active UPRR tracks and between Martin Luther King Jr. Way to Broadway would be physically separated from the railroad tracks by a fence. A multi-use path would be constructed between Martin Luther King Jr. Way and Jefferson Street and between Clay Street and Washington Street (and potentially to Broadway). The multi-use path would replace the vehicle street that exists today (emergency vehicles would be accommodated to the extent feasible). The	Project sponsor	Before opening day of the ballpark	Oakland Bureau of Planning Oakland DOT	Confirm implementation of at-grade railroad crossing improvements, if approved by CPUC and other responsible agencies Review and approval of documentation of compliance once final improvements are constructed	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
fence line separating the railroad tracks and Embarcadero would be offset from the active track or third track by approximately 10 feet, or the minimum allowable by UPRR and/or the CPUC. 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 and potentially Oak Street 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. The portion of Embarcadero between Jefferson and Clay Streets would remain a vehicle access with sidewalk serving the Vistra Power Plant where bicyclists would share the street with motor vehicle traffic. The portion of Embarcadero that is south of the active UPRR tracks and between Broadway and Webster Street would be physically separated from the railroad tracks by a fence. The fence line separating the railroad tracks and Embarcadero would be offset from the active track or third track by approximately 10 feet, or the minimum allowable by UPRR and/or CPUC. If offset from the active track, the remaining width between the fence and the sidewalk would be used as a service access and emergency vehicle route. If offset from the third track, there would be no width for a service access or emergency vehicle route serving the Jack London Square businesses along the south side of Embarcadero West between Broadway and Webster Street. • Upgrade the existing at-grade railroad crossings at Market Street, Martin Luther King Jr. Way, Clay Street, Washington Street, Broadway, Franklin Street, Webster Street, and Oak Street with features like 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. • 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[6] and include queue cutter loops[7] on Market Street that would be tied to both traffic					

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

7 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.

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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 3rd Street that are activated during railroad preemption. • 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 3rd Street that are activated during railroad preemption. The Project sponsor shall be responsible for undertaking the necessary Diagnostic Study based, in part, 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. The final suite of at-grade crossing improvements shall be established through the GO 88-B Request. ***Addresses the following impacts:*** • ***Impact AIR-2 (average daily or maximum annual operational emissions exceeding thresholds for ROG, NO_X, $PM_{2.5}$, or PM_{10}—Criterion 2)*** • ***Impact AIR-1.CU (cumulative regional air quality impacts associated with criteria pollutants)*** • ***Impact AIR-2.CU (cumulative health risk impacts on sensitive receptors)*** • ***Impact ENE-1 (wasteful, inefficient, and/ or unnecessary use of energy—Criterion 1)*** • ***Impact ENE-2 (conflict with or obstruction of adopted energy conservation plans or violation of energy efficiency standards—Criterion 2)*** • ***Impact ENE-1.CU (cumulative energy impacts)***					

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact TRANS-3 (exposure to transportation hazard from additional multimodal traffic traveling across at-grade railroad crossings on Embarcadero—Criterion 2)*** • ***Impact TRANS-3.CU (contribution to transportation hazard from cumulative volumes of multimodal traffic traveling across at-grade railroad crossings on Embarcadero—Criterion 2)***					
Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing. 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 (Figure 4.15-48) or Clay Street (Figure 4.15-49), 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 3rd 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. 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. If constructed along Jefferson Street, the overcrossing would border the PG&E Station C API, a historical resource, and be immediately adjacent to the National Register-eligible PG&E Station C contributor located at 601 Embarcadero West. Therefore, to avoid any adverse impacts on 601 Embarcadero West and the API,	Project sponsor	Before opening day of the ballpark	Oakland Bureau of Building Oakland Bureau of Planning Oakland DOT	Review and approve improvement plans following confirmation of CPUC and Port approval (if granted) and consultation with the CCJPA and property owners, such as UPRR. Final inspection prior to use and ballpark opening	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses the same impacts as identified for Mitigation Measure TRANS-3a.***					
Mitigation Measure TRANS-4: Construction Management Plan. 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 Bureau of Planning and Bureau of Building, 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. In order to minimize site grading, infrastructure and ballpark construction impacts on access for nearby residences, institutions, and businesses, the Project sponsor shall provide nearby residences and businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours, excavation), and travel lane closures via a website and/or quarterly construction update meetings with neighbors. 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. 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	Project sponsor and general contractor	Before issuance of the first grading or construction-related permit *Implementation of approved CMP:* During Project construction *Repair of any damage to public right-of-way:* • Within one week of the damage or excessive wear; or • If further damage or excessive wear may continue, before approval of final inspection of the construction permit; or • In case of damage that is a threat to public health or	Oakland Bureau of Building	Review and approve Plan before issuance of first grading or construction-related permit	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
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. ***Addresses the following impacts:*** • ***Impact HAZ-3 (impaired implementation or physical interference with adopted emergency response or evacuation plan—Criteria 6 and 9)*** • ***Impact HAZ-1.CU (cumulative impacts relative to hazards and hazardous materials)*** • ***Impact TRANS-4 (transportation hazard from construction along railroad corridor—Criterion 2)*** • ***Impact TRANS-4.CU (transportation hazard from construction activity in an area seeing additional construction—Criterion 2)*** ***In addition:*** • ***As part of Mitigation Measure PUB-1, addresses Impact PUB-1 (increase in demand for fire protection and emergency medical response services that would require new or physically altered fire protection facilities, potentially resulting in significant physical environmental impacts—Criterion 1).***		safety, immediately			

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
• ***As part of Mitigation Measure REC-1, addresses Impact REC-2 (construction or expansion of recreational facilities which could have a substantial adverse physical effect on the environment—Criterion 2).***					
Utilities and Service Systems					
Mitigation Measure UTIL-1: Preparation and Approval of Final Design Wastewater Conveyance System Plans and Analysis. Prior to approval of any construction related permits, the Project sponsor shall prepare and submit a Sanitary Sewer Impact Analysis to City and EBMUD for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines and EBMUD's Wastewater Control Ordinance, respectively. 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- or EBMUD-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. ***Addresses Impact UTIL-1 (potential exceedance of wastewater conveyance or treatment system capacity or EBMUD wastewater discharge limitations—Criteria 1 and 4) and UTIL-1.CU (cumulative impact on water supplies, capacity of EBMUD wastewater systems or City's stormwater conveyance capacity, or generation of solid waste).***	Project sponsor	Before approval of any construction-related permits for each phase or subphase, submit a Sanitary Sewer Impact Analysis and EBMUD confirmation of compliance with its Wastewater Control Ordinance, to the City and pay applicable fees	Oakland Bureau of Building Oakland Public Works	Review and approve Sanitary Sewer Impact Analysis, and documentation of EBMUD's confirmed compliance with its Wastewater Control Ordinance, before approval of any construction-related permits for each phase or subphase; review documentation of fee payment	
Mitigation Measure UTIL-2: Preparation and Approval of Final Design Storm Drainage System Plans. 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. ***Addresses Impact UTIL-2 (potential exceedance of City's stormwater drainage system—Criterion 2) and UTIL-1.CU (cumulative impact on water supplies, capacity of EBMUD wastewater systems or City's stormwater conveyance capacity, or generation of solid waste).***	Project sponsor	Before approval of any construction-related permits, submit to the City design and submit Project Storm Drainage System plans for each phase or subphase	Oakland Bureau of Building Oakland Public Works	Review and approve Project Storm Drainage System plans for each phase or subphase before approval of any construction-related permits for the respective phase or subphase	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure UTIL-3: Recycling Collection and Storage Space. 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. ***Addresses the following impacts:*** • ***Impact GHG-2 (direct or indirect GHG emissions conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions—Criterion 2)*** • ***Impact UTIL-4 (potential violation of statutes or regulations related to solid waste or generate solid waste exceeding permitted landfill capacity—Criteria 5 and 6)*** • ***Impact UTIL-1.CU (cumulative impact on water supplies, capacity of EBMUD wastewater systems or City's stormwater conveyance capacity, or generation of solid waste)***	Project sponsor	Before approval of any construction-related permits for each new building, submit to the City Project drawings showing specifications in this mitigation measure	Oakland Bureau of Building	Review and approve Project drawings showing the specifications in this mitigation measure prior to approval of any construction-related permits	
Variants					
Mitigation Measure CUL-6a: Peaker Power Plant – HABS Documentation (Level II). 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. ***Addresses Impact CUL-8 (with Peaker Power Plant Variant, impact on historical resource through removal of portions of east and west wings of 601 Embarcadero West building) and Impact CUL-3.CU (with Peaker Power Plant Variant, cumulative impact on cultural and historic resources through loss of historic wings of Peaker Power Plant)***	Project sponsor and professional meeting or exceeding the Secretary of the Interior's Historic Preservation Professional Qualifications Standards	Before demolition of portions of the building sections located at 601 Embarcadero West, deposit documentation of recordation to Oakland History Room and Public library	Oakland Bureau of Planning and OCHS	Review and approve HABS Documentation (Level II) prior to demolition of portions of the building sections located at 601 Embarcadero West Review and verify deposit of recordation documentation	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure CUL-6b: Peaker Power Plant – Secretary of the Interior's Standards Compliance Analysis. Prior to demolition, architectural plans for the new end wall on the shortened west wing 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. ***Addresses Impact CUL-8 (with Peaker Power Plant Variant, impact on historical resource through removal of portions of east and west wings of 601 Embarcadero West building) and Impact CUL-3.CU (with Peaker Power Plant Variant, cumulative impact on cultural and historic resources through loss of historic wings of Peaker Power Plant)***	Project sponsor, with assistance from a professional meeting the Secretary of the Interior's Professional Qualification for Architectural History and/or Historic Architecture	Before demolition of portion of the building section located at 601 Embarcadero West, submit Standards Compliance Report to City	City of Oakland Bureau of Planning and OCHS	Review and approve Standards Compliance Report before issuance of a building permit that would involve the demolition of the building section located at 601 Embarcadero West	

Mitigation or Improvement Measure	Implementing Party	Timing of Implementation	Monitoring Party	Timing and Method of Monitoring	Compliance Status (for City of Oakland use only)
Mitigation Measure CUL-7: Convention Center Station Contextual Design Review. 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. ***Addresses Impact CUL-10 (with Aerial Gondola Variant, impacts to the Old Oakland API—Criterion 1) and Impact CUL-4.CU (with the Aerial Gondola Variant, contribution 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)***	Project sponsor	Prior to building permit, prepare and submit to City building plans that incorporate design measures in this mitigation	City of Oakland Bureau of Planning Oakland DOT	Review and approve design measures in building plans, prior to approval of any construction-related permits	
See the "Cultural and Tribal Cultural Resources" and "Hazards and Hazardous Materials" sections for additional mitigation measures applicable to impacts of the variants.	*N/A*				

KEY TO ACRONYMS AND OTHER ABBREVIATIONS:

$\mu g/m^3$ = micrograms per cubic meter
AB = Assembly Bill
AC Transit = Alameda-Contra Costa Transit District
ACM = asbestos-containing materials
ADA = Americans with Disabilities Act
Air District, BAAQMD = Bay Area Air Quality Management District
AQMD = Air Quality Management District
API = Area of Primary Importance
ARB, CARB = California Air Resources Board
ARDTP = Archaeological Research Design and Treatment Plan
ASHRAE = American Society of Heating, Refrigerating and Air-Conditioning Engineers
BART = Bay Area Rapid Transit
BFE = Base Flood Elevation
BMP = best management practice
Caltrans = California Department of Transportation
CBC = California Building Code
CAPCOA = California Air Pollution Control Officers Association
CC&Rs = Covenants, Conditions, and Restrictions
CCR = California Code of Regulations
cd/m^2 = candela per square meter
CDFW = California Department of Fish and Wildlife
CEQA = California Environmental Quality Act
CIE = International Commission on Illumination
City = City of Oakland
CMP = Construction Management Plan
COC = contaminant of concern
CPM Plan = Criteria Pollutant Mitigation Plan
CPUC = California Public Utilities Commission
dB = decibels
dBA = A-weighted decibels
DEIR = draft environmental impact report
DNL = Day/Night Average Sound Level
DOSP = Downtown Oakland Specific Plan
DPM = diesel particulate matter
DTSC = California Department of Toxic Substances Control
EBMUD = East Bay Municipal Utility District
ECAP = Energy and Climate Action Plan
EIR = environmental impact report
Emissions Plan = Construction Emissions Minimization Plan
EPA = U.S. Environmental Protection Agency
EV = electric vehicle
GHG = greenhouse gas
GWP = global warming potential
HABS = Historic American Buildings Survey
HASP = Health and Safety Plan
HVAC = heating, ventilation and air conditioning
ITS = Intelligent Transportation Systems
K = Kelvin
lbs. = pounds
LBP = lead-based paint
LED = light-emitting diode
LEED = Leadership in Energy and Environmental Design
LTMS = Long Term Management Strategy
LUC = land use covenant
MERV = Minimum Efficiency Reporting Value
MLB = Major League Baseball
MOU = memorandum of understanding
mph = miles per hour
$MTCO_2e$ = metric tons of carbon dioxide equivalent
N/A = not applicable
NAHC = Native American Heritage Commission
NOAA = National Oceanic and Atmospheric Administration
NO_X = nitrogen oxides
NPDES = National Pollutant Discharge Elimination System
O&M = operations and maintenance
OakDOT = Oakland Department of Transportation
OFD = Oakland Fire Department
OMC = Oakland Municipal Code
OPD = Oakland Police Department
PG&E = Pacific Gas and Electric Company
Plan = Greenhouse Gas Reduction Plan
PM = particulate matter
$PM_{2.5}$ = particulate matter that is 2.5 microns or less in diameter
PM_{10} = particulate matter that is 10 microns or less in diameter
Port = Port of Oakland
Project = Oakland Waterfront Ballpark District Project
PV = photovoltaic
RAP = Remedial Action Plan
ROG = reactive organic gases
RPP = residential parking permit
RWQCB = Regional Water Quality Control Board
sf. = square feet
SFHA = Special Flood Hazard Area
TAC = toxic air contaminant
TCO = Temporary Certificate of Occupancy
TDM = Transportation and Parking Demand Management
TMA = Transportation Management Association
TMP = transportation management plan
TNC = transportation network company
TRU = Transportation Refrigeration Units
U.S. EPA = U.S. Environmental Protection Agency
UC Berkeley = University of California, Berkeley
UPRR = Union Pacific Railroad
USACE = U.S. Army Corps of Engineers
USS = United States Ship
UV = ultraviolet
VdB = vibration decibels
VDECS = Verified Diesel Emissions Control Strategies
VOC = volatile organic compound
VTR = vehicle trip reduction
WETA = Water Emergency Transportation Authority